

11.2C ORGANIZATION & INDIVIDUAL COMMENTS



Tedi Crawford
<tedi@LS.Berkeley.ED
U>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Plan

04/15/2004 08:01 AM

Would appreciate real concern for community.

Record mixed but I praise the students for their invaluable volunteering. I'm very concerned about education for Berkeley residents and those enthusiastic students who help out at Cragmont Elementary (my particular site of interest) makes the difference between success and failure for many students.

Tedi Crawford

C1-1

11.2C.1 RESPONSE TO COMMENT LETTER C1

RESPONSE TO COMMENT C1-1

The writer's comment is noted.



Karen Meldrum
<kmeldrum@yahoo.com>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: LRDP

04/15/2004 08:08 AM

Jennifer Lawrence,

I am a Cal graduate and local resident. I agree with the goals of the LRDP. A great university should have wide influence in nearby communities and provide intellectual benefits to its neighbors.

Karen Meldrum
Alameda, CA

C2-1

11.2C.2 RESPONSE TO COMMENT LETTER C2

RESPONSE TO COMMENT C2-1

The writer's comment is noted.



**"Bruno, Harry,
Management
Consultant"**
<HBruno@acgov.org>

To: "2020LRDP@cp.berkeley.edu" <2020LRDP@cp.berkeley.edu>
cc: "caa_connection@alumni.berkeley.edu"
<caa_connection@alumni.berkeley.edu>
Subject: Comments on Cal's LRDP from 2005 to 2020

04/15/2004 08:13 AM

Dear Jennifer,

I have reviewed the website concerning Cal's new long range development plan. Rather than add my "two cents" to particular things I would like to see develop on the campus, I want to discuss a desired concept.

I graduated from UC Berkeley in 1971, my brother graduated from Cal in 1977, my oldest son graduated from Cal in 2000, our middle son is a Sophomore at UC Berkeley and will graduate in 2006, and my youngest son is a junior in high school (with an e-mail name he picked when he was 8 years old of "UCBerkFan") and he wants to go Cal and graduate in 2009. Please understand that the reason I am providing my Cal "pedigree" is to demonstrate how the whole experience that is Cal can permeate through just one family. As I get older I think more about legacies and how something done now will effect the future.

Please use this next 15 year development plan to continue the spirit that is embodied in the institution we affectionately call "Cal." First pass all the ideas and thoughts through a grid which asks the question "Will future (and past) generations of Cal alumni be proud of our product?" Will alums want to take their children/friends to the Berkeley campus and "show it off?" Will those associated with this University want to be identified with this University in the future?

Go for it. Go Bears!

Harry Bruno (1971)

C3-1

11.2C.3 RESPONSE TO COMMENT LETTER C3

RESPONSE TO COMMENT C3-I

The writer's comments are noted.



MAnker22@aol.com

04/15/2004 08:13 AM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: (no subject)

The plan seems to me to say too little about students. I was glad to see that housing had not been overlooked, but the tension between being a great research institution and a great teaching institution was already well-known when at was at Cal 40 years ago and certainly had not been significantly improved when my daughter was at Cal 5 years ago. Will the university focus on preparing students to fit into the existing society and economy or will it seek to develop independent thinkers and creative critics who will be true to themselves and true to human potential? Even if the hope would be to do both or, rather, to allow students to choose which each wishes to be, I think there needs to be a plan. Human development is unlikely to occur in the best way possible if left to chance or to the individual choices and plans of individual members of the faculty. Specifically, I think all the great books on the role of higher education have assumed that universities has done their job when they provide for the intellectual growth of students. However, fostering intellectual growth requires a more encompassing impact that assigning papers to write and books to read. Few students arrive with much confidence in the power of reason to do more than gather facts, to do more than use sophistry to make a case for whatever point of view one had at the beginning. How can a university as large and diverse as Berkeley affect students individually in an organized way and affect them deeply enough to foster the confidence in the power of mind necessary to making the best use of whatever else they learn? That seems to me to require attention to the psychological development of students. I am not thinking of providing more therapy, though that might be good as well. I am thinking about the ways Cal might nurture confidence not only in what can be accomplished intellectually but also the confidence of the individual student in what he or she can accomplish intellectually in improving their own lives but also in contributing to the community. There are those who see higher education today as a service station, a gas station. The goal is only to provide whatever the customer wants. That is not the model that helps individuals grow and blossom.

C4-1

Is it possible for the university to aspire to reach such peaks? I think so. Harvard and Berkeley are different in so many ways that I certainly do not imagine that using Harvard as an example should imply that Berkeley should try to be like Harvard. However, I know of no other college that provides as good an example now of the goal I wish were addressed in a substantial way in the planning you are now doing. Harvard successfully conveys to its students that each one of them is important to the future of the world, that they are an infinitely precious resource, that from them must come the great of the next generation. From their recruiting materials to the way the institution deals with students, they have a consistent impact on the self-confidence of their students. I suspect they do this because so many of their students are the children of the wealthy and the famous and, also, customers who are paying a small fortune to be at Harvard. I am unaware that Harvard actually thought through what they are doing, though they may have. I also want to emphasize again that I am not proposing that Cal try to fake being Harvard, which almost certainly would fail for many reasons. But the success Harvard has at making its students feel better about themselves, feel the importance and value of what they can do with their minds, that success can give Cal the optimism that the planning process at Cal could develop a uniquely Berkeley way to have that profound and healthy an impact on Cal students.

If all students learn still is used only to serve the prejudices they started with, then all that learning has not really made much difference. How can Berkeley affect the soul, the respect for learning as a way to examine and resolve the prejudices, the confidence that the truth can make people free and that each Cal student should leave not only with knowledge and the skills to gather more knowledge but also with the optimism that he or she individually can think constructively and effectively about personal problems and community problems, that reason is powerful and sweet?

11.2C.4 RESPONSE TO COMMENT LETTER C4

RESPONSE TO COMMENT C4-1

The writer's comment that the 2020 LRDP says too little about students is noted. However, it should also be noted that the purpose of the 2020 LRDP is specific: to serve as a guide for future land use and capital investment at UC Berkeley. It does not address the content of educational or service programs. The concerns articulated by the writer are more relevant to the UC Berkeley Strategic Academic Plan, which has established the academic principles upon which the land use and capital investment framework described in the 2020 LRDP are based.



Helen_Marcus@mechbank.com

04/15/2004 08:26 AM

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Feedback Needed on Cal Master Plan

Thanks, I saw a presentation at Alumni House a couple of months ago and made comments there. My greatest concern is that athletic playing fields continue to be sacrificed for building expansion. Please keep the open space for intermural games and pick up sports. There are too few places to go for recreation. Helen Marcus 510 647-0730
----- Forwarded by Helen Marcus/MECHBANK on 04/15/2004 08:35 AM -----

C5-1

"California Alumni Association"
<marcus_helen@mechbank.com>
<caa_connection@alumni.berkeley.edu>
Needed on Cal Master Plan

To: "Helen Marcus"
cc:
Subject: Feedback

04/15/2004 07:03 AM
Please respond to
notice-reply-edsebs4pje3dx
n

Dear Helen Marcus,

The University of California, Berkeley, has just released a new long range plan which will guide the physical development of the campus over the next 15 years. The draft Long Range Development Plan (LRDP), and its environmental impact report (EIR), are now available for public review and comment.

The goals of the LRDP are to support academic excellence, promote social interaction and intellectual collaboration, preserve the open space and natural beauty of the

11.2C.5 RESPONSE TO COMMENT LETTER C5

RESPONSE TO COMMENT C5-1

The 2020 LRDP recognizes the past decline in the number of playfields at UC Berkeley. Section 3.1.10 thus includes the policy to “Preserve existing recreational fields and restore the fields lost since 1990.” A project to replace Underhill Field has already been planned as part of the 2000 Underhill Area Master Plan, and this project is expected to begin construction in the very near future.



John.Hein@uboc.com

04/15/2004 09:22 AM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Cal Alumni Feedback to LRDP

Hello,

As an Alumni I was encouraged to review the LRDP overview and offer preliminary feedback. Although without a good understanding of the options available for growth, my impression was the limitations on growth in the number of students through 2020 was much more restrictive than I would deem desirable. It would seem to me that the campus enrollement s/be allowed to expand at the rate of student population growth for the state as a whole - no less and no more as reasonable space accommodation plans can allow. Simply planning for an additional net increase of 4000 students between 2005 and 2020 would seem to be a figure at the absolute minimum (allowing for less than 1% p.a. growth), much less than what I might expect to be 2-3% p.a. population growth for college enrollment and the state population overall.

C6-1

Curious whether you can provide any further background as to this assumption/limiting factor assumption. How was it derived?

Thank you,

John Hein
Cal Alumni
Class of 1976

This communication (including any attachments) may contain privileged or confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this communication and/or shred the materials and any attachments and are hereby notified that any disclosure, copying, or distribution of this communication, or the taking of any action based on it, is strictly prohibited.

Thank you.

11.2C.6 RESPONSE TO COMMENT LETTER C6

RESPONSE TO COMMENT C6-1

The proposal in the 2020 LRDP to stabilize enrollment at a two-semester average of 33,450 students reflects the Objective to “stabilize enrollment at a level commensurate with our academic standards and our land and capital resources.” The 2020 LRDP Objectives are, in turn, based on the principles of the UC Berkeley Strategic Academic Plan.

Although the current effort to increase enrollment by 4,000 students is part of a state-wide strategy to accommodate the projected growth in college-age Californians, the most recent projections of demographic trends by the University suggest the rate of growth in college-age Californians is expected to level out by the end of this decade.

Moreover, UC Berkeley does not have the same capacity to absorb further growth as many other UC campuses. As noted in section 3.1.5, UC Berkeley is “... a mature, urban campus with aging facilities and limited capacity to expand ... to the extent University land and capital are utilized to accommodate further enrollment growth, they can no longer be utilized for campus renewal.” Yet, as the oldest campus of the University, “... renewal of our buildings and infrastructure is crucial to our ability to recruit and retain exceptional individuals, to pursue new paths of inquiry and discovery, and to maintain our historic standards of academic excellence.”

The target enrollment proposed in the 2020 LRDP allows UC Berkeley to do its share to accommodate the growing statewide demand for a UC education, yet also allows UC Berkeley to conserve more of its resources for the critical task of renewal.



arslaby@juno.com

04/15/2004 09:06 AM

To: 2020LRDP@cp.berkeley.edu
cc: jthomas621@aol.com
Subject: 2020 LRDP

To whom it may concern:

If the intent of your e-mail was to put me on notice and inform me, you have not.

In the 2020LRDP information sent to me 15 April 2004, by e-mail, I see NO plans. There is NO way I can comment on potential impacts without seeing maps and plans.

Thank you.

Ann Reid Slaby, PhD
Attorney at law
345 Panoramic Way
Berkeley, CA 94704-1833
(510) 841-8755

C7-1

11.2C.7 RESPONSE TO COMMENT LETTER C7

RESPONSE TO COMMENT C7-1

The email referred to by the writer was sent by the California Alumni Association, and did not originate from our department. However, we did respond to her email the same day, with information on how she could obtain the 2020 LRDP and EIR, both electronically and in hard copy.



"Dan Coleman"
<DColeman@sincal.com>

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: 2020LRDP

04/15/2004 10:53 AM

Jennifer, where does one find the long range development plans for expansion or upgrades to Cal's athletic facilities (Memorial Stadium as an example) discussed in the 2020LRDP? The potential legal challenges to the upgrades to these is greatly reduced if they can be discussed in a broad based EIR like your 2020 document and not leave their fate to a stand alone document.

C8-1

This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of Shapell Industries. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.

Shapell Industries of Northern California
100 North Milpitas Boulevard
Milpitas, CA 95035
408-946-1550

www.shapellnc.com

11.2C.8 RESPONSE TO COMMENT LETTER C8

RESPONSE TO COMMENT C8-1

Although any future project at Memorial Stadium would be evaluated within the context of the 2020 LRDP and its EIR, at this point no specific project has yet been defined to a level of detail adequate to support project level CEQA review. See Thematic Response 1 regarding the role of the 2020 LRDP in project review.



Rishi Chopra
<rchopra@cal.berkeley
.edu>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: LEED Certification

04/15/2004 06:02 PM

The mention of LEED 2.1 certification is very exciting; greener buildings benefit all. It's nice to know The University cares.

C9-1

--

Rishi Chopra

<http://www.ocf.berkeley.edu/~rchopra>

11.2C.9 RESPONSE TO COMMENT LETTER C9

RESPONSE TO COMMENT C9-1

The writer's comment is noted.



Diane Tokugawa
<dtokugawa@comcast.net>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject:

04/15/2004 10:58 PM

I received an announcement about UC Berkeley's long term building plans. But, I also received a previous e-mail about the Governor's \$372 million dollar cut to UC's budget . How can UC make building plans at this time?

C10-1

--Diane Tokugawa '77

11.2C.10 RESPONSE TO COMMENT LETTER C10

RESPONSE TO COMMENT C10

The 2020 LRDP is a long-term plan, and is based on long-range projections regarding future growth and change in education and research, not on year-to-year fluctuations in the state budget, although those fluctuations can and do affect the pace at which objectives are achieved. Moreover, the state provides only a portion of the capital funds required by UC Berkeley: many new buildings are financed in part by gift and other funds.



Antonio Rossmann
<ar@landwater.com>

04/16/2004 12:08 PM

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: Copies of DEIR

Did you consciously decide not to honor my request that copies also be placed in the Claremont Branch of the Berkeley Public, and at Boalt Hall library?

C11-1

And are you sending a copy to those of us who commented on the NOP and requested it?

Respectfully,

Tony Rossmann
Lecturer in Land Use and Water Resources Law
Boalt Hall

--

Antonio Rossmann -- ar@landwater.com
Rossmann and Moore, LLP
Right at the base of Hayes Street Hill
380 Hayes Street
San Francisco 94102
Tel 415.861.1401
Fax 415.861.1822
<http://www.landwater.com/>

11.2C.11 RESPONSE TO COMMENT LETTER C11

RESPONSE TO COMMENT C11-1

We replied to the writer that copies of the Draft EIR were available at the Claremont Branch and at the College of Environmental Design Library in Wurster Hall, which is adjacent to Boalt Hall. We also replied that unfortunately we were unable to send out copies of the documents due to the shipping costs, but that they were available for pick up at our office, for review at local libraries, as well as on-line.



Nathan Landau
<NLandau@actransit.org>

To: "2020LRDP@cp.berkeley.edu" <2020LRDP@cp.berkeley.edu>
cc:
Subject: Website

04/16/2004 01:42 PM

I was able to download and print most of the sections of the Plan and EIR that I wanted. However, I was unable to download or print any of the project description section. I was trying to print the project description and the LRDP. Maybe there's some error there.

C12-1

11.2C.12 RESPONSE TO COMMENT LETTER C12

RESPONSE TO COMMENT C12-1

We replied to the writer to get further information on his difficulties accessing the website. He responded, however, that his organization had received a copy of the 2020 LRDP and EIR, and no longer needed to view the documents over the internet.



joe kempkes
<kemp7138@yahoo.co
m>

04/16/2004 01:47 PM

To: opinion@berkeleydailyplanet.com
 cc: 2020lrp@cp.berkeley.edu, stoll@uclink.berkeley.edu,
 fran@tinkersworkshop.org, robertraburn@csi.com,
 caveglia@comcast.net, rwheeler@acta2002.com,
 lengyel@acta2002.com

Subject: Commentary: The Connection Between Public Health, Transportation
 and Land Use in Berkeley by Joe Kempkes

Beginning with Rob Wrenn's thoughtful, articulate and well-researched commentary on traffic in Berkeley ("Taking Away Parking Did Not Increase Europe's Traffic Congestion" Daily Planet, April 9-12) to Malcolm Carden's letter in response to Wrenn's article (April 13-15) to UC Berkeley students Andy Katz, Brandon Simmons and Jesse Arreguin's commentary "UC on Collision Course with Traffic Jam" (April 13-15)...are we seeing a trend here?

Mr. Carden begins his agenda with a boost-business pitch: "Restricting parking and vehicular access in downtown Berkeley will mean less retail sales since shoppers will be required to schlep their shopping bags large distances from the stores to their cars." He then assumes the role of the devil's advocate by entertaining the idea of a "totally pedestrianized downtown" as a possible alternative scenario. Finally, he admonishes readers..."Don't complain about the absence of quality retail stores. You can't have your cake and eat it." (sic)

UC Berkeley students Katz, Simmons and Arreguin seem near paralysis struggling with their apocalyptic vision..."Imagine 2,900 new commuter parking spaces in Berkeley's downtown and southside making Berkeley's traffic nightmare only worse." Only once in their long commentary did they allude to bicyclists and pedestrians, and then only as victims of tailpipe emissions in a landscape of parked cars..."People getting to campus by bicycle and on foot will travel in clouds of car exhaust as 2,900 cars rest parked in the middle of major streets if the vision of the UC Berkeley Long Range Development Plan (LRDP) is realized."

While many people are concerned about the connection between Public Health, transportation and land use in Berkeley, the Alameda County Transportation Improvement Authority (ACTIA) is actually doing something about it. Recently it's Bicycle and Pedestrian Advisory Committee recommended large cash disbursements of Measure B Alameda County Sales Tax Revenue to two Berkeley-based programs: The UC Berkeley Bicycle Plan and the Tinkers' Workshop. The UC Berkeley Bicycle Plan addresses issues of bike access with the goal of increasing bike commuting and safety, access to the campus and bike parking. The Tinkers' Workshop offers free opportunities for Berkeley residents to develop skills using bike repair and maintenance tools. The also offer bike workshops for youth (averaging 75-participants per week) as well as a rides-program for 100-youth participants.

California, and Berkeley in particular, are

C13-1

experiencing a huge bicycle revolution: In the biggest bicycle commute event in state history, an expected 35,000 cyclists will take part in "California Bike Commute Week 2004" from May 17-21. More than 200-pit stops will operate during the event offering riders an attractive alternative to the currently soaring gasoline prices.

While some Berkeleyites see only traffic jams of nightmarish proportion others, like author Iris Murdoch in "The Red and the Green", see a more life affirming vision of the future: "The bicycle is the most civil conveyance know to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart."

Joe Kempkes, Vice Chairperson
Bicycle and Pedestrian Advisory Committee
Alameda County Transportation Improvement Authority
(510) 654 7529

Do you Yahoo!?
Yahoo! Tax Center - File online by April 15th
<http://taxes.yahoo.com/filing.html>

11.2C.13 RESPONSE TO COMMENT LETTER C13

RESPONSE TO COMMENT C13-1

The writer accurately reports that UC Berkeley was awarded a bicycle planning grant from the Alameda County Transportation Improvement Authority. The plan will address bicycle access to the campus.

Under the 2020 LRDP, as stated in section 3.1.13, UC Berkeley would "... partner with the City and LBNL on an integrated program of access and landscape improvements at the campus park edge." The goals of this policy are to improve safety, functionality, amenity, access and transit service on streets linking the campus to the adjacent blocks.



Clifford J Fred
<cafred1@juno.com>

04/15/2004 03:30 PM

To: 2020lrp@cp.berkeley.edu
cc:
Subject: request for copy of the Draft LRDP & Draft EIR

4/16/04
To Jennifer Lawrence
Capital Projects
UC Berkeley

From Clifford Fred

Please send me a copy of the Draft 2020 UCB Long Range Development Plan, and a copy of the Draft EIR for the Plan. Please put me on the mailing list to receive any future communications concerning the LRDP and the EIR, including any revised or final copies of each, and any subsequent meetings and hearings concerning these documents.

C14-1

Thank you,

Clifford Fred
1334 Peralta Avenue
Berkeley, California 94702-1128

11.2C.14 RESPONSE TO COMMENT LETTER C14

RESPONSE TO COMMENT C14-1

We replied to the writer that unfortunately we were unable to send out copies of documents due to the shipping costs, but that they were available for pick up at our office, for review at local libraries, as well as on-line. We also responded that we would include him in our 2020 LRDP mailing list.



Sirmrk67@aol.com
04/17/2004 09:24 PM

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: land use

build up, not out, promote public transport instead of building more unsightly parking lots.

C15-1

11.2C.15 RESPONSE TO COMMENT LETTER C15

RESPONSE TO COMMENT C15-1

The writer's comment is noted. See Thematic Response 10 regarding transportation alternatives.



Viktoriya Mass
<vik_secret@yahoo.com>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: 2020 LRDP EIR

04/18/2004 08:47 AM

To whom it may concern,

I've tried accessing the EIR on line but the files are really big (it took 10 minutes to download the introduction at @ 56K connection - provided by the UC Berkeley ISP). Essentially, you're limiting access to people that can afford a high speed connection. This is really inconvenient and makes viewing the document and commenting on it unwelcoming. Short of going to the library, can you suggest a faster way to access the document or could you upload it to the web in a different format (it may not look as good but at least I won't have to wait an eternity to read it)?

C16-1

Thank you for your attention to this matter,
Viktoriya Mass

Do you Yahoo!?

Yahoo! Photos: High-quality 4x6 digital prints for 25¢
http://photos.yahoo.com/ph/print_splash

11.2C.16 RESPONSE TO COMMENT LETTER C16

RESPONSE TO COMMENT C16-1

We replied to the writer in an effort to get more information about her difficulties downloading the documents. We let her know that we would inform our IT staff to see if there was any way to solve this problem, but that the file she mentioned was only a few pages and it was unlikely we'd be able to make it smaller. We informed her that she could get a hard copy from our office or she could view the documents at one of the local libraries, if she was still unable to download the files.



**zorgalina@springmail.
com**

04/20/2004 10:33 AM

Please respond to
zorgalina

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Re: long-range planning, Tien Center

To whom it may concern,

I have looked at your online documents containing details of plans for building the proposed Tien Center. The questions I have regarding the plans are the following: 1) is the budget for UC Berkeley at this time for building separate from other budgets? Can UCB afford to build this new building which will not appreciably contribute to instruction or research, while the tuition fees are increasing terribly? 2) Is this building the most energy-efficient design that could have been chosen? Is it necessary to put so much cement/steps around it? Why not put more underground, as has been done with Doe Library? Many new buildings are sealed, air-conditioned and therefore require more energy than is warranted in this climate.

Thanks for your attention,

Lesley Evensen

(north Berkeley resident)

C17-1

11.2C.17 RESPONSE TO COMMENT LETTER C17

RESPONSE TO COMMENT C17-1

The capital program at UC Berkeley is distinct from the operating budget. While UC Berkeley receives some capital funds from the state, these are primarily directed toward renovations to correct seismic deficiencies. Many new capital projects, including the Tien Center, are financed primarily through gift funds.

The writer's comments regarding the Tien Center's lack of contribution to instruction or research are unexplained, since as described in section 3.2.1, the center is planned as a state of the art facility for research and scholarship in East Asian Studies.

The design of the facility is as energy-efficient as possible, given the performance demands of a library housing many fragile materials. Windows will be partially operable, but open access is constrained given the risk of loss of library materials. The quantity of steps around the project is the result of complex topography and the need to provide access for people at all levels of mobility. The phase 1 and phase 2 buildings are both planned to be set into Observatory Hill, so substantial portions of the buildings are underground on the north and east sides, respectively. Placing more of the phase 1 building space underground would increase the project budget significantly.

Design work on phase 1 of the Tien Center began before the adoption of the UC Presidential Green Building and Clean Energy Policy. Nevertheless, the project has been designed to include several sustainable features in accordance with both University policy and the policies of the proposed UC Berkeley 2020 LRDP. With the provisional inclusion of the Berkeley Campus Green Building Baseline, the project will achieve equivalency with LEED (Leadership in Energy and Environmental Design) certification. The LEED checklist has been used to identify areas for the project to incorporate sustainable design measures, ranging from careful selection of materials to indoor air quality, and systems monitoring during and after construction. Careful attention to energy conservation, site development and resource management will continue throughout working drawings and construction delivery



Lindsey Jennings
<l Jennings@olac.berkeley.edu>

To: 2020lrdp@cp.berkeley.edu
cc:
Subject: daylighting the creek

04/20/2004 03:23 PM

Jennifer Lawrence, what a beautiful idea.
How can one support such an idea?

C18-1

Lindsey

11.2C.18 RESPONSE TO COMMENT LETTER C18

RESPONSE TO COMMENT C18-1

As noted in the 2020 LRDP, Strawberry Creek is daylighted through much of the Campus Park. See the map of riparian areas on page 3.1-40 of the 2020 LRDP Draft EIR. The Strawberry Creek Environmental Quality Committee can be contacted through the UC Berkeley office of Environment, Health and Safety.



Merry Selk
<merryselk@earthlink.net>

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: Save the Albany Village Green Space

04/21/2004 03:19 PM

To the LRDP Planning Committee:

As an Albany community member, my children play on the green space to the west of Ocean View School, and benefit from the trees and plants on the green space to the east of Ocean View School. You may be aware of the back-to-back soccer and other sports games that occur here and at the small fields (Fielding and neighboring fields) at 5th and Harrison.

C19-1

More than anything, Albany (and Berkeley) needs green space and open space. The LRDP, as I understand it, would assign considerable buildings to these few open plots of land.

We do NOT need another LARGE GROCERY STORE! My understanding is that a large "Safeway-type" store is under consideration for the intersection of Dartmouth and San Pablo, where the oldest Villiage housing now stands. That would bring additional traffic to that intersection, and another unnecessary commercial development to an already-saturated area.

Please save the Albany Village Green Space. The residents need it, and the neighbors need it.

Merry Selk
1016 Evelyn Ave., Albany, CA 94706
PHONE: 510/524-1898
FAX: 510/524-2265
email: merryselk@earthlink.net
.....

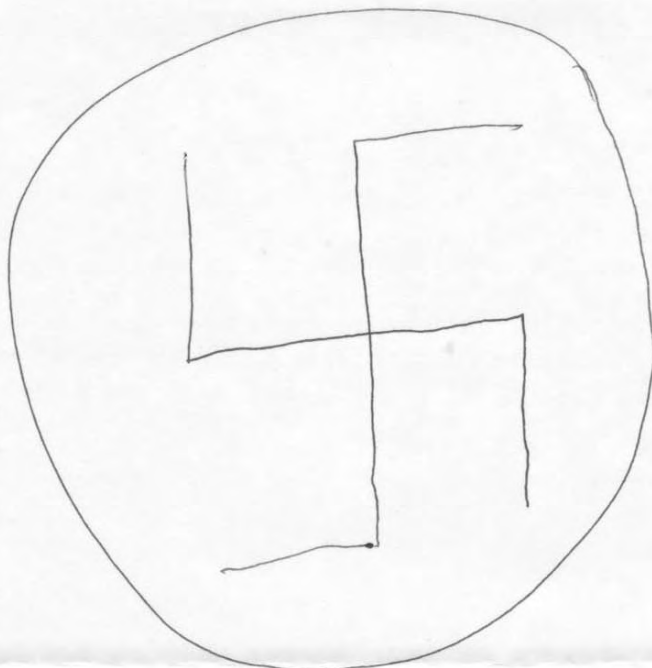
11.2C.19 RESPONSE TO COMMENT LETTER C19

RESPONSE TO COMMENT C19-1

The writer's comments on plans for University property in Albany, including support for play fields and opposition to a large grocery store, are noted. UC Berkeley properties in Albany and Richmond are not within the scope of the 2020 LRDP Draft EIR, as indicated at the bottom of page 3.1.7. No further response is required.

Flush your Nazi-Lehmer University,
your Nazi-SS-Lehmer-Rhodes-Oliver North-Tom Orloff-Olaf Palme
country,
down the toilet

C20-1



2000 Durant Ave-110
Berkeley CA

RECEIVED
APR 22 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

11.2C.20 RESPONSE TO COMMENT LETTER C20

RESPONSE TO COMMENT C20-1

The writer's comments are noted.

4/21/04

LETTER C21

RECEIVED

APR 26 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Dear Jennifer Lawrence,

I am a UC Berkeley alumna (1977) and Berkeley resident. I want to write in regarding the Long Range Development Plan (LRDP) to vigorously support a public service and leadership center.

I believe that the efforts of Cal-serve and other organizations to start a Public Service and Leadership Center is important to fostering the ethic of civic engagement and service that characterized my Berkeley experience.

Thank you,

Jiden Koon

Jiden Koon jidenk@yahoo.com

C21-1

11.2C.21 RESPONSE TO COMMENT LETTER C21

RESPONSE TO COMMENT C21-1

The writer's support for a leadership and public service center is noted.



Mike Vandeman
<mjvande@pacbell.net
>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: LRDP: DEIR Comment

04/25/2004 03:09 PM

Gentlepersons:

The Patrick Point Trail, which starts across from an "antenna farm" along Grizzly Peak Blvd., crosses Alameda whipsnake habitat (it is a federally Threatened species). It is used frequently by mountain bikers, in violation of University policy. Their use of the trail is destroying whipsnake habitat, as well as endangering legitimate pedestrian users of the area (hikers). Mountain bikers are using that and the Panoramic Trail (parallel to the Jordan Trail, above it along the ridgetop) for high-speed downhill racing in full "body armor" (full face helmets and body padding). I have seen them traverse the trail twice in one day (they must have had someone carry them to the top of the hill in a vehicle). In addition, mountain bikers are creating their own trails through the woods south of Strawberry Creek (above Strawberry Creek Recreation Area), destroying more wildlife habitat.

C22-1

The mountain biking is harming native wildlife. I saw a ringneck snake on the Panoramic Trail that had been crushed and killed by a mountain biker. Its body was broken in two places, separated by the width of a mountain bike tire. (I delivered it to Biology Professor William Lidicker, who verified my identification.) It is inevitable that Alameda whipsnakes will also be killed by mountain bikers.

The Patrick Point Trail is unnecessary, and should be closed and revegetated, to protect the whipsnake. There is a fire road that can be used by hikers to get to the same destinations, which is also safer. Mountain bikers have eroded the Patrick Point Trail so much that it is unsafe to walk on.

In addition, the ban on bicycles in the natural areas behind campus should be enforced. I have been hit by mountain bikers several times. They are hostile and belligerent toward anyone who tries to inform them that bikes aren't allowed on those trails. I suspect that some of the University police are mountain bikers themselves (e.g. Officer James Sprecher #61 <jdsiv@uclink4.berkeley.edu>), which may be one reason that there has been ZERO enforcement of the bicycle ban in the last decade or more.

Sincerely yours,

Mike Vandeman

P.S. For more information on mountain biking and its impacts, see <http://home.pacbell.net/mjvande>, especially <http://home.pacbell.net/mjvande/mtb.htm>.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

11.2C.22 RESPONSE TO COMMENT LETTER C22

RESPONSE TO COMMENT C22-1

The comment presents the writer's opinion that mountain biking in the hill campus is harmful to wildlife. Existing prohibitions on bicycle riding in the Hill Campus could be examined by the Management Authority proposed by the 2020 LRDP for the Ecological Study Area. See page 3.1-54 of the 2020 LRDP Draft EIR. The comment is not a comment on the 2020 LRDP or its Draft EIR, and no further response is required.



joe kempkes
<kemp7138@yahoo.com
m>

04/27/2004 10:50 AM

To: joe kempkes <kemp7138@yahoo.com>
 cc: 2020lrp@cp.berkeley.edu, stoll@uclink.berkeley.edu,
 fran@tinkersworkshop.org, robertraburn@csi.com,
 caveglia@comcast.net, rwheeler@acta2002.com,
 lengyel@acta2002.com

Subject: Re: Commentary: The Connection Between Public Health,
 Transportation and Land Use in Berkeley by Joe Kempkes

Hi all, the below commentary has been published in the
 current edition (April 27-29 page 8) of The Berkeley
 Daily Planet.

Ride On,

Joe

--- joe kempkes <kemp7138@yahoo.com> wrote:
 > Beginning with Rob Wrenn's thoughtful, articulate
 > and well-researched commentary on traffic in
 > Berkeley
 > ("Taking Away Parking Did Not Increase Europe's
 > Traffic Congestion" Daily Planet, April 9-12) to
 > Malcolm Carden's letter in response to Wrenn's
 > article
 > (April 13-15) to UC Berkeley students Andy Katz,
 > Brandon Simmons and Jesse Arreguin's commentary "UC
 > on
 > Collision Course with Traffic Jam" (April
 > 13-15)...are
 > we seeing a trend here?
 > Mr. Carden begins his agenda with a boost-business
 > pitch: "Restricting parking and vehicular access in
 > downtown Berkeley will mean less retail sales since
 > shoppers will be required to schlep their shopping
 > bags large distances from the stores to their cars."
 > He then assumes the role of the devil's advocate by
 > entertaining the idea of a "totally pedestrianized
 > downtown" as a possible alternative scenario.
 > Finally,
 > he admonishes readers..."Don't complain about the
 > absence of quality retail stores. You can't have
 > your
 > cake and eat it." (sic)
 > UC Berkeley students Katz, Simmons and Arreguin
 > seem
 > near paralysis struggling with their apocalyptic
 > vision..."Imagine 2,900 new commuter parking spaces
 > in
 > Berkeley's downtown and southside making Berkeley's
 > traffic nightmare only worse." Only once in their
 > long
 > commentary did they allude to bicyclists and
 > pedestrians, and then only as victims of tailpipe
 > emissions in a landscape of parked cars..."People
 > getting to campus by bicycle and on foot will travel
 > in clouds of car exhaust as 2,900 cars rest parked
 > in
 > the middle of major streets if the vision of the UC
 > Berkeley Long Range Development Plan (LRDP) is
 > realized."
 > While many people are concerned about the
 > connection

C23-1

> between Public Health, transportation and land use
> in
> Berkeley, the Alameda County Transportation
> Improvement Authority (ACTIA) is actually doing
> something about it. Recently it's Bicycle and
> Pedestrian Advisory Committee recommended large cash
> disbursements of Measure B Alameda County Sales Tax
> Revenue to two Berkeley-based programs: The UC
> Berkeley Bicycle Plan and the Tinkers' Workshop.
> The UC Berkeley Bicycle Plan addresses issues of
> bike
> access with the goal of increasing bike commuting
> and
> safety, access to the campus and bike parking. The
> Tinkers' Workshop offers free opportunities for
> Berkeley residents to develop skills using bike
> repair
> and maintenance tools. The also offer bike workshops
> for youth (averaging 75-participants per week) as
> well
> as a rides-program for 100-youth participants.
> California, and Berkeley in particular, are
> experiencing a huge bicycle revolution: In the
> biggest
> bicycle commute event in state history, an expected
> 35,000 cyclists will take part in "California Bike
> Commute Week 2004" from May 17-21. More than 200-pit
> stops will operate during the event offering riders
> an
> attractive alternative to the currently soaring
> gasoline prices.
> While some Berkeleyites see only traffic jams of
> nightmarish proportion others, like author Iris
> Murdoch
> in "The Red and the Green", see a more life
> affirming
> vision of the future: "The bicycle is the most civil
> conveyance know to man. Other forms of transport
> grow
> daily more nightmarish. Only the bicycle remains
> pure
> in heart."
>
> Joe Kempkes, Vice Chairperson
> Bicycle and Pedestrian Advisory Committee
> Alameda County Transportation Improvement Authority
> (510) 654 7529
>
>
>
>
>
>
>
>
>
>

> Do you Yahoo!?
> Yahoo! Tax Center - File online by April 15th
> <http://taxes.yahoo.com/filing.html>

11.2C.23 RESPONSE TO COMMENT LETTER C23

RESPONSE TO COMMENT C23-1

The same letter appears as Comment Letter 13.



"Catharine J. Ralph"
 <cjralph@berkeley.edu
 >

To: 2020LRDP@cp.berkeley.edu
 cc: midg@uclink4.berkeley.edu, jsteele@uclink4.berkeley.edu
 Subject: Tien Library

05/01/2004 01:17 AM

Dear Ms. Lawrence --

Thank you for the opportunity to comment on the current plans for the Tien Library.

I was on faculty during Chancellor Tien's tenure & I fondly remember him to this day. I recall his admiration for our School of Social Welfare (housed in Haviland Hall), his jovial humor when attending events that we sponsored, his gentleness and self-effacing presentation. He traveled lightly and with refinement in our midst.

I must say that I am very shocked and disappointed with the proposed building to be named in his honor. Its scale is preposterous for the selected location, eliminating the last significant stand of wooded area on the north side of campus, removing a small but vital parking lot, and simultaneously dwarfing & obscuring the award-winning John Galen Howard design of Haviland Hall. The proposed building is not a monument to Tien, but a crushing imposition on the landscape. I'm sure that he would be enormously disappointed.

C24-1

While the LRDP declares that its purposes are "to support academic excellence, promote social interaction and intellectual collaboration, preserve the open space and natural beauty of the campus, protect our architectural treasures, and help enrich the surrounding communities", this plan seems to contradict every one of the stated aims. In fact, its chief impression is that of a monstrous barrier designed to enrich only some construction maniac(s).

I urge you to reconsider this plan and "go back to the drawing board" for a more delicate and fitting tribute that will truly live up to the very commendable LRDP purposes.

-- Catharine J. Ralph

- * Catharine J. Ralph, LCSW, PPSC
- * Regional Representative (Reg. XIII),
- * NASW Board of Directors
- * Field Consultant/Lecturer
- * School of Social Welfare
- * University of California, Berkeley
- * 120 Haviland Hall
- * Berkeley, CA 94720 - 7400
- * ofc 510-642-8251

11.2C.24 RESPONSE TO COMMENT LETTER C24

RESPONSE TO COMMENT C24-1

The Tien Center project would not “eliminate the last significant stand of wooded area on the north side of campus” by which the writer is presumed to mean Observatory Hill. The majority of Observatory Hill would remain: as noted in section 4.3.8, the project would eliminate roughly 0.7 acres of oak woodland. As shown in figure 4.3-3, only one specimen tree would be lost; while several others lie near the perimeter of the project, they would be protected during construction.

The height to top of cornice on the phase 1 building is roughly 340 ft above datum, compared to 325 ft for the central portion of Haviland Hall. However, it also compares to 372 ft for the main portion of McLaughlin Hall. In other words, as the elevation of the Central Glades descends from east to west, the buildings that frame the space would also descend in height. The height of the Tien Center is thus not out of scale with its role in the Classical Core ensemble, but rather fits within a logical east to west sequence in height from McLaughlin to Tien to Haviland.

See response to comment C30-3 regarding parking lost by the displacement of the Haviland parking lot.



David Nasatir
<nasatir@socrates.Berkeley.EDU>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: LRDP comments

05/05/2004 09:50 AM
Please respond to
nasatir

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue, Suite 300
Berkeley, CA 94720-1380
May 5, 2004

RE: UC Berkeley 2020 LRDP

I am writing on behalf of the /Lower Summit Road Neighborhood Association/ whose members dwell on the 1500 block of Summit Road and on the 1500 Block of Grizzly Peak Boulevard.

We wish to go on record as being opposed to the development of the H1 and H2 areas as described in the 2020 LRDP Draft EIR.

We are concerned with factual errors appearing in the Draft EIR document, pages 4.3-17 and 4.3-18.

Despite the comment that there is "... no evidence of surface water flows." There is evidence of two improvements made by the University to control surface water flows in this area. Two short culverts define the headwater area of what is thought to be a creek that feeds into Strawberry Creek. These can be seen at the intersection of Grizzly Peak and Centennial Drive and at the end of the Summit Road cul-de-sac. Despite the LRDP statements regarding the desire to preserve the free flowing creeks in the central part of campus, construction on the H1 site would, without question, alter the quality and quantity of this flow to the degree it is fed by surface water.

C25-1

The paragraph referring to Wildlife species fails to note that within just the last three years over 30 different bird species have been recorded by the Cornell University Ornithology Lab as having been observed in the H1 area. Among the species not mentioned in the LRDP EIR are raptors including Red Tail, Red Shoulder and Merlin hawks and horned owl. These birds have been observed consuming or attempting to consume garter snakes and gopher snakes as well as the rodents mentioned. The snakes themselves have also been spotted in the area. Construction in the H1 area would have an adverse impact on the population of animals and reptiles that do nest in the area although the EIR suggests, by omission, that they do not.

C25-2

We are particularly concerned about the proposal to build housing in the H1 and H2 areas that are completely at odds with the prevailing zoning and construction practices in the bordering properties in Berkeley. As

C25-3

there are no commercial facilities accessible by foot or bicycle that would permit purchase and transport of groceries, and available public transportation is scheduled so that it is not possible to utilize to attend campus events in the evening, the proposed construction will bring with it a very large increase in automobile traffic and associated adverse impacts.

C25-3

The housing developments proposed for the H1 area are in a high risk fire zone already suffering from the practice of University employees parking on neighborhood streets to avoid paying campus parking fees. As a result lower Summit road is very difficult for both commercial and emergency vehicles to traverse, to say nothing of the difficulties faced by the residents. Adding to the vehicular traffic in the neighborhood, along Grizzly Peak and on Centennial drive will make emergency vehicle access to this high risk fire zone much more difficult and, without doubt, slow response times. Adding to the already heavily burdened fire protection responsibilities of the Berkeley Fire Department will degrade the quality of service now being provided by the necessity to respond to the needs of 100 new housing units.

C25-4

In sum, we treasure the University as a good neighbor but, like a good neighbor, expect it will respect the safety and quality of life of its neighbors on Summit Road. Building on the H1 site, in particular, would not do this. We urge you, in the strongest possible terms, to remove the proposed development of the H1 and H2 areas from the LRDP.

David Nasatir

1540 Summit Road

Berkeley, CA 94708-2217

Phone 510.845.1029

Fax 510.644.2781

Email nasatir@cal.berkeley.edu

11.2C.25 RESPONSE TO COMMENT LETTER C25

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone. (The designations H1 and H2 are retained in the responses below for ease of reference.)

RESPONSE TO COMMENT C25-1

The referenced sentence on page 4.3-17 of the Draft EIR actually states “Two small swales occur at the northwestern edge of the area, but do not contain wetland vegetation or evidence of surface water flows.” These swales may convey stormwater runoff during the winter rainy period, but no signs of channel formation or active erosion were observed during the field reconnaissance surveys in 2003. Continuing Best Practice BIO-3 calls for mapping of wetlands and the extent of jurisdictional waters during planning and feasibility studies prior to development of specific projects in the Hill Campus, which would include the Faculty Housing Site H1.

Although presence of jurisdictional waters appears unlikely based on conditions observed during the field reconnaissance, the Corps reserves the right to make a determination over their jurisdiction on a case by case basis. Implementation of this Best Practice would serve to ensure any jurisdictional waters are accurately identified and adequately protected. No additional mitigation or revisions to the Draft EIR are considered necessary. See also Continuing Best Practice HYD-3, page 4.7-27 of the Draft EIR, which addresses design and implementation of improvements to retain and infiltrate stormwater.

RESPONSE TO COMMENT C25-2

The discussion of wildlife species associated with Faculty Housing Site H1 on page 4.3-17 was not intended to be an exhaustive list of all species which may occur on or frequent the site, but to simply provide a description of existing habitat and characteristic species. A number of raptors and other animal species may frequent the site, as the writer suggests. However, as indicated on page 4.3-17 of the Draft EIR, no evidence of raptor nesting or denning by larger mammal species was observed during the field reconnaissance surveys in 2003.

LRDP Mitigation Measure BIO-1-a on page 4.3-25 of the Draft EIR would ensure that pre-construction surveys are conducted prior to commencement of any project that may impact suitable nesting habitat on the Campus Park or Hill Campus. It would serve to avoid destruction of any active nests which could be established in the future. LRDP Mitigation Measure BIO-1-b would ensure that preconstruction roosting surveys for special-status bat species are conducted prior to commencement of any project that may impact suitable roosting habitat on the Campus or Hill Campus. No additional mitigation or revisions to the Draft EIR are considered necessary.

RESPONSE TO COMMENT C25-3

The writer’s opinion that the H1 and H2 areas are too inaccessible, and will bring an influx of traffic, is noted. Significant environmental impacts of any project proposed in

these areas would be subject to project-specific review. See Thematic Response 1 regarding tiered environmental review, and Thematic Response 8 regarding Hill Campus development.

RESPONSE TO COMMENT C25-4

The writer's concern that emergency access to neighborhoods surrounding the Hill Campus will be challenged by proposed hill campus development is noted. Significant environmental impacts of any project proposed in these areas would be subject to project-specific review. See Thematic Response 1 regarding tiered environmental review, and Thematic Response 8 regarding Hill Campus development.



milo wolff
 <milo.wolff@verizon.net>

05/05/2004 11:19 AM

To: 2020LRDP@CP.berkeley.edu
 cc: Winston WOLFF <winstonwolff@cal.berkeley.edu>, tom crebbs
 <crebbs@csua.berkeley.edu>, miloWolff
 <Milo.Wolff@QuantumMatter.com>, Lan-Ling Wolff
 <Lan-Ling.Wolff@fredellco.com>
 Subject: scrapping the housing project

TO: Planners of the new housing project: 2020LRDP@CP.berkeley.edu
 Facilities Services, 1936 University Ave #300
 Berkeley, CA 94720-1380

Dear Planning People:

I have learned that UCB is planning to build 100 housing units on 5.5 acres of land near Centennial and Grizzly Peak Bl. These two figures alone are enough to mark the project as sub-standard which will degrade both the University and the neighborhood, because after accounting for roads and utilities, there will only be about 1400 square feet of land under each unit thus leaving almost nothing left for its occupants to enjoy!! It will become a crowded Ghetto.

C26-1

This has the character of slum-lord housing that I strongly object to. There are other reasons for objecting to this proposal:

1) Grizzly Peak is already well-known for its natural un-spoiled beauty and it makes a lot of sense to continue the beauty of Nature which cannot be restored after it is lost. The proposed crowded UCB housing project will not leave space for a blade of grass, and will require cutting down all the trees, as well.

C26-2

2) There exist tributaries of the small waterway "Strawberry Creek" in this area. In a dry state like California, water resources should be preserved and emphasized. It appears that this proposal would bury them beneath concrete!

C26-3

3) The varied styles and charm of the houses in the neighborhood have been built over the last century. To continue this trend will multiply the values of old and new. It appears this project did not consider this potential asset.

C26-4

In summary, I hope (and will cast my votes for this where possible) that this project will be scrapped, then sent back to the drawing board to be re-evaluated and re-planned with the above factors in mind.

Sincerely, Lie Milo

Lie Wolff and Milo Wolff (owner-residents) at 1530 Grizzly Peak Bl.

"The most incomprehensible thing about the universe is that it is comprehensible". (A. Einstein) See Milo's book.

11.2C.26 RESPONSE TO COMMENT LETTER C26

RESPONSE TO COMMENTS C26-1 THRU C26-4

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

(Note, however, the figure of up to 100 faculty housing units cited by the writer was for the entire Hill Campus, not just the site formerly designated H1.)

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT



Your "modeshift" away from alternative transportation towards auto vehicle trips.

Stanford, UCLA, Un Wash - all have an access and better mitigations than Berkeley

And hiding beautiful Haviland Hall with a rather too-large building - Tien Center

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Web Address: <http://lrdp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name:

CLARE RISLEY

Contact Info:

C27-1

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT



The "mitigations" you propose
1. The lights to control traffic

2. Left turn pockets and right turn lanes will hamper, not mitigate bike and ped access and safety. More traffic will hurt the citizens of this city.

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Web Address: <http://lrdp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name:

CLARE RISLEY

Contact Info:

C27-2

11.2C.27 RESPONSE TO COMMENT LETTER C27

RESPONSE TO COMMENT C27-1

See the discussion of comparable universities in Thematic Response 9 regarding parking demand. The writer's opinion regarding the size of the proposed Tien Center is noted.

RESPONSE TO COMMENT C27-2

The writer's opinion regarding pockets, right turn lanes, and traffic lights is noted. See also response to comment C13-1.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT



Proposed development of the H1 + H2 areas ~~with~~ is based on faulty EIR assumptions and will degrade the health & safety of the ~~surrounding~~ residential area bordering the proposed development

C28-1

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455
LRDP Web Address: <http://lrp.berkeley.edu> E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: DAVID NASATIR Contact Info: nasatir@cal.berkeley.edu

11.2C.28 RESPONSE TO COMMENT LETTER C28

RESPONSE TO COMMENT C28-1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN
& CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL
IMPACT REPORT

Please consider event parking in your traffic impact analysis. Your methodology considers AM/PM peak traffic from Nov. 2002 at certain intersections. Looking at figure 4.12.1 you do not look at Berkeley Hills residential areas + areas along some major bus routes. We live 1 mile up Euclid ^{north} ~~west~~ of the campus + during events such as concerts, games, or busy campus activity weekends people park all the way up at our house + walk or take bus 65 down to the campus. Parking is an issue →

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Web Address: <http://lrdp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: Jennifer Rouda Contact Info: 510 558 7128

1039 Euclid Ave.

in more areas than are covered in your draft. please expand your traffic study coverage to more accurately address event parking / maximum parking need numbers and expected increases through 2020 in the final EIR.

Also during events Piedmont St. (study intersection 18, 27, 32, + 43) ~~is~~ closed + not open

to the public at all - this creates additional traffic strain and isn't addressed. Road closure increases expected through 2020 should be addressed.

Finally, adding mass transit trips in commensurate mitigation however, consider additional AC transit noise to residents, (bus noises are louder than cars with door signals etc.)

C29-1

C29-2

11.2C.29 RESPONSE TO COMMENT LETTER C29

RESPONSE TO COMMENT C29-1

The writer suggests that the scope of the 2020 LRDP Draft EIR analysis be expanded to include impacts of special events on parking and traffic. The writer further notes that some intersections (see Appendix F.2 of the Draft EIR, Volume 2) are closed during special events, resulting in different traffic impacts. Please see Thematic Response 10 regarding special event planning and alternative transportation.

The writer's concerns about event parking extending beyond the area affected by typical daily campus operation, and associated higher traffic volumes is noted. The 2020 LRDP program does not envision an increase in the frequency or attendance level of peak-attendance events such as football games, basketball games, or theater/dance/music presentations. However, lower-attendance events throughout the campus may increase in frequency or attendance level, in correlation with the increased student, faculty and staff levels associated with the 2020 LRDP. The impact of these events is to an extent addressed within the 2020 LRDP Draft EIR's parking and traffic analysis, since such events take place regularly and are thus included within the baseline parking occupancy and traffic volume counts, as well as the projected increases. Should a 2020 LRDP project be proposed which would require consideration of new event-related impacts, these impacts would be addressed in a project-level CEQA document at the time the project is proposed.

RESPONSE TO COMMENT C29-2

The writer requests that noise associated with AC Transit buses be considered in examining alternatives to auto traffic. Although not rising to a level of significance under CEQA, the noise impact is noted.



Bari Cornet
<bari@berkeley.edu>
05/05/2004 03:53 PM

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Long Range Development Plan and Tien Center

MEMO

Re: Long Range Development Plan and the Tien Center

I am very pleased that the University is honoring Chancellor Tien. He had a great impact on this campus. However, I have some concerns as they show up in the East Asian Library design and the Long Range Plan.

1) I remember Chancellor Tien walking down the path from Euclid past the open space of Observatory Hill. I think that a plan for the library could/should keep in mind the importance of maintaining as much open space as possible (or at least the impression of open space.)

C30-1

2) The architectural drawings of the East Asian Library show a modest building when viewed from above.....but a monstrosity when viewed from ground level. It will dwarf the existing buildings in that area (particularly Haviland Hall). It is my understanding that this is counter to the goals of the overall long range plan. Perhaps there is a way of putting several floors underground, such as has been done with the "main" Library.

C30-2

3) The proposed building is not in keeping with the grace of much Asian architecture - either old or new.

4) The location of the building (immediately adjacent to Haviland Hall) will limit access to the campus. Parking is already a problem and removing the parking lot will make the problem worse. I understand that there has been discussion of replacing the open area to the north of Haviland with several parking spots. This will effectively remove all outdoor area from Haviland Hall. This will have a tremendous impact on the quality of life and teaching that goes on for the School of Social Welfare.

C30-3

5) The design of the building with a flat face overlooking Haviland, and separated only by the pathway, will create horrendous echoes every time the pathway is used. It is already difficult to teach when delivery trucks are there. Without the softening created by a wooded hill, this will make teaching in the general use classrooms of Haviland almost impossible.

C30-4

I do hope you will take into account the impact of the building (as currently designed) on the rest of the campus community.

Thank you.

Bari Bradner Cornet
UC faculty, alum and resident of Berkeley

11.2C.30 RESPONSE TO COMMENT LETTER C30

RESPONSE TO COMMENT C30-1

Although the Tien Center would result in a modest reduction in the area of Observatory Hill, the two buildings have been sited to retain as much of the Observatory Hill landscape as possible, including the areas most visible to and used by pedestrians.

RESPONSE TO COMMENT C30-2

The height to top of cornice on the phase 1 building is roughly 340 ft above datum, compared to 325 ft for the central portion of Haviland Hall. However, it also compares to 372 ft for the main portion of McLaughlin Hall. In other words, as the elevation of the Central Glades descends from east to west, the buildings that frame the space would also descend in height: the height of the Tien Center is thus not out of scale with its role in the classical core ensemble, but rather fits within a logical east to west sequence in height from McLaughlin to Tien to Haviland. The phase 1 building is set into Observatory Hill, so a substantial portion of the building is underground on the north side. Placing more of the building space underground is not feasible within the project budget. See response to comment C24-1.

The phase 2 building is not yet designed, but the writer's comments on scale and on the relationship of the Tien Center project to Asian architectural traditions are noted.

RESPONSE TO COMMENT C30-3

The parking needs displaced from the Haviland parking lot would be largely addressed by the redevelopment of 42 parking spaces at the nearby Wellman Courtyard, under construction as of October 2004. The current Tien Center design locates the two existing disabled spaces in the Haviland lot at the north end of Haviland Hall.

The writer's concern regarding outdoor area at Haviland Hall is noted. No changes are proposed to the west side of the building, which includes the natural area around the north fork of Strawberry Creek. See page 3.1-63 to 3.1-65 of the 2020 Draft LRDP.

RESPONSE TO COMMENT C30-4

As shown in figure 3.2.2, the phase 1 building would not significantly overlap the east façade of Haviland. While the phase 2 building is not yet designed, the noise along the pathway will be taken into consideration as a design factor.



Carol Rhodes
<cdrhodes@berkeley.edu>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Tien Library

05/06/2004 03:49 PM

Dear Ms. Lawrence,
I hope you have read the recent E-mail from Catharine Ralph. I fully concur with her statement concerning the Tien Library construction. All of us here at Haviland Hall are very upset by the building plans for this library and feel there must be a better plan than to tear down this beautiful wooded hill and surrounding grounds, not to mention all the noise and dirt that will consume Haviland Hall. I hope there is still time to reconsider the building plans and go back to the drawing board!!

C31-1

Sincerely, Carol Rhodes

Carol Rhodes
Administrative Assistant III
Accounting & Title IV-E Program
UC Berkeley, School of Social Welfare
117 Haviland Hall
Berkeley, CA 94720-7400
Phone (510) 643-1644
Fax (510) 643-6126

11.2C.31 RESPONSE TO COMMENT LETTER C31

RESPONSE TO COMMENT C31-1

The writer refers to comment letter C24, where the comments are addressed.



Mac Runyan
<runyan@uclink4.berkeley.edu>

05/07/2004 01:43 PM

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: Concern about Plans for East Asian Library and East Asian
Studies Department

Dear UC Berkeley Facilities Services,

I am writing to express concern about the proposed plans for the East Asian Library and the East Asian Studies Department.

I appreciate the need to expand available building space, and also to keep the campus functional and aesthetically attractive. This is a complex array of interests to balance.

As Professor, School of Social Welfare, working in Haviland Hall since 1979, I would like to express two concerns. First, from some angles, it seems the new structures may dwarf and overshadow Haviland Hall. Anything that can be done to minimize this, would be to the good. For the library portion, is there more that can be put underground, as were done with additions to Doe Library?

C32-1

A second concern is parking, particularly disabled parking. As someone with a progressive neurological disease, I expect that I will increasingly need to use disabled parking, as near Haviland Hall as possible. If at least some of the current Haviland parking lot could be maintained for disabled parking, that would also be to the good.

C32-2

Thanks for your attention to these concerns. Best wishes in constructing a useful, and aesthetically pleasing plan for the campus.

Sincerely,

William McKinley Runyan
Professor
Chair, Doctoral Committee
School of Social Welfare
120 Haviland Hall
UC Berkeley
(510) 643-6667

11.2C.32 RESPONSE TO COMMENT LETTER C32

RESPONSE TO COMMENT C32-1

The height to top of cornice on the phase 1 building is roughly 340 ft above datum, compared to 325 ft for the central portion of Haviland Hall. However, it also compares to 372 ft for the main portion of McLaughlin Hall. In other words, as the elevation of the Central Glades descends from east to west, the buildings that frame the space would also descend in height: the height of the Tien Center is thus not out of scale with its role in the classical core ensemble, but rather fits within a logical east to west sequence in height from McLaughlin to Tien to Haviland. The phase 1 building is set into Observatory Hill, so a substantial portion of the building is underground on the north side. Placing more of the building space underground would increase the project budget significantly.

See C24-1 response.

The phase 2 building is not yet designed, but the writer's comments with respect to scale are noted.

RESPONSE TO COMMENT C32-2

As currently designed, the disabled persons' spaces in the existing Haviland lot would be replaced at the north end of Haviland Hall.



Mike Austin
<mjaustin@uclink4.berkeley.edu>

To: Jennifer Lawrence <2020LRDP@cp.berkeley.edu>
cc:
Subject: Tien East Asian Library

05/07/2004 03:34 PM

Dear Jennifer -- As a faculty member located in Haviland Hall, next to the proposed site of the Tien Library, I am responding to the campus request for feedback on this element of the university's long-range plan. I want to share my concerns in two areas, knowing that it is important to find ways to honor former chancellor Tien and find space for important library holdings:

1) I am quite concerned about the size of this project and the degree to which it dwarfs one of the campus's historic buildings, Haviland Hall. The project clearly looks oversized for the available building site and will clearly dominate the current space. While probably more expensive to construct, it seems like the building should be narrow and not wide so as to be built into the hill.

C33-1

2) While we all have different perspectives on what is attractive, the current artist's rendition of this oversized building gives one the impression that it houses a mausoleum that might be found in a cemetery and not a building that reflects either Asian artistic sensibilities or a welcoming structure that is consistent with its wooded surroundings. While all of us in Haviland will be the primary people enduring the construction and noise that will greatly hamper classroom discussion and office conversations, we would be more willing to do so if the project addressed the objections noted above.

C33-2

If further information is needed, please let me know. Thanks for taking the time to read and record these objections. Prof. Michael J. Austin, School of Social Welfare, Haviland Hall

11.2C.33 RESPONSE TO COMMENT LETTER C33

RESPONSE TO COMMENTS C33-1 AND C33-2

The writer's comments are noted. See similar comments C24, C30, and C32.

While making the phase 1 building narrower would reduce the extent of excavation into Observatory Hill, it would also require a taller building to achieve the equivalent amount of program space. Although, as noted in response to previous comments, the scale of phase 1 as currently designed is in proportion to Haviland, McLaughlin and the Central Glades, a taller building would not be.



Bart Grossman
<bg47@earthlink.net>

05/09/2004 12:01 AM

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Tien Center Plan

Hello,

As a member of the faculty who works in Haviland Hall I am acutely aware of the planned Tien Center. I believe the building is innapropriate for its location. It will dominate the Memorial Glade and turn it from an area of natural beauty into a sort of Tienanmen Square shaded by a monolithic "mausoleum." The plan invisions very light use for this enormous building. Chancellor Tien was a relaxed, informal and warm person. This cold montrosity does not at all represent him. I urge the campus to reconsider the expense and the design of this building. The master plan indicates that Berkeley is known for its beauty. certainly the Regents will not wish to mar that beuty by building the monstrosity.

Bart Grossman
Adjunct Professor, Social Welfare

C34-1

11.2C.34 RESPONSE TO COMMENT LETTER C34

RESPONSE TO COMMENT C34-1

The writer's comments are noted. See similar comments C24, C30, and C32.



Tom & Marge Madigan
<margeandtom@comcast.net>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Hill Campus Development

05/10/2004 09:12 PM

5/10/04

Dear Jennifer Lawrence,

As residents of lower Summit Road, we must protest the proposed plan of the university to build 100 3-4 bedroom units of faculty housing in the H1 and H2 locations. Our concerns are several:

1) The increased number of people and cars this plan would bring would create a huge problem in the event of another firestorm such as the one in 1991. We already have limited access out in the event that Tilden Park begins to blaze, and the narrow winding roads cannot accomodate the number of people and vehicles that would need to leave in the event of evacuation. We lost a friend in Oakland in 1991 in just such a situation! The new Hills Fire Station is still in the planning stages, so help is also extra valuable minutes away for the foreseeable future.

C35-1

2)When the homes in our neighborhood were built 40-50 years ago, there was little concern about the Hayward fault. Now, with dire warnings about "a big one" happening within the next few years, it seems foolhardy to put in a large building complex in a potentially hazardous area. Why inflict misery on people if it's not necessary?

C35-2

3)Approximately 400 MORE vehicles would cause a lot of traffic and traffic snarls on the narrow streets. The answer given at one of the public meetings, "We'll put in traffic lights" is hardly a solution!

C35-3

What about other ways to house more faculty? What about purchasing some of the new apartments/lofts, even houses that are available in the area within easy walking/biking distance of the university? Why make people more dependent on cars than necessary?

C35-4

Another thing puzzles us: if the university is turning away thousands of students this year because of cutbacks in funding, causing fewer classes to be available, where is the money going to come from for the proposed massive project?

C35-5

We urge you to reconsider the current proposal and explore other alternatives. Thank you.

Mr. & Mrs. Thomas F. Madigan
1532 Summit Rd.
Berkeley, Ca 94708

11.2C.35 RESPONSE TO COMMENT LETTER C35

RESPONSE TO COMMENTS C35-1 THRU C35-3

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP.

RESPONSE TO COMMENT C35-4

The 2020 LRDP also includes up to 100 new faculty units in the Housing Zone, and up to 30 more new faculty units are under consideration for University Village Albany. Purchasing existing housing is, as the writer suggests, another way to obtain housing for UC Berkeley faculty, but it has two major disadvantages: it does not increase the supply of housing, and it removes taxable property from the tax rolls.

RESPONSE TO COMMENT C35-5

University housing, whether for students or employees, receives no state funds: the entire cost of construction, operation and maintenance must be supported by revenues.



"Thomas Kelly"
<jandtkelly@igc.org>

05/11/2004 09:10 PM
Please respond to
jandtkelly

To: <2020LRDP@cp.berkeley.edu>
cc: "Berkeley Daily Planet" <opinion@berkeleydailyplanet.com>, <wozniak@ci.berkeley.ca.us>, <breland@ci.berkeley.ca.us>, <hawley@ci.berkeley.ca.us>, <maio@ci.berkeley.ca.us>, <mayor@ci.berkeley.ca.us>, <olds@ci.berkeley.ca.us>, <shirek@ci.berkeley.ca.us>, "Kriss Worthington" <Worthington@ci.berkeley.ca.us>, "Dona Spring" <DSpring@ci.berkeley.ca.us>

Subject: comments on the 2020 LRDP

Comprehensive Watershed Plans for both the east and west sides of Grizzly Peak Road should be developed as a preliminary stage to any development in the affected watersheds. The study and plan should be conducted by firms agreed upon by the University and the Berkeley community. The University should agree to be bound by the recommendations of the report.

C36-1

Even small scale construction within a watershed that increases the amount of impervious surfaces will have major impacts throughout the watershed. The accumulated water will course through the watershed more quickly destabilizing everything in its path. Additional water flowing into Berkeley's creeks will cause greater pressure on the City's failing storm water infrastructure. A daylighted Strawberry Creek in downtown Berkeley may not have the capacity to handle the additional run-off resulting in chronic flooding and property damage.

C36-2

Nature has a way of doing things much better and much more efficiently than we. We shouldn't underestimate her.

Tom and Jane Kelly
1809 San Ramon Ave.
Berkeley,
CA 94707

11.2C.36 RESPONSE TO COMMENT LETTER C36

RESPONSE TO COMMENT C36-1

As noted in the 2020 LRDP, UC Berkeley recognizes and appreciates the sensitive nature of the Hill Campus as a watershed, and is committed to restoring hydrology patterns. See pages 3.1-51 through 3.1-57 of the Draft EIR.

RESPONSE TO COMMENT C36-2

See pages 4.13-15 and 4.13-16 of the 2020 LRDP Draft EIR, regarding Hill Campus development and drainage systems.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN
& CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL
IMPACT REPORT



Your Davis campus has approx 3,000 ac of
usable land — free of earthquake hazard

• Why such a huge amt of tax payor
shots on the Hayward fault ???
— example — gayley rd bldg

• You compound the problem by using concrete buildings
we start rejecting research in students related to — INSTEAD OF STEEL

MAY 11 2004

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

PHYSICIAN'S ENVIRONMENTAL
PLANNING

Web Address: <http://lrtp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: RAY MISHKIS, Architect Contact Info: _____

C37-1

11.2C.37 RESPONSE TO COMMENT LETTER C37

RESPONSE TO COMMENT C37-1

Other UC campuses have recently completed or are now preparing Long Range Development Plans with programs of investment as or more ambitious than those in the 2020 LRDP. The projected growth in the number of college-age Californians over the next decade, combined with the ongoing growth in demand for research in the public interest, requires all UC campuses to continue to grow to meet these needs.

While its location within an active seismic region does impose an extra burden on UC Berkeley, UC Berkeley already employs extraordinary procedures to maximize safety and resiliency of new buildings, as described in Best Practices GEO-1c through GEO-1g and in the *University Policy on Seismic Safety* presented in Appendix B.2.

Much of the growth the University as a whole must accommodate in the future can, as the writer contends, be accommodated at other locations. However, in many fields the academic programs and resources at UC Berkeley are unmatched, and many of the University's new educational and research initiatives must be housed at UC Berkeley, in order to maximize synergy with existing programs and take full advantage of existing resources.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN
& CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL
IMPACT REPORT



First, UC must OVERHAUL transportation by dedicating
transit funding independent of parking revenue
Then transit solutions will be easy.

C38-1

RECEIVED

MAY 11 2004	Facilities Services - University of California, Berkeley 1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380 Phone: 510.643.0313 Fax: 510.643.1455
PHYSICAL & ENVIRONMENTAL PLANNING	LRDP Web Address: http://lrdp.berkeley.edu E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: _____ Contact Info: _____

11.2C.38 RESPONSE TO COMMENT LETTER C38

RESPONSE TO COMMENT C38-1

The writer suggests that UC transit funding mechanisms be altered. The suggestion is not a comment on the 2020 LRDP Draft EIR, and no response is required.

COMMENT CARD



PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT

I JUST WANT TO MAKE SURE THAT FOUNDER'S ROCK AND OTHER IMPORTANT HISTORICAL RESOURCES AND SITES RECEIVE PROPER RECOGNITION, PROTECTION, RESPECT, AND LAND SCAPING AS APPROPRIATE.

C39-1

RECEIVED

DAN CHEATHAM
925/930 8281

MAY 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Web Address: <http://lrp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: _____ Contact Info: _____

11.2C.39 RESPONSE TO COMMENT LETTER C39

RESPONSE TO COMMENT C39-1

UC Berkeley's most significant cultural resources, including Founders' Rock, are designated on the National Register of Historic Places, as shown in figure 3.1-8, and both these resources and their settings are protected through the Campus Park Design Guidelines and Best Practices CUL-2-a and CUL-2-b. As shown in figure 3.1-6, the campus' historic landscapes are also designated as initiatives under the Landscape Master Plan.

Section 3.1.10 also includes policies for strategic investment in the campus landscape and open spaces, to be guided by the Landscape Master Plan and, now in preparation, the Landscape Heritage Plan. The latter complements the Landscape Master Plan by focusing on the specific characteristics of the historic landscape at the heart of campus.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT



It is short sighted and ill-conceived to plan for high density housing in one of the most dangerous fire areas in all of California.

For those of us who live in the Centennial/Grizzly Peak area we are well aware of the fire danger and the express limitations already. Additionally, our neighborhoods are already overrun w/ the noise from Sciences employees vehicles. My husband and I strongly oppose this development.

C40-1

RECEIVED

MAY 11 2004

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Web Address: <http://lrdp.berkeley.edu> E-Mail Comments to: 2020LRDP@cp.berkeley.edu
PHYSICAL & ENVIRONMENTAL PLANNING

(Optional) Print Name: ANDREA PFLAUMER Contact Info: APPFLAUMER @ AOL.COM

11.2C.40 RESPONSE TO COMMENT LETTER C40

RESPONSE TO COMMENT C40-1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT



Money proposed to be spent here should rather be spent developing the Merced Campus. I understand that development and admissions are now independently handled by each campus in the UC system. I think this creates problems of duplication and a lack of coordination. -- The hotel-convention center-museum would largely compete with private business, not a good idea.

C41-1

RECEIVED

MAY 11 2004

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Website: <http://lrdp.berkeley.edu>
PHYSICAL & ENVIRONMENTAL PLANNING

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: David Berry

Contact Info: _____

11.2C.41 RESPONSE TO COMMENT LETTER C41

RESPONSE TO COMMENT C41-1

The writer's opinions are noted. Because the writer does not comment on the 2020 LRDP Draft EIR, in accordance with CEQA, no further response is required.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN
& CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL
IMPACT REPORT



RE = Smyth-Fernwald Complex

Does the LRDP include development of this complex? If so, what are the possibilities?
We would prefer non-development.

C42-1

RECEIVED

MAY 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

LRDP Web Address: <http://lrdp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: Lew + Jean Mudge Contact Info: lewis@mudge@aol.com
jeanmudge@comcast.net

Hillside-Dwight Neighborhood Assoc.

11.2C.42 RESPONSE TO COMMENT LETTER C42

RESPONSE TO COMMENT C42-1

Smyth Fernwald units comprise roughly 7% of UC Berkeley student family housing: the balance of student family units are located at University Village Albany. In June 2004 the UC Regents approved an amendment to the master plan for UVA, which includes two additional stages of redevelopment. The first stage, now under construction, will replace the existing 1960s-era housing with new units. The second stage, the schedule for which depends on funding, was planned to include new housing units for single students and faculty. However, the mix of unit types in this second stage will be re-evaluated in spring 2005, in light of changing market conditions and the increased amounts of both university and private housing in the campus vicinity. No final decision on the future of Smyth Fernwald will be made until the plans for University Village Albany have been finalized.

COMMENT CARD

PUBLIC HEARING ON THE DRAFT 2020 LONG RANGE DEVELOPMENT PLAN & CHANG-LIN TIEN CENTER FOR EAST ASIAN STUDIES ENVIRONMENTAL IMPACT REPORT



C43-1

① I feel that the plan for housing at
Grizzly PK & Central Drive will lead to
tremendous congestion, increased fire hazard etc
& strongly oppose it

R. Manougrau MD

② I agree with F. Ganugian

F. Ganugian

③ I agree with E. Manougrau

Yon Manougrau

RECEIVED

MAY 11 2004

Facilities Services - University of California, Berkeley
1936 University Ave., Suite 300, Berkeley, CA. 94720 - 1380
Phone: 510.643.0313 Fax: 510.643.1455

PHYSICAL ENVIRONMENTAL
PLANNING

Address: <http://lrdp.berkeley.edu>

E-Mail Comments to: 2020LRDP@cp.berkeley.edu

(Optional) Print Name: _____ Contact Info: _____

11.2C.43 RESPONSE TO COMMENT LETTER C43

RESPONSE TO COMMENT C43-1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

Jennifer Lawrence
 Capital Projects, University of California, Berkeley
 1936 University Avenue Suite 300, Berkeley, Ca 94720

RECEIVED

MAY 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Re; LONG RANGE DEVELOPMENT PLAN

Dear Ms. Lawrence,

I am writing to say that I am aghast as the extent of the growth, and all the problems that go with it, that the University is proposing to foist on the City of Berkeley.

One objection I have is that the University is not in danger of running out of living space for the students. It MAY APPEAR THAT IS SO BECAUSE THE UNIVERSITY CAN INSIST STUDENTS USE U.C. HOUSEING BEFORE ANY OTHER AVAILABLE HOUSEING. There are many buildings in the City with vacancy signs. For example, I was recently at the Westminster House on Bancroft and they are only 50% occupied. And there are many other instances.

C44-1

One other objection I have is that the University in its growth is constantly taking real property out of the tax roles and not in any way reimbursing the city. The University is causing the City significant budgetary crisis. If the University wants indeed to be part of this community it should at the VERY LEAST PAY THE PROPERTY TAX THAT ALL THE UNIVERSITY BUILDINGS SHOULD COMMAND.

C44-2

One other objection I have is that the University is growing in research properties more than classes for students. The RESEARCH PROPERTIES GENERATE INCOME FOR THE UNIVERSITY AND THEREFORE SHOULD FALL OUTSIDE THE 'NON-PROFIT' CATEGORY IN REGARD TO PROPERTY AND ALL OTHER TAX RAMIFICATIONS.

C44-3

It has happened that MOST OF THE EMPLOYEES AND PROFESSORS OF THE UNIVERSITY NO LONGER LIVE IN BERKELEY. Why is that? Increased taxes? This not only takes away from the City that taxable income but it CAUSES INCREDIBLE TRAFFIC PROBLEMS THROUGHOUT THE CITY STREETS THAT THE UNIVERSITY DOES NOTHING TO PAY FOR.

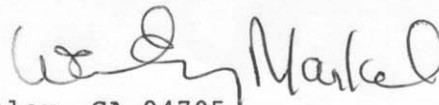
C44-4

I object to the inclusion of the IMPROVEMENT OF THE STADIUM WITHIN THIS LONG RANGE PLAN because that neighborhood would be significantly damaged. The University is callus in its disregard for the community in this matter.

C44-5

THE UNIVERSITY SHOULD NOT PRESUME TO PROCEDE WITH THIS PLAN. THE CITIZENS ARE NOT IN FAVOR AND IT WILL BE DISASTEROUS TO MANY PARTS OF THE COMMUNITY.

Sincerely, Wendy Markel
 2811 Claremont Blvd, Berkeley, CA 94705



cc: Daily Planet
 May 11, 2004

(P.S. over)

Please make this part of the record

Re: LONG RANGE DEVELOPMENT PLAN

Dear Ms. Lawrence,

I am writing to say that I am apshat as the extent of the growth, and all the problems that go with it, that the University is proposing to foist on the City of Berkeley.

One objection I have is that the University is not in danger of running out of living space for the students. IT MAY APPEAR THAT IS SO BECAUSE THE UNIVERSITY CAN INSIST STUDENTS USE U.C. HOUSING BEFORE ANY OTHER AVAILABLE HOUSING. There are many buildings in the City with vacancy signs. For example, I was recently at the Westminister House on Bancroft and they are only 50% occupied. And there are many other instances.

One other objection I have is that the University in its growth is constantly taking real property out of the tax roles and not in any way reimbursing the city. The University is causing the City significant budgetary crisis. If the University wants indeed to be part of this community it should at the VERY LEAST PAY THE PROPERTY TAX THAT ALL THE UNIVERSITY BUILDINGS SHOULD COMMAND.

If increased traffic degrades the community I live in due to increased traffic and congestion caused by growth of the University, (and thereby reduces also the value of our property) this could be grounds for the filing of a class action suite by the community against the University of California, Berkeley.

I object to the inclusion of the IMPROVEMENT OF THE STADIUM WITHIN THIS LONG RANGE PLAN because that neighborhood would be significantly damaged. The University is callus in its disregard for the community in this matter.

THE UNIVERSITY SHOULD NOT PRESUME TO PROCEED WITH THIS PLAN. THE CITIZENS ARE NOT IN FAVOR AND IT WILL BE DISASTEROUS TO MANY PARTS OF THE COMMUNITY.

Sincerely, Wendy Markel
2811 Claremont Blvd, Berkeley, CA 94705

cc: Daily Planet
May 11, 2004

(92.004)

11.2C.44 RESPONSE TO COMMENT LETTER C44

RESPONSE TO COMMENT C44-1

The writer's comments are noted, but UC Berkeley does not require its students to live in University housing.

RESPONSE TO COMMENT C44-2

See Thematic Response 7 regarding tax exempt property.

RESPONSE TO COMMENT C44-3

UC Berkeley is a research University, and research is not only part of its mission, but also integral to its educational programs. Please see response B7-20 for a fuller treatment of this subject. Note over 95% of UC Berkeley research funds come from federal, state, and nonprofit agencies.

RESPONSE TO COMMENT C44-4

Shifts in residential patterns are the result of many complex and interrelated socioeconomic factors: it is not possible to determine a single reason. The 2020 LRDP does, however, recognize this shift as a problem, as for example in section 3.1.9. The proposal to build up to 100 units for faculty and/or staff in the Housing Zone is a first step toward addressing this problem.

RESPONSE TO COMMENT C44-5

The writer refers to "improvement of the Stadium" in this comment. The Stadium does require renovation to correct its seismic deficiencies. However, while speculative stories have been published in the press, at this point no specific project has yet been defined to a level of detail adequate to support project-level CEQA review.

RECEIVED

2609 Le Conte Avenue

Berkeley, CA 94709

May 11, 2004

MAY 11 2004

Ms. Jennifer Lawrence
 UC Berkeley, Facilities Services
 1936 University Ave., Suite 300
 Berkeley, CA 94720-1380

PHYSICAL & ENVIRONMENTAL
 PLANNING

RE: UC LRDP / No Parking Growth / Leveraged Housing / Prop. 13 Transfer Rights

Dear Ms. Lawrence,

I live several blocks away from UC. Current congestion is horrible, and I am very concerned about the additional congestion that UC's LRDP will bring to Berkeley and to my neighborhood. The City of Berkeley's General Plan is committed to stimulating alternatives to single-occupancy automobile dependency and its inherent inefficiency and pollution. I strongly urge UC to take a leadership position in its LRDP, and to choose an Alternative with zero new parking spots.

C45-1

I and many others have written or spoken to UC advocating various mass transportation passes, more bicycle access and providing much more student bed capacity. I strongly urge you to pursue these much further.

I have another suggestion. I have heard estimates that each incremental car parking spot can cost up to \$30,000 to \$60,000, with multi-level or underground spots among the more costly ones. Obviously UC needs to make the campus accessible to faculty and staff; however there is a much more cost-effective & congestion-reducing way to do so.

C45-2

Rather than simply putting 2,600 new beds in buildings that UC owns 100%, why not also take a leveraged 10% ownership in an additional 8,000 beds?

\$30,000 to \$60,000 would be a very nice house or condo down-payment for faculty & staff willing to live within walking distance to campus. If UC retained 5-15% ownership of local housing while faculty (or staff) lived nearby:

- UC would share in the property value appreciation
- Faculty- (or staff-) members would benefit from reduced property tax due to UC's portion being tax-exempt
- Faculty- (or staff-) members' health would benefit from commuting by foot
- There will be much less contention for the existing supply of parking, air quality will be improved, and Berkeley streets will be less congested

UC lawyers can come up with provisions to assure that all UC's investment is returned to UC in the event that the property value deteriorates. Also, you can assure that property isn't sold below market value, to a personal friend, so that UC would miss out on the full appreciation on its equity stake in the home.

Also, why not extend this offer to graduate and professional students in exchange for a promise to live car-free (with car-sharing or occasional rental cars)? They might graduate with enough equity to buy a small house elsewhere. What a nice graduation present from UC, and UC makes a profit from it! If the students' condo comes with a parking spot, UC's ownership portion could be optioned on the parking and assigned to a faculty member.

Of course, some of these housing units might simply displace existing housing that affluent families can provide to their children. This plan extends this benefit more widely. Furthermore, UC can work with the state legislature to create a special case whereby UC's non-UC neighbors could receive Prop. 13 tax-basis transfers if they sell their homes to UC faculty or staff. This could easily free up 1,000s of nearby homes.

It seems to be a given that the City of Berkeley will lose tax revenue with the LRDP's plans to convert land to tax exempt parking lots (i.e., a portion of the proposed "mixed-use projects"). Unfortunately Berkeley gains avoidable, unacceptably more congestion & pollution from this. Losing tax revenue via subsidized home ownership is a much better alternative. I urge you both to reconsider how you assure that faculty & staff get to campus, and to take a leadership position in promoting housing within walking distance to one's workplace.

C45-3

Sincerely,



Mitch Cohen

UC lawyers can come up with provisions to assure that all UC's investment is returned to UC in the event that the property value deteriorates. Also, you can assure that property isn't sold below market value, to a personal friend, so that UC would miss out on the full appreciation on its equity stake in the home.

- There will be much less contention for the existing supply of parking, air quality will be improved, and Berkeley streets will be less congested
- Faculty-(or staff)-members' health would benefit from commuting by foot
- Faculty-(or staff)-members would benefit from reduced property tax due to UC's portion being tax-exempt
- UC would share in the property value appreciation

housing while faculty (or staff) lived nearby:
willing to live within walking distance to campus. If UC retained 2-15% ownership of local \$30,000 to \$60,000 would be a very nice house or condo down-payment for faculty & staff leveraged 10% ownership in an additional 8,000 beds? Rather than simply putting 2,600 new beds in buildings that UC owns 100%, why not also take a more cost-effective & congestion-reducing way to do so.

Obviously UC needs to make the campus accessible to faculty and staff, however there is a much up to \$30,000 to \$60,000, with multi-level or underground spots among the more cost-effective suggestions. I have heard estimates that each incremental car parking spot can cost \$200,000 to \$300,000. I strongly urge you to pursue these much further.

11.2C.45 RESPONSE TO COMMENT LETTER C45

RESPONSE TO COMMENT C45-1

The writer's support for an alternative with no new parking is noted. Please see Thematic Response 3 regarding LRDP alternatives; Thematic Response 9 regarding parking demand; and Thematic Response 10 regarding transportation alternatives.

RESPONSE TO COMMENT C45-2

The writer suggests UC ownership in private properties to create housing for faculty and staff. Under the Strategic Academic Plan, UC Berkeley is looking for innovative means to promote full engagement in campus life, and the writer's comment is noted.

RESPONSE TO COMMENT C45-3

Please see Thematic Response 7 regarding tax exempt properties.

Q: Who will pay for a new freeway for 4,000 more autos to campus every day?

Instead, **U.C. will benefit most,
by fixing the "transit catch-22."**

C46-1

The parking shortage has not been solved because "Parking & Transportation" is 100% dependant on the parking shortage for funding. It cannot modernize transit without losing its UC-employee "paying customers." The office intentionally blocks transit solutions that could otherwise cut parking congestion, traffic costs, etc.

(parking fees are really paid by taxpayers via salaries)

The solution: With employee transportation funding, parking & **traffic congestion will be relieved quicker and cheaper with modern transit such as automated trams.** After re-establishing Berkeley as a transit-based campus the entire city will benefit

My personal research suggests locally develop automated trams as the most modern, efficient, and timely transportation solution.

Please see "**TramsNotJams.org**" for info, updates, and to announce community events to discuss/present proposed transit solutions including automated trams.

Please ask the legislature, city government and regents to demand a dedicated budget for employee transportation before making the problem worse. **Parking-dependant "transit programs" have proven a dead-end** for our city and campus.

see **TramsNotJams.org**

Sennet Williams,
Berkeley

RECEIVED

MAY 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

11.2C.46 RESPONSE TO COMMENT LETTER C46

RESPONSE TO COMMENT C46-1

The writer's comments address funding mechanisms for transportation, and are not a comment on the Draft EIR. The comments are noted.

RECEIVED Questions on the LRDP EIR and UC rentals, UC Extension,
and the American Baptist Seminary of the West campus

MAY 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

From Sharon Hudson, 845-4009
President., Benvenue Neighbors Association

Presented at the May 11, 2004 LRDP EIR response session

In addition to owning and acquiring properties, the University of California leases various properties around Berkeley. Some properties that UC is currently leasing from other entities are being put to illegal uses under the City's zoning laws. Perhaps the worst example of this is the American Baptist Seminary of the West campus on the south side of Dwight Way near Hillegass, where up to 1000 UC Extension and other UC users utilize a space that is not legally leasable to UC or anyone else. Not only are these rentals illegal, they also run counter to the new Southside Plan, to which the University is a voluntary party. The Southside Plan moves institutional and high-intensity use to the blocks near campus, and downzones the Seminary campus area with the goal of preserving residential quality of life south of Dwight Way.

In regard to this particular property and the related issues it involves, several questions arise. Similar questions (attached) were posed at the September 22, 2003 scoping session, but few were addressed in the Draft EIR. The remaining questions, below, should be addressed in the Final EIR.

1. What are the impacts of the uses of UC's current and future leased properties? Please list all UC's current and intended leased properties and their types and intensity of uses. Where the impacts of current leased properties were not addressed in previous EIRs and LRDPs, please address the impacts of current uses, in addition to new proposed uses.

C47-1

2. Were the impacts of all UC Extension activities studied in prior EIRs? If so, where? If not, please examine them in the 2020 LRDP EIR. If so, please include in the current EIR any anticipated changes in type or intensity of use or mitigations.

C47-2

3. The DEIR indicates that UC Extension functions can move to other locations in the "Urban Eastbay." This would remove many thousands of automobile commuters from Berkeley. Does UC intend to do this? If so, when and in what way?

4. Does UC plan to continue its illegal rentals of the ABSW campus as part of the 2020 LRDP? Or does UC plan to obey Berkeley's zoning laws, and the zoning prescribed by the Southside Plan to which it is a party, and remove inappropriate and illegal uses from the ABSW campus?

C47-3

5. If UC plans to continue the illegal rentals, the LRDP EIR should examine the impacts of this use starting from the legal baseline of use—which is zero for UC.

6. If UC has no plans to study the impacts of this use under the new LRDP EIR because it is a pre-existing use, through what previous document or process were the impacts of this use included, studied, and mitigated? What are UC's mitigations for the impacts of its use of the ABSW campus?

7. The Benvenue Neighbors Association has a proposal for appropriate use of the ABSW campus (attached), which is 100% consistent with the goals and policies of the 2020 LRDP and the Southside Plan. Will UC immediately begin to work with the community to minimize and/or remove the illegal UC uses of the Seminary campus? If so, who will be the contact person at UC?

11.2C.47 RESPONSE TO COMMENT LETTER C47

RESPONSE TO COMMENT C47-1

UC Berkeley leases approximately 450,000 gross square feet of space in and outside of Berkeley, as stated at page 3.1-17 of the Draft EIR. Privately-owned space is constructed under the permitting authority of the locality, and the local lead agency is responsible for examining the environmental effects of construction and occupancy of the space. Generally, a lease by the University has no new environmental effect: the University is simply a different tenant. In the future, growth in program space is planned to be accommodated primarily through more intensive use of University-owned land. See page 3.1-23 of the Draft EIR.

RESPONSE TO COMMENT C47-2

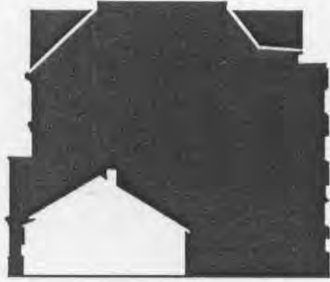
UC Extension activities generally occur on the UC Berkeley campus or at leased facilities, and courses are offered largely during off-peak hours on weekends or evenings. Because UC Extension does not construct new facilities to meet its needs, nor add to peak period traffic, UC Extension activities do not generally rise to the level of significant environmental impact that merits an environmental impact report.

Similarly, because most UC Extension functions occur during off-peak hours, the automobile trips associated with Extension are generally considered discretionary rather than “commuter” trips. UC Extension is self-supporting; major changes in program or program location are often market driven, and are not currently foreseeable.

RESPONSE TO COMMENT C47-3

In Berkeley, private properties are developed and permits are granted under the jurisdiction of the City of Berkeley. As a tenant, standard UC Berkeley lease agreements include the following language:

Compliance With Laws. Landlord represents and warrants to Tenant that, to the best of Landlord's knowledge, the construction (including all Landlord-constructed Tenant Improvements), the current and proposed uses, and the operation of the Building are in full compliance with applicable building and seismic codes, environmental, zoning and land use laws, and other applicable local, state and federal laws, regulations and ordinances, except as follows: None. Tenant absolves Landlord of legal or other responsibility for any code violations or other deviations from applicable local, state and federal laws, regulations and ordinances as may be listed above.



Benvenue Neighbors Association

RECEIVED
MAY 11 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

May 11, 2004
Sharon Hudson, President, 845-4009

Proposal to UC Berkeley and UC Berkeley Extension on the Use of the Campus of the American Baptist Seminary of the West

Background

The first campus use permit for the American Baptist Seminary of the West was UP 784 in 1952, which established the campus as an “educational institution for the Baptist ministry.” In 1962, the ABSW received UP 4979, based on UP 784 and for the same use; this is the operable use permit for the campus. This use permit and later documents establish that any rentals of ABSW institutional space to other entities, and any other uses or non-ABSW users of the ABSW campus, are illegal.

Nonetheless, with a shrinking enrollment, sometime in the 1970s (or perhaps earlier), the ABSW began renting space to outside organizations—most notably, UC Extension. In 1979, the City found the ABSW to be in violation of its use permit by renting space to UC Extension, UC’s English Language Program, and others. In addition, these rentals placed the ABSW in violation of the intensity limit of its use permit—a maximum of 250 students.

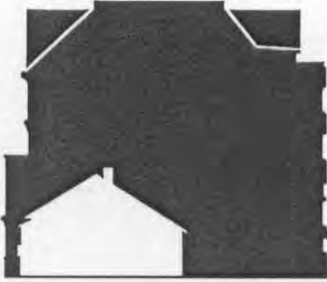
The ABSW was ordered to remove UC from its premises. Apparently ELP did move to another location for five years in the early 1980s, but by the late 1980s they were back; and until the program was terminated in the spring of 2004, they had up to 275 students on the ABSW campus. In 1987, the UC Freshman Extension Program moved onto the ABSW campus with 500 students; now there are over 600 students with half their classes on the ABSW campus.

In all, six UC entities now rent about 35,000 square feet of space on the ABSW campus, bringing up to 1000 users onto the campus. The intensity of campus use is therefore four times what is allowed under UP 4979. Neighborhood parking problems are greatly worsened by this use and local neighborhood quality of life is degraded.

Proposal

In 2003, the ABSW was prevented from expanding its illegal activities, and the community began to search for a constructive change in the current campus use. Since UC Berkeley is the major user of the ABSW campus, UC should be an intrinsic part of this process.

The Benvenue Neighbors Association has put forth a proposal (attached) with three goals. The goal most relevant to UC is that of immediately reducing the intensity of use of the campus, both in personnel and parking. Because UC has such a variety of uses for which it needs space, as described in the 2020 LRDP, it should not be difficult to replace UC’s current high-intensity uses with low-intensity uses. The Benvenue Neighbors Association looks forward to working with UC, the ABSW, the City, and the rest of the community to create a plan that meets the needs of all parties.



Benvenue Neighbors Association

March 7, 2004

Position Statement on the Use Permit Violations of the American Baptist Seminary of the West

Executive Summary

Decades ago, a small seminary, the ABSW, was granted permission to construct a campus of institutional buildings for its own use. Due to a drastic decline in enrollment (to about 8 graduates per year), the ABSW began to rent out the vast majority of this property to other institutions, changing the nature of the use and quadrupling the permitted intensity of use. Enforcement was attempted but violations increased. Parking and traffic problems worsened and local neighborhood quality of life was degraded.

The Benvenue Neighbors Association advocates a “WIN-WIN-WIN” solution to these problems: On a temporary basis, the ABSW could continue to receive income, UC could continue to rent space, and the neighborhood would receive the appropriate intensity of use.

- **Problem:** The seminary no longer needs most of its property to educate ministers, and has replaced this use by an illegal, neighborhood-damaging, commercial use. While this must stop, vacant property helps nobody.

Solution: Allow temporary, comparable-intensity rentals, but in the long term, end income-producing uses and guarantee no future legalization of such uses.

- **Problem:** Excessive intensity of use severely decreases neighborhood quality of life.

Solution: Rapidly reduce the intensity of use to achieve a number of users, vehicles, and hours of use appropriate for the neighborhood.

- **Problem:** Neighborhood quality of life and Berkeley’s housing supply are damaged by excess institutionalization—offices and classrooms—in a residential area.

Solution: Eventually convert the unneeded institutional property to neighborhood-enhancing housing, which will improve both the City’s housing stock and the fragile demographic balance of this neighborhood.

- **Problem:** Failure to enforce the campus use permit has allowed the first three problems to worsen for decades, and will signal this seminary and other institutions that violating use permits is both permissible and profitable.

Solution: The City must uphold the neighborhood protections embedded in this use permit, and must not signal the community that such massive violations are permissible.

**Benvenue Neighbors Association Position Statement
on the
Use Permit Violations
of the
American Baptist Seminary of the West
February 2004**

In spite of the law, prior enforcement attempts, and its own written promises, the American Baptist Seminary of the West (ABSW) has been in gross violation of its use permit for two to three decades. Were the current use permit and written agreement to be enforced in full, the Seminary would immediately have to cease all rentals and could never rent a single square foot of its property to any other entity. Under the powers of BMC 23.B.60, the Seminary's use permit could be immediately revoked for non-compliance. In addition, there should be penalties, both for the violation and for the decades of damage done to the neighborhood. This being so, the Benvenue Neighbors feel that any solution short of this full and immediate enforcement is generous. It is offered because the neighborhood welcomes the Seminary's permitted use and wishes a cooperative relationship with the Seminary in the future, but it is offered only in exchange for a long-term solution to the problems of institutional use and intensity.

The Benvenue Neighbors are not, at this time, focusing on penalties or compensation for decades of neighborhood-damaging use permit violations. However, as a matter of City policy, it would be foolish not to severely penalize lawbreaking of this magnitude. Equally bad would be legalization of, or any other de facto reward for, non-compliance with the use permit. In addition, permitting tax-exempt institutions to amass property for income-generating purposes is bad fiscal policy. All these consequences—or non-consequences—would send a disastrous message to all other use permit holders in Berkeley. Many other institutions are also currently in violation of their permitted uses, though on a smaller scale. These violations have gradually but seriously degraded residential quality of life in many Berkeley neighborhoods. Such violations should not be rewarded; they should be reversed.

The Seminary campus lies in a residential zone and neighborhood. Over the years, eleven houses on the Seminary campus were destroyed to make way for the institutional expansion of the ABSW, including four homes to make way for Academic and Karpe Halls and three for parking lots. In other words, the 2.35-acre parcel of land was primarily dedicated to residential use, and the land was converted to institutional use, by special permission (use permits) as an exception to residential zoning, because an existing Seminary needed additional institutional space for its own use. If a use permit were requested today to destroy good housing to build a large, non-neighborhood-serving institution in this fragile neighborhood, would it be granted? No! By the same reasoning, if the existing Seminary no longer requires institutional buildings for its own use, the traditional and best long-term future use for most of this site should be residential.

In 1962, the ABSW was granted use permits to build Academic Hall (2515 Hillegass, 16,846 square feet) and Karpe Hall (now 2515 Hillegass, 10,018 square feet), on the basis that the Seminary enrollment, at that time about 140, was anticipated to increase to 250, although in fact it always remained below 200. The use permits were granted only for an "extension of campus" or "extension of existing approved use," which was an "educational institution for the Baptist ministry." In other words, these buildings (like earlier campus buildings) were permitted on the basis that they were for the Seminary's own academic or residential use, not income-producing

use. If the Seminary had indicated that institutional buildings were being built for rental to UC or anyone else in this residential zone, surely they would not have been permitted, then or now. These rental uses are currently illegal, have never been legal, and never should be legal.

In addition, intensity limits, derived from the Seminary's representations in the 1962 use permit (UP4979), and reiterated by the City and the Seminary in 1980, are in force for the ABSW campus. These limits permit up to 250 Seminary students (and about 50 accompanying faculty and staff, equaling about 20% of enrollment). Currently, about 1000 people use the campus, 90% illegally. Since the Seminary has only about 75 students, and enrollment has been declining, it does not seem likely that the Seminary would ever exceed this intensity limit. Additionally, high intensity use degrades residential quality of life. Therefore, this intensity limit should be reiterated and observed.

The Southside Plan also recognizes the need to preserve residential quality of life south of Dwight Way; to this end, it will downzone the Seminary and surrounding property from R-4 to R-3. Through the Southside Plan, the City has decided to protect neighborhoods and discourage institutional expansion south of Dwight Way. In addition, Berkeley needs, if anything, good housing and not commuting destinations in this part of town. For this reason, too, it is proper that institutional expansion on the Seminary campus be stopped and even reversed, and that residential life be reinstated as unneeded institutional buildings reach the end of their useful lives.

Several neighborhood-enhancing and historic buildings now exist on the Seminary site, including Hobart Hall, Johnston Hall, the Chapel, the Smith Cottage, and the Thomson Houses. In addition, the attractive courtyard is intrinsic to the Seminary and has provided lovely open space in this high-density area for many decades. In any future campus use, all these community assets should be preserved.

Therefore,

In light of the foregoing, the Benvenue Neighbors Association would like to achieve, and it is appropriate that the City pursue, **three goals** in the future use of the ABSW campus:

1. Rapid reduction of intensity of use to achieve proper intensity for the neighborhood;
2. Ultimate termination of income-producing uses, and a guarantee of no future legalization of such uses; and
3. Eventual conversion of institutional property not used by the owner to "neighborhood-enhancing" (defined below in B2) residential use.

A. Proposed Solution

In order to achieve these three goals in a way that benefits the three major parties currently involved (the ABSW, UC, and the neighborhood), the Benvenue Neighbors advocate a "WIN-WIN-WIN" solution. Under this solution, on an interim basis to be defined through negotiation, the ABSW can continue to receive income, UC or UC Extension can continue to receive rental space if desired, and the neighborhood will receive the original intensity of use promised by UP4979.

In keeping with the three goals of the Benvenue Neighbors Association, the WIN-WIN-WIN solution has three parts, the details of which would be negotiated:

1. **Intensity of use is immediately reduced:** Temporarily and conditionally, the ABSW may continue to rent (to any party including UC or UC Extension), but only if
 - a. The ABSW finds a low-intensity use for the property, comparable or less than the intensity allowed by UP4979, especially in institutional population, parking, and traffic impacts. Such uses can certainly be found among UC's many programs or other Berkeley organizations (for example, uses that attract a very small number of users and cars on a regular basis, or uses that attract substantial users but very rarely and without autos). **And,**
 - b. Termination of existing high-intensity use occurs with the mid-2005 lease expiration dates or earlier.
2. **Income-producing uses are phased out:** The above institutional rentals are allowed temporarily only in exchange for ultimate termination of institutional rentals within a time frame to be decided:
 - a. Termination of institutional construction: No more institutional construction occurs as long as institutional rentals exist, and any new institutional construction must be needed by the Seminary for its own use within its permitted intensity under UP4979.
 - b. Reduction of institutional rentals: Institutional rentals are reduced by conversion to owner's use and/or conversion of office to ABSW residential use (adaptive reuse).
 - c. Non-legalization of institutional rentals: The Seminary's later institutional buildings were only permitted in order to accommodate the expansion of an existing institution, not for income property. Therefore, while temporary institutional rentals by the Seminary, of Academic and Karpe Halls for example, may be *allowed* by special interim agreement with a sunset clause, they must never be *legalized* as rentals or as institutional buildings for other owners or future non-Seminary uses.
 - d. Non-legalization of residential income property: No residential buildings on tax-exempt land shall be rented for income purposes.
3. **Residential use is reinstated:** Short and long term conversions to neighborhood-enhancing residential use shall be encouraged:
 - a. To the extent that rentals continue by agreement, whenever possible, rental property should be devoted to residential and not institutional purposes.
 - b. No further residential construction occurs until the currently illegal institutional use is converted to residential use, if such conversion is feasible.
 - d. The Seminary shall not sell residential buildings (as it did with Bratcher Hall), or render them unsuitable for their own students, and then use "lack of housing" as an excuse to build more tax-exempt housing.
 - e. Any new residential construction shall be neighborhood-enhancing, regardless of owner.
 - f. The ABSW or future property owner agrees to eventually replace non-historic institutional buildings with residential buildings when it becomes appropriate (for example, when buildings have reached the end of their life spans or based on reasonable amortization).

B. Long-term Intensity of Use

1. Institutional use: The Seminary's permitted use by 250 older, graduate, theological students, most of whom lived on or near campus, meant that parking, traffic, and nuisance impacts were minimal. No other uses are permitted under UP4979, so if any other uses are to be permitted by future agreement, they must be of a type that will have equivalently low impacts. Even if the ABSW were to expand its own student body into its intensity limit, the parking problem must be re-addressed, because conditions have changed: in 1960, 90% of ABSW students lived in seven nearby residential buildings, so presumably there was little student commuting to campus by car.
2. Residential use: The Seminary neighborhood already has a very high proportion of young and transient residents. A healthy neighborhood needs more long-term and older residents than currently live on the 2500 blocks of Hillegass and Benvenue. Therefore, "neighborhood-enhancing" residential use would be moderate-density housing with larger units suitable for older, longer-term, and family residents.

C. Enactment

1. A negotiated solution between the ABSW, the City, and the neighbors, resolving current use permit violations and future campus use, must result in a legally binding, enforceable agreement between the ABSW and the City.
2. There must be no new construction on the ABSW campus until the written legal agreement is reached.
3. If the ABSW sells any part of the Seminary property, the intensity limit must be prorated by parcel, and "own-use" and other restrictions in section (A) "run with the land" and must apply.
4. The ABSW and the lessees (UC, UC Extension, or any other) are responsible for finding and negotiating appropriate interim low-intensity uses, each of which shall be approved by the neighborhood.
5. The ABSW and the City (not the neighbors) must bear the expenses required to enact the agreement.
6. The City (not the neighbors) must be party to and must proactively police the agreement. Annual reports of rental agreements, numbers of users, etc. must be filed with the City.
7. The neighborhood must be protected by prompt enforcement and substantial penalties for non-compliance.

11.2C.48 RESPONSE TO COMMENT LETTER C48

RESPONSE TO COMMENT C48-1

The letter is not a comment on the 2020 LRDP Draft EIR. No response is required.



Willard Neighborhood Association

May 11, 2004

RECEIVED

MAY 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

President

John Caner

Vice President

Wim-Kees Van Hout

Secretary

Celia McCarthy

Steering

Committee

Doug Buckwald*

Dione Cota

Glauber Carvalho

Sharon Hudson*

Greg Murphy

Gorgie Orenden

Michelle Pellegrin

Micheal Wilson*

Greg Winneger*

* acting

Ms. Jennifer Lawrence
Co-Director, 2020 LRDP EIR, Facilities Services
1936 University Avenue #300, University of California
Berkeley, CA 94720-1382

Dear Ms. Lawrence:

We are writing to express our strong opposition to the current draft UCB LRDP, with its dramatic growth in research facilities and parking, that will cause severe detrimental traffic impacts on our community. As your studies indicate, City of Berkeley major roadways are at or near capacity. Consequently, this unbridled growth in research facilities on the Berkeley campus will cause gridlock during morning and afternoon rush hours thus significantly reducing the quality of life for most, if not all, Berkeleyans. We do however support the modest growth in regular term (as well as summer term) students with its educational mission and relatively low impact on the community, and recommend that UCB consider refocusing more of its growth in this area.

C49-1

As per our attached UCB Growth Summary analysis, it appears that a 70% increase in research funding is the primary driving force behind an unprecedented 60.5% increase in academic staff and visitors and the 29.9% increase in parking spaces (2,300) surrounding the university. These 2,300 new vehicles in turn appear to result in "Significant Unavoidable Impact" to many of our key roadways and intersections, as noted in our attached UC LRDP Traffic Impact Summary. We can only imagine what the detrimental impact is going to be on the commute time, and quality of life in Berkeley.

We were surprised in light of the positioning by the University*, to see that the LRDP anticipates only a 5.2% increase in regular term students. (Most of the growth is coming during off-peak summer sessions with little or no demand for additional building, parking, and housing resources.) We welcome reasonable student growth, as long as the University develops nearby housing so students can walk to campus and have no need for personal autos.

As a result of our analysis, we request the University of California make the following changes to the LRDP:

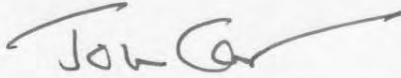
- 1) Focus more on-campus resources towards educating California's youth versus research staff, facilities, and other uses that require a lot of parking. C49-2
- 2) Move new research facilities to Richmond or other locations so as not to impact the already highly congested Berkeley community. C49-3
- 3) Explore moving UC Extension (with high commute profile) or other separable programs to San Francisco or other locations, to make way for revised modest growth. C49-4
- 4) Develop programs that encourage use of mass transit and satellite parking, rather than use of personal autos, thus reducing the 50% staff drive ratio assumption. C49-5
- 5) Commit to fully funding mitigations due to UC growth. There is no clear reason C49-6

* "UC planners say they are forced to grow the campus largely to accommodate 4,000 more students and attendant new faculty and staff, in addition to anticipated growth in research funds." "Long-term Cal Plan Revealed", San Francisco Chronicle, 5/5/04, page B1

why Berkeley taxpayers should have to contribute “fair share funding” of mitigations that are only required due to UC growth. |

We look forward to receiving your response to our letter and the communities concerns at your earliest convenience.

Sincerely,



John Caner
President, Willard Neighborhood Association
2617 Derby Street, Berkeley, CA 94705
johncaner@hotmail.com 510-848-9451

Attachments

Cc: Mayor Tom Bates, Berkeley City Council, City Manager, City Clerk, Dan Marks, Peter Hillier, Arietta Chakos, Julie Sinai, Assemblymember Loni Hancock, Telegraph Area Association, Telegraph Avenue Business Improvement District, LeConte Neighborhood Association, Claremont Elmwood Neighborhood Association, Panoramic Neighborhood Association, Bateman Neighborhood Association, Berkeleyans for a Livable Berkeley (BLUE), Berkeley Alliance of Neighborhood Associations, Berkeley Daily Planet, Berkeley Voice, Oakland Tribune, San Francisco Chronicle

UCB GROWTH SUMMARY

from UCB LRDP TABLE 3.1-1 and 3.1.-2

prepared by John Caner 5/11/04

	<u>2001/2002</u>	<u>2020 LRDP</u>	<u>Increase</u>	<u>% Increase</u>
Research Funding	Not available	Not available	Not available	70.0%
Regular Term Students	31,800	33,450	1,650	5.2%
Faculty & Staff	1,760	1,980	220	12.5%
Academic Staff & Visitors	3,040	4,880	1,840	60.5%
Nonacademic Staff	<u>8,140</u>	<u>8,950</u>	<u>810</u>	10.0%
Total Headcount	45,940	51260	5,320	11.6%
Bldg Space (Sq Ft)	12,107,100	14,307,100	2,200,000	18.2%
Housing (Beds)	8190	10,790	2,600	31.7%
Parking (Spaces)	7690	9990	2,300	29.9%

Headcount Increases:

Large increase in academic staff driven by assumption of **3.6% real growth in research funds (70% over 15 years)**
 4,000 new FTE students as part of 63,000 new students in UC system due to California population growth.
 Most new students during summer (5,700) versus during regular year (1,650).

Building Space Increases:

450,000 square footage current shortage.
 Another 450,000 in leased space. Part to be replaced due to safety and functionality.
 Additional square footage to support research and student growth.

Housing/Beds Increases:

Provide housing for 100% of freshman. 50% housing for sophomores, transfer students, and first year grad students.

Parking Increases:

Replace 300 spaces due to construction since 1990.
 1,000 spaces needed to meet current shortage and 2000-2005 LRDP.
 One space per two new campus workers.
 One space per ten new students.

UC LRDP TRAFFIC IMPACT SUMMARY

Prepared by John Caner 5/11/04

LETTER C49

Continued

	Direction	Between	Before Mitigation	After Mitigation	Mitigation*
ROADWAYS					
Ashby	Westbound	Adeline & San Pablo	S	SU	None possible
Ashby	Eastbound	College & Domingo	S	SU	None possible
University	Westbound	MLK & I-80	S	SU	None possible
San Pablo	Northbound	Gilman & Marin	S	SU	None possible
Shattuck	Southbound	Dwight & Adeline	S	SU	None possible
Shattuck	Southbound	Hearst & University	S	SU	None possible
Dwight Way	Westbound	MLK & 6 th	S	SU	None possible

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

	AM Impact	PM Impact	Before Mitigation	After Mitigation	Mitigation*
INTERSECTIONS					
University & Sixth	7%	6%	S	SU	None possible
University & San Pablo	8%	6%	S	SU	None possible
San Pablo & Marin	?	?	S	SU	None possible
Cedar & Oxford	7%	7%	S	LTS	Redesign intersection with left turn lane
Addison & Oxford	12%	10%	S	LTS	Install signal
Allston & Oxford	11%	8%	S	LTS	Install signal
Kitterdige & Oxford	14%	10%	S	LTS	Install signal
Bancroft & Piedmont	11%	5%	S	LTS	Install signal
Bancroft & Ellsworth	19%	10%	S	LTS	Install signal
Durant & Piedmont	10%	?	S	LTS	Install signal
Derby & Waring	7%	6%	S	LTS	Install signal and right turn lane

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Generally, Significant Impact (S) means that intersections are running at Level of Service (LOS) E or F, which are unacceptable levels of service.

* All mitigation done with "fair share funding" and planning with the city of Berkeley.

11.2C.49 RESPONSE TO COMMENT LETTER C49

RESPONSE TO COMMENT C49-1

The writer's comments are noted, but while the implication of the term "gridlock" is clear, it is not sufficiently defined to enable a substantive response.

RESPONSE TO COMMENT C49-2

UC Berkeley is a research University, and research is not only part of its mission, but also integral to its educational programs. Any further growth in student enrollment would also entail growth in research. Please see response B7-20 for a fuller treatment of this subject.

RESPONSE TO COMMENT C49-3

The advantages and disadvantages of moving some UC Berkeley research programs to the Richmond Field Station are examined in Alternative L-3.

RESPONSE TO COMMENT C49-4

The Location Guidelines in section 3.1.16 do encourage a much broader consideration of sites more distant from the Campus Park for Extension programs.

RESPONSE TO COMMENT C49-5

See Thematic Responses 9 and 10 regarding parking demand and trip reduction programs, respectively.

RESPONSE TO COMMENT C49-6

See Thematic Response 4 regarding fiscal impacts.

UC Long Range Development Plan
Dean Metzger
Opening Statement

Comments May 11, 2004

RECEIVED

MAY 11 2004

Dean Metzger -- I am here representing:

1. CENA – Claremont Elmwood Neighborhood Association
2. City of Berkeley Transportation Commission

PHYSICAL & ENVIRONMENTAL
PLANNING

Positive remarks:

- a). Thank you for the work and information the University has put into the Long Range Development Plan. This information can be used by the University and the City to plan our future. The detail provides us with data that would be difficult to come by in any other way.
- b). If the University and City work together, they may both survive this plan.

Negative remarks:

- a). The plan does not have any new or workable solutions to the problems it creates.
- b). As the plan is fully developed, the City of Berkeley will not be able to provide the services required by the University or its citizens. The City will not have the financial resources to do so.

C50-1

CENA – Claremont Elmwood Neighborhood Association

- Ref: 1). 4.8.9 – Southside
2). 4.8.12 – Agreement with the City of Berkeley and Residents of the Southside.
3). Covenant signed in 1982 and in effect until 2032.

COVENANT

1. We request the EIR include the text of the Covenant and a review of the Covenant, bringing the current use into compliance with those terms. | C50-2
2. All future plans and projects on the Clark Kerr Campus be submitted to CENA and the City of Berkeley for review and comment to be sure they are in compliance with the Covenant. | C50-3

TRAFFIC

1. We request the University develop a traffic plan for the Warren-Derby corridor. This plan should provide ways to reduce congestion in this corridor. | C50-4
2. New routes for the Contra Costa automobile commuter should be explored. | C50-5
3. Programs to get Contra Costa commuters out of their cars need to be developed that provide economic advantages for using public transportation. | C50-6
4. Provide funds to upgrade the infrastructure in South Berkeley to reduce the traffic congestion. | C50-7
5. Provide financial support for the enforcement of the RPP program to discourage non residents from parking in the neighborhoods. | C50-8
6. Provide all necessary parking required by contractors and construction crews at the construction site. Make it a condition of the contract that there be no parking on the neighborhood streets. Include a \$500.00 penalty per incident in the construction contract. | C50-9
7. During University events (football, basketball, music, etc) provide traffic control personnel to direct traffic through the neighborhood streets and to available parking. Provide directions and parking locations on all ticket information, mailed advertisements, and postings. | C50-10

TRANSPORTATION COMMISSIONER– City of Berkeley

Land Use Section 4.8.6
Transportation Section

1. Add The City of Berkeley Transportation Commission to those organizations that are to review all projects in the Long range Development Plan. | C50-11
2. All housing plans should have a no-car provision that is enforceable. Enforcement would have a \$500.00 fine for each time a student receives a notice that he/she has broken the no-car rule. | C50-12
3. Plan for the enforcement of the 3 ton truck limit on the residential streets in the City of Berkeley. Provide contract penalties of \$500.00 or more for each violation of the truck limit ordinance. | C50-13
4. For each project, develop a traffic plan that keeps all construction vehicles on the major streets of Berkeley. Submit the plan to the City Transportation Department for review and acceptance. | C50-14
5. Provide funds in each contract for the repair of the Cities infrastructure after completion of each project. Specifically, to repair and resurface City streets and sewers damaged by large heavy trucks and construction activities. | C50-15
6. Produce a detailed report on the Universities implementation of the TDM studies action items. Describe how the University has worked with the City of Berkeley to achieve the studies goals. | C50-16
7. Detail future plans for the use of the TDM study during the implementation of the Long Range development Plan. | C50-17
8. Develop a plan to work with The City of Berkeley to maintain the parking meters immediately around the Campus. Most of this parking demand is University related. | C50-18
9. Use University resources with the City of Berkeley Office of Transportation to develop a long range traffic plan for the University and City. Take the lead in establishing a group/committee to study, recommend, and implement the plan. | C50-19
10. Support the proposed BRT line on Telegraph Ave. only after it has proven that the traffic volumes on Telegraph Ave. have been reduced to allow for one lane of traffic in each direction that avoid congestion and grid lock. | C50-20
11. Provide the financial means to implement solutions to any and all of the problems created in the proposed Long Range Development Plan. | C50-21

These requests are probably just a few of what the University should do to make the Long Range Development Plan work for our neighborhood. There are probably many more that are not stated here.

11.2C.50 RESPONSE TO COMMENT LETTER C50

RESPONSE TO COMMENT C50-1

The writer's opinions are noted.

RESPONSE TO COMMENT C50-2 AND C50-3

The 1982 Declaration of Covenants and Restrictions for the Dwight-Derby site are hereby incorporated by reference. They are available for review through Facilities Services at UC Berkeley: contact Jennifer Lawrence, jlawrence@cp.berkeley.edu or (510)642-7720.

The 2020 LRDP does not propose any substantial changes to land use at the Clark Kerr Campus that would violate the covenants. Section 3.1.14 is explicitly clear on this matter:

In 1982 the University executed a Declaration of Covenants and Restrictions with neighboring property owners and a Memorandum of Understanding with the City of Berkeley, both of which commit the University to a site plan and land use program on the Clark Kerr Campus for a period of 50 years. While many of its 26 buildings require extensive repairs and upgrades, no significant change in either the use or physical character of the Clark Kerr Campus is proposed in the 2020 LRDP.

RESPONSE TO COMMENT C50-4

The writer's request is noted. UC Berkeley is eager to participate with other agencies, neighbors and institutions in the City of Berkeley in appropriate traffic planning for this and other areas.

RESPONSE TO COMMENTS C50-5 THRU C50-10

The writer's requests are noted. Please see response C50-4 above; see also Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENT C50-11

The University would encourage the city planning commission to consult with the transportation commission in formulating its comments.

RESPONSE TO COMMENT C50-12

Although UC Berkeley policies seek to minimize automobile use by students, some students have life circumstances that require an automobile. A very limited number of residential permits are available to residents of University student housing with a demonstrated medical, employment, academic or other need: Best Practice TRA-2 states this policy would continue under the 2020 LRDP. Other students are only eligible for student commuter parking permits if they live beyond a two mile radius of campus.

RESPONSE TO COMMENT C50-13

The writer's request is noted. UC Berkeley is eager to work with the City of Berkeley to reduce the impacts of construction; however, the suggestion is not a comment on the 2020 LRDP Draft EIR, and no further response is required.

RESPONSE TO COMMENT C50-14

UC Berkeley works with the City of Berkeley to develop construction routing plans. See Continuing Best Practice TRA-3-b at page 4.12-46 of the 2020 LRDP Draft EIR.

11.2C-118

RESPONSE TO COMMENT C50-15

See Continuing Best Practice TRA-3-d at page 4.12-47 of the 2020 LRDP Draft EIR.

RESPONSE TO COMMENTS C50-16 AND C50-17

See Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENT C50-18

It is not the responsibility of the University to maintain city parking meters, although the parking program outlined in the 2020 LRDP is expected to reduce the demand for parking on city streets by UC Berkeley students and workers.

RESPONSE TO COMMENTS C50-19 AND C50-20

See Thematic Response 10 regarding alternative transportation programs, including collaborative efforts.

RESPONSE TO COMMENT C50-21

The writer's comment is noted. Should the 2020 LRDP program be implemented, the University is committed to implementing and monitoring identified continuing best practices and mitigation measures.

2226 Martin Luther King Jr. Way
Berkeley, CA 94704
Tel: 510 841 3591

RECEIVED

MAY 12 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

May 8, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue, Suite 300
Berkeley, CA 94720-1380

Dear Ms. Lawrence:

We write in response to the invitation from Chancellor Berdahl to comment on the LRPD.

We are Berkeley alumni (Nancy, A.B. 1968; David, M.A. 1974) who have lived in downtown Berkeley for nearly 20 years; we own a house on Martin Luther King Jr. Way between Bancroft and Allston, across from Berkeley High School. We plan to live here for years to come. Nancy is a lifetime member of the Cal Alumni Association and a 24-year employee of the University's Office of the President. Two of our adult children have degrees from Berkeley, and another is currently an employee on campus. We have a huge concern for the welfare of both the campus and for the community in which it exists.

We are aware that various community members are raising objections to major features of the LRPD, so we decided that it was important that we write and remind you that most of the community is supportive of the plans being proposed. It is typical that the voices of critics are much louder than the voices of those who are satisfied and even delighted with the LRPD.

In our view, the most impressive part of the LRPD is the downtown hotel conference center and museum complex, which we anticipate will be a huge boon to Berkeley. We are great fans of this idea, and we want you to know that the community will benefit at least as much as the campus! Don't let anyone talk you out of this. We have never recovered from the disappointment of the Office of the President moving to Oakland. That loss really hurt Berkeley's economy. The downtown is really struggling to recoup; and this is our neighborhood.

Please know that in our view, the majority of residents of Berkeley appreciate the proximity of the campus. We have learned to flex with the rhythms of the campus – the traffic on home game days, the influx of families during “move in days” and graduation days, and the rich cultural and intellectual offerings that the campus community makes available to its neighbors.

We do have one reservation; the LRPD appears to anticipate an increase in traffic on city streets, and to treat such an increase as inevitable. We own a car but we are firm believers in public transit and such alternative modes of transportation as walking and cycling. In fact, when we bought our home we made a conscious decision to find a location where we could minimize the use of our car and maximize use of alternatives, and we've succeeded fairly well at doing that. The 2300 new parking spaces that the LRPD calls for would appear to represent 4600 additional car trips per day, that is, 2300 additional cars coming through the downtown area, two times a day. It's too bad that the campus is across town from the major highways, but we see that it's much too late to remedy that. However, we want to urge you to investigate more creative responses to this problem than just trying to speed up traffic along feeder streets, such as Oxford/Fulton, by adding signal lights and turn lanes. We hope that you will listen to the recommendations of city commissions and local activist groups on this point with an open mind, and improve the LRDP's proposals for traffic mitigation. Right now, we understand that 50% of your staff drives to campus, and 10% of the students. Ideally, the absolute numbers – not the percentages – should be reduced from their present levels. We are confident that an institution with the aggregate intelligence and creativity of the University of California, Berkeley, could, if it chose to, develop some real solutions in this area!

C51-1

The proposed Chang-Lin Tien Center for East Asian Studies and the additional student housing sound wonderful, also. While we will not testify in the public hearings, we hope that our voices will help advance the adoption of a UC Berkeley LRPD with most of the proposed recommendations, but with more pedestrian- and public transit-focused alternatives to the proposed increase in parking on or near the campus.

Sincerely,



David and Nancy Coolidge

11.2C.51 RESPONSE TO COMMENT LETTER C51

RESPONSE TO COMMENT C51-1

The writers suggest reducing the need for traffic mitigation measures by reducing the absolute number of people who drive to UC Berkeley.

In accordance with CEQA, the 2020 LRDP Draft EIR uses the most conservative assumptions to analyze the impact of parking proposed in the LRDP: namely, that every new parking space results in a new single occupant vehicle. The EIR proposes Mitigation TRA-11, to minimize the risk this outcome may occur. See Draft 2020 LRDP EIR pages 4.12-55 to 4.12-56. UC Berkeley concurs that a goal should be to reduce present levels of parking demand; this policy appears at page 3.1-29 of the Draft EIR.



"Romeo Leon"
 <rleon@consultcelerity
 .com>

To: <2020lrpd@cp.berkeley.edu>
 cc:
 Subject: Feedback on LRDP

05/12/2004 10:50 AM

To whom it may concern,

I wanted to provide you guys feedback on the 2020 LRDP document. I am an alumni of Cal's Class 2001. I live in Berkeley and work in San Francisco for a consulting firm. I attended yesterday's meeting and heard many of the comments of the various community members in attendance. Here are my thoughts:

- I applaud the idea of protecting Cal's architectural treasures. We should enhance/expand the neo-classical theme of the campus. We should NOT build another Evans, Barrows, Tolman, Eshelman, Boalt, and Wurster halls...structures that destroy the neo-classical character of the campus. In fact, we should even take those buildings down and build new ones that enhance the classical legacy of the core of the campus (e.g., Doe, Wheller, California, Hearst, etc.). The Tien Center is a good start. But, I also noticed the new music library being built which is not a good example that we are protecting our architectural treasures. It's a horrible looking structure. Why are we doing this? Even UCLA does a better job than us in protecting their campus theme. Why not us? C52-1
- The landscaping for much of the campus's busiest parts needs MAJOR work. There needs to be a plan to address this. I applaud that this is addressed in the LRDP. It needs to be done. The renovation of Sproul Plaza is a good first step. But what about areas of great significance like Dwinelle Courtyard, Campanile Way, Sather Road, Lower Sproul? They are all run down and definitely do not communicate to prospective students, faculty, and visitors that we are a world class campus. It is even embarrassing at times. C52-2
- Why expand the student, faculty and staff population? Cal is already too big of an institution. Expansion of the student, faculty and staff population would be another drain on the financial resources of the campus. It doesn't seem to me that the campus is aware of how students feel that they are "just a number". The campus is already too impersonal and this expansion will not help the student's experience. Many of them feel detached from Cal at its current size. Growth will just exacerbate this feeling of detachment. To provide perspective, my roommate who is currently a student at Cal worked as a caller for the Cal Fund. The majority of the alumni he called to solicit donations mention that they had a bad experience while students at Cal. The main reason? The campus felt impersonal. Needless to say, these alums did not give back to the university. Expansion of the student population is not the solution to this. Perhaps, instead of increasing the population of Cal, UC should build more campuses or have applicants be diverted to less populated campuses (e.g., Santa Cruz, Riverside, etc.) UC should not mandate that Cal take in more students. It's a horrible idea. Lastly, if this policy is implemented, it's unclear where the money for this growth will come from given the instability of the State budget situation. C52-3
- Traffic seems like a major issue that Berkeley residents deal with. I think the problem is mostly societal in that we like to drive. Most Berkeley residents don't seem to understand this from the comments I heard yesterday. Although I do sympathize with them, I don't C52-4

think the traffic problem will change unless there's a fundamental change in the way we Americans live. That being said, Cal could help build incentives that will get people out of their cars and use public transportation. One solution is to have more campus busses that drive around various neighborhoods.

C52-4

- Memorial Stadium needs to be renovated. Why is there no mention of it in the LRDP? Is there nothing in the works to address this? I thought the Chancellor announced something about renovation. It needs to be renovated for many reasons: safety, to enhance the student-athlete experience, to retain top notch coaches (i.e, Tedford), generate revenue for Cal athletics, and lastly, for us alums to be proud! This is long overdue and there needs to be a concrete plan in place to renovate it.

C52-5

Romeo Leon
Class of 2001

Romeo C. Leon

Senior Consultant

Celerity Consulting Group

150 California Street, 6th Floor

San Francisco, CA 94111

415.986.8850, Ext. 206

415.986.8851, Fax

rleon@consultcelerity.com

www.consultcelerity.com

This message and any files or text attached to it are intended only for the recipients named above, and contain information that may be confidential or privileged. If you are not an intended recipient, you must not read, copy, use or disclose this communication. Please also notify the sender by replying to this message, and then delete all copies of it from your system. Thank you.

11.2C.52 RESPONSE TO COMMENT LETTER C52

RESPONSE TO COMMENT C52-1

The Hargrove Music Library predates the 2020 LRDP, and therefore does not reflect the Campus Park Design Guidelines prescribed in the 2020 LRDP.

RESPONSE TO COMMENT C52-2

The policies in section 3.1.10 regarding programs of strategic investment in the campus landscape and open spaces speak directly to the writer's comments. UC Berkeley has recently completed a Landscape Master Plan, and the companion Landscape Heritage Plan, which deals in more specific terms with the historic heart of the Campus Park, is being finalized. These two documents will provide the campus with a comprehensive framework of potential initiatives to guide future investment.

RESPONSE TO COMMENT C52-3

As explained in section 3.1.5, the recent and future growth in enrollment is a necessary response to demographic changes in California and to UC's mission under the California Master Plan for Higher Education. However, recognizing the limits of Berkeley and Los Angeles, the growth these urban campuses are absorbing is much less than other campuses with greater land resources. The 2020 LRDP does propose to stabilize enrollment at UC Berkeley once the current increase is absorbed. The writer's comments on the state budget and its potential impacts are noted.

RESPONSE TO COMMENT C52-4

As described in section 3.1.9, UC Berkeley has a wide and growing range of incentives for alternate transportation modes. UC Berkeley has also just negotiated a pilot Bear Pass program of reduced bus fares for employees with AC Transit, to complement the existing Class Pass program.

RESPONSE TO COMMENT C52-5

The Stadium does require renovation to correct its seismic deficiencies. However, at this point no specific project has yet been defined to a level of detail adequate to support project level CEQA review. See Thematic Response 1 for an explanation of how the 2020 LRDP and its EIR would be used in project level review of this and other potential future projects.



"Victoria Curtis"
<vlcurtis@earthlink.net
>

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: LRDP

05/12/2004 06:14 PM
Please respond to
vlcurtis

Dear Jennifer Lawrence,

My name is Victoria Lynn Curtis. I am a life-long East Bay resident. I am also a UC Berkeley Alumni. I would like to ask UCB to please open up the Strawberry Canyon to bicycle access. My husband, children, ages 9 and 11, and I bicycle as a family and would very much appreciate keeping our family out in nature and off the crazy, unsafe city roads.

C53-1

Thank you.

Sincerely yours, Victoria Lynn Curtis (cell 510-305-7775)



"JM Elledge"
<mtzjme@msn.com>
05/13/2004 07:57 PM

To: <2020LRDP@cp.berkeley.edu>
cc: "Michael Mejia" <mejiaphoto@comcast.net>
Subject: Strawberry Canyon Access

Greeting,

I am writing in response to your call for written comments regarding the UC Berkeley Long Range Plans.

Please make every attempt to open Strawberry Canyon to bicycles. The stretch of trails through Strawberry Canyon can provide a unique, beautiful and most of all safe, non-city street access to the open space of Tilden Park, Wildcat Canyon and beyond. As the communities around UC Berkeley grow the need for access to open space and alternative ways to enjoy it without vehicle use will continue to grow. By providing access to Strawberry Canyon the University can demonstrate its commitment to local communities by granting local school children, outdoor enthusiasts, and sports teams access to this critical and most of all safe connection.

C54-1

Over the years bicyclists have progressed a great deal in their understanding of use issues and in consideration of other trail users. Granting bicycle access to a least one trail through Strawberry will allow cyclists an off road path to the University and other local destinations. Local riders and sports teams have logged thousands of miles in Tilden and Wildcat Canyons without incident. Please give them a chance to demonstrate their good will through their behavior and actions. Don't summarily judge them based on old stories and innuendo. Give them an opportunity to prove themselves.

Sincerely,

Jerry M Elledge

11.2C.53-54 RESPONSE TO COMMENT LETTERS C53 AND C54

The University received 37 similar letters from individuals, advocating the use of Hill Campus trails by cyclists: C53-C54, C62-C67, C69-C74, C76-C82, C85-C95, C97-C98, C188, C284, and C299.

RESPONSE TO COMMENTS C53-I AND C54-I

The comment presents the writer's opinion that bicycling should be permitted in Strawberry Canyon. Bicycle use on Hill Campus trails does raise potential environmental issues with respect to the value and use of the Ecological Study Area as a research and educational resource for UC Berkeley, as described in section 3.1.15. The existing prohibitions on bicycle riding in the Hill Campus would be suitable topic for consideration by the Ecological Study Area management authority proposed at page 3.1-54. This request is not a comment on the Draft EIR, and no further response is required.

RECEIVED

MAY 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

2355 Virginia Street
Berkeley CA 94709
12 May 2004

Jennifer Lawrence
UC Berkeley Facilities Services
1936 University Avenue, Suite 300
Berkeley, CA 94720-1380

RECEIVED
MAY 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Dear Ms. Lawrence,

I write as a Berkeley resident since 1967, a retired UC Press editor, a Northside homeowner, and as someone who greatly values the intellectual and cultural resources of the University and its potential to benefit the people of California by educating an economically and racially diverse range of students of our state.

My greatest concern with regard to the UC Berkeley Long Range Plan is its failure adequately to address the urgent need to decrease UCB-associated automobile traffic into and out of Berkeley.

C55-1

As one of the great universities in the world, UCB has the responsibility to educate its faculty, staff, and students about the need to reduce fossil fuel emissions sharply to slow if not reverse accelerating global warming.

Instead, the Long Range Plan's 30% increase in parking places will ensure a significant increase in traffic and pollution. This is totally unacceptable. Rather, the Long Range Plan should add no parking spaces and should increase campus parking rates to more than the cost of public transportation. The very substantial amount of money saved by not building and maintaining more parking garages can fund a subsidy for staff and faculty transit passes and assist AC Transit with provision of small new zero-pollution buses to ensure convenient transportation for faculty, staff, and students.

C55-2

The UCB Long Range Plan must act upon the irrefutable evidence that humans (and especially Americans) are radically exacerbating global warming by the wasteful, irresponsible use of fossil fuels. Failure to do so, especially in light of efforts already made by the city of Berkeley, UCLA, and Stanford, will only shame the University and represent a tragic loss of the opportunity to reduce air pollution and educate Californians to that necessity.

Sincerely,

Charlene M. Woodcock

cc: Berkeley Daily Planet

11.2C.55 RESPONSE TO COMMENT LETTER C55

RESPONSE TO COMMENT C55-1

In accordance with CEQA, the 2020 LRDP Draft EIR uses the most conservative assumptions to analyze the impact of parking proposed in the LRDP: namely, that every new parking space results in a new single occupant vehicle. Then, the EIR proposes Mitigation Measure TRA-11, to minimize the risk this outcome may occur. See 2020 LRDP Draft EIR pages 4.12-55 to 4.12-56.

The writer's opinion that one responsibility of UCB is to educate faculty, staff and students about fossil fuel emissions and global warming is noted.

RESPONSE TO COMMENT C55-2

See above response regarding the conservative analysis presented in the 2020 LRDP Draft EIR. The writer's opinion that parking rates should be increased, and funds for AC Transit and transit pass subsidies provided, is noted. Please see Thematic Response 10 regarding transportation alternatives, and Thematic Response 9, insofar as it includes a discussion of comparable universities.



"Corinne Lund"
<corinnedavid@earthlink.net>

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: 2020 Long Range Dev. plan

05/16/2004 09:20 PM
Please respond to
"Corinne Lund"

May 16, 2004

To - Jennifer Lawrence

Dear Ms. Lawrence,

I have received the one page notice RE: the 2020 long range dev. plan for UC. However, I am having problems when I try to use your website and I have a specific question about my neighborhood. Does any of the plan relate to the "open land" part of Oxford Tract (bordered by Walnut St., Virginia, Oxford, and Hearst)? I live across from the Tract on Walnut St.

C56-1

Sincerely,

Corinne Lund
corinnedavid@earthlink.net

11.2C.56 RESPONSE TO COMMENT LETTER C56

RESPONSE TO COMMENT C56

As shown in figure 3.1-1 and described at page 3.1-7, the growing grounds portion of the Oxford Tract are within the Adjacent Blocks West land use subzone.



"J. Eric Bartko"
<jebartko@hotmail.com>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: 2020 LRDP Housing

05/19/2004 01:38 PM

Dear Planners,

I just want to check and make sure that I am interpreting the information in Chart 4.10-7 and 4.10-8 correctly?

C57-1

The way I read this, you expect @56,000 new jobs in the primary EHA? and @293,000 in the secondary EHA? (This is the net new jobs column)

But you only expect around 1,650 new students?

I feel like I've missed something integral to your analysis, as I don't detect a rational relationship between the two?

Thanks for an explanation, and setting me on the right track.

Warm Regards,

J. Eric Bartko

Watch LIVE baseball games on your computer with MLB.TV, included with MSN Premium!

11.2C.57 RESPONSE TO COMMENT LETTER C57

RESPONSE TO COMMENT C57-1

As shown in the first row of table 4.10-8, the number of net new UC Berkeley jobs anticipated under the 2020 LRDP would be up to 2,870. The larger numbers cited by the writer (55,759 and 293,641) represent the total number of projected new jobs in the primary and secondary EHAs, respectively. In both instances, the difference between “No 2020 LRDP Growth” and “With 2020 LRDP Growth” is 2,870.

Nancy D. Spaeth
1514 Summit Road
Berkeley, CA 94708

RECEIVED

MAY 19 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

May 14, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue, Suite 300
Berkeley, CA 947200-1380

Dear Ms. Lawrence:

I am writing in response to UC Berkeley's 2020 LRDP and Tien Center EIR. My issue relates to the concept of building faculty housing in the Berkeley Hills.

First, I would like to state that I appreciate any and all efforts on the part of the University to be a good neighbor. I have especially appreciated some of the initiatives of Irene Hegarty and various efforts to communicate news of the campus to its neighbors.

However, I have to say that, to date, the University has had a pretty negative impact on my family and me. The issues follow.

Lawrence Hall of Science parking lot: When we built our house on Summit Road, there was no paved parking lot with streetlights below our house. The construction of that lot has created a terrible eyesore seen from our home. When we considered selling the house a few years ago, the realtor let us know that the parking lot considerably reduced the value of our home. In addition to the physical eyesore, the lot has created a public nuisance for us night after night as we are awakened from sleep by blaring radios and loud parties. The lot has had years when there was no control and we were awakened frequently and other times when it was successfully closed at night.

C58-1

No reflectors for foggy nights: The last time the University repaved Centennial Drive, the small yellow reflectors in the middle of the road were not replaced. They previously served as the only markers for navigation of this road in heavy fog. It is only a matter of time before there is a terrible accident on this road because of the lack of reflectors.

C58-2

Installation of a traffic light: The most recent degradation of our neighborhood by the University was the installation of a city traffic light. We were incredulous to find out one day – with no chance to protest or to suggest an alternative – that the kind of traffic light found on city streets was installed in front of Lawrence Hall. What a horrible environmental impact that is. I see the blinking yellow warning lights from my bed! There was no need for such overkill at this spot. A

C58-3

sidewalk with blinking lights when someone enters it would have been sufficient.

C58-3

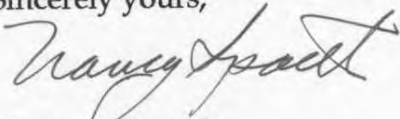
And now the idea of building 100 units of faculty housing at the end of Summit Road: Lower Summit Road is a dead end street with about 20 single-family houses. At the end of the street is a small wooded area that buffers us from the heavy traffic on Centennial Drive and the Space Sciences buildings of the University. This area is clearly zoned for one family dwellings. How the University can contemplate putting a mass of faculty housing units in this neighborhood is beyond comprehension. I ask anyone reading this letter who lives in a single family neighborhood what his or her reaction would be to having a hundred units – or any number - of faculty housing units plunked down on their street.

C58-4

The impact on us, as tax-paying Berkeley homeowners, would be massively negative. Clearly we cannot let this happen. We hope that the University will realize what a negative environmental impact this housing will have and will eliminate the idea from the LRDP so that we will not have to go to the time, trouble and expense of hiring legal counsel to stop this action.

Others will write to you about the impact on animals, birds, and water in the area. I ask that you consider people, too, in assessing the environmental impact of the plan to urbanize further what has been a quiet suburban neighborhood.

Sincerely yours,



Nancy D. Spaeth

P.S. On the other hand I strongly support the University's plan to construct more parking. The City's philosophy of not providing parking in order to get more people out of their cars has simply led to the destruction of Downtown Berkeley as a shopping area.

Copies to:

Tom Bates, Mayor

Arrieta Chakos, Assistant City Manager

Betty Olds, Council Person

Dave Nasitir, Head of the Summit Road Neighborhood Association

11.2C.58 RESPONSE TO COMMENT LETTER C58

RESPONSE TO COMMENTS C58-1 THRU C58-3

The writer comments on existing conditions, and not on the 2020 LRDP Draft EIR. The writer's concern with lighting and activities at the Lawrence Hall of Science parking lot, with existing safety conditions on Centennial Drive, and with the installment of a traffic signal at the Lawrence Hall of Science are noted.

RESPONSE TO COMMENT C58-4

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

May 18 -

RECEIVED

MAY 19 2004

Dear Sir:

I received a copy of your "Long Range Development Plan" leaflet. I cannot attend the public hearing but I do have a few comments on the subject. I hope that you bother to read this even though it is in longhand.

You would best show your concern for the people of Berkeley by limiting student automobile traffic. Basic facts about a student population: they are young, self-centered, noisy and drive too fast. These are problems for the adult population.

I know of other state universities which disallow automobiles to freshmen or make car ownership contingent on GPA. You can do this if you have the guts. And there is no excuse for

C59-1

C59-2

building more dormitories to house more students without providing parking for these people. This is your responsibility, not the city of Berkeley's.

C59-2

These practical matters are more to the point for the average Berkeley resident than your high-flown ideas about conference centers, museums and the like. We are proud to have an excellent university in our midst and would be prouder still if you would pay attention to the problems you create and be a good neighbor.

Sincerely,
Sandra Fournille

SANDRA FOUVILLE
2715 Benvenue Av #1
Berkeley CA 94705

11.2C.59 RESPONSE TO COMMENT LETTER C59

RESPONSE TO COMMENT C59-1

The writer suggests that young drivers, such as UC Berkeley students, drive too fast, and that automobile ownership should be restricted at UC Berkeley. UC Berkeley discourages students from driving to campus: only registered students residing outside a two mile boundary from campus are eligible for student parking permits at UC Berkeley, and parking for students living in campus housing is limited, available only on the basis of “demonstrated compelling need.”

See http://resource.berkeley.edu/r_html/r03_10.html, a resource guide for students parking in Berkeley.

RESPONSE TO COMMENT C59-2

The writer’s opinion that parking should be provided for students in campus dormitories is noted.

Friends of Strawberry Creek

C/O: 1250 Addison Street Suite 107

Berkeley, California 94702

May 17, 2004

LETTER C60

Ms. Jennifer Lawrence, Principal Planner
Capital Projects—University of California
1936 University Avenue Suite 300
Berkeley, CA 94720

PHYSICAL & ENVIRONMENTAL
PLANNING
MAY 20 2004
RECEIVED

Comments for the UC 2020 LRDP Draft EIR

Dear Ms. Lawrence:

Imagine the University of California at Berkeley without Strawberry Creek! Ask yourself, doesn't the region of the Strawberry Creek Watershed define the sense of historic place that we know as the Berkeley campus? Undoubtedly, all of us in this watershed community are blessed to know Strawberry Creek as it openly meanders through the Main Campus from the Faculty Club to the Oxford Street Bridge culvert! Visualize the native plant communities, trees, squirrels, dragonflies, birds, and people beside the murmuring flowing water of Strawberry Creek. Isn't the memory of Strawberry Creek the most significant imagery in the fabric of reality for anyone who has walked about the University environs?

In 'the challenge for wise and sustainable growth', will you let this creek landscape have a voice in the framework land use policies mentioned in the LRDP? Will you work with a watershed perspective for 'the optimal use of public resources'? Those of us in the Strawberry Creek Watershed community may offer organic concepts not yet imagined by planning professionals—concepts that are lacking in the 2020 LRDP section on Biological Resources.

John Wesley Powell, in his *Inventory of the American West* (1875), strongly advised that **regional government organize itself around cooperative management of watersheds**. We advise a thorough historical review on University thinking regarding the cooperative management of the Strawberry Creek Watershed with neighboring jurisdictions that edge the land owned by the Regents of the University of California.

C60-1

To describe the region of the Strawberry Creek Watershed, one must visualize the headwater tributets that begin at the watershed ridgelines in the steep Berkeley/OaklandHills in the upper Strawberry and Woolsey Canyons. The flows from groundwater, springs, seeps and Mediterranean streams course into the North and South forks of Strawberry Creek which are largely open channels on Campus, and then are piped underground of much of the City of Berkeley to the San Francisco Bay Estuary. Despite the burying and culverting of various segments, Strawberry Creek is a cohesive biological system. As it occurs in Nature, Strawberry Creek with its many habitats is studied by scholars and students as **an integrated ecosystem crossing jurisdictional boundaries**.

To **govern** the Strawberry Creek Watershed, there exists a cooperative watershed policy directive for the University entitled the **Joint Watershed Goals Statement of 1995**. (Attachment #1) That agreement between the University of California at Berkeley, the cities of Albany, Berkeley, El Cerrito and Richmond along with East Bay Regional Parks District, sets forth four goals to enable the partners to jointly restore the watershed they share.

Any discussion in the 2020 LRDP of planning for creek and storm drainage, landscaping and water quality monitoring within the University lands in Berkeley and Oakland fails in planning for the entire Strawberry Creek Watershed. No where in the 2020 LRDP EIR is there a mention of any of the goals, nor is the **Joint Watershed Goals Statement referenced in the bibliography**.

C60-2

For example in educating the public to embrace a cooperative watershed planning perspective:

Goal #4: **“Instilling widespread public awareness of the value of developing infrastructure along lines that promote healthier watershed and watershed oriented open spaces where nature and community life can flourish.”** (Joint Watershed Goals Statement, 1995).

C60-3

In the 2020 LRDP, one does not find even a limited campus-wide resource management plan or even a Creeks and Wildlands Management Plan configuration component of watershed-based planning thought. Nor are Watershed concepts found in the descriptions of the Regents jurisdictional lands of the Strawberry Creek Watershed.

Absent that, the University has less ability to further the current policy in force (the highly successful **Strawberry Creek Management Plan**) as it is limited to one relatively flat land area, the Central Campus which planners have somehow blurred by renaming the land as ‘the Campus Park where Strawberry Creek is treated as a mere water feature. Geographically and conceptually, this falls short of acres and acres of a watershed-wide plan.

Without a watershed-wide resource management plan, the watercourses, riparian corridors, vegetation, wild life, underground water, and biota cannot be treated as a sound environmental science biological system. The watercourses and riparian areas within the University “Hill Campus”, “ecological study zone”, LBNL, and “Campus Park” are all valuable natural resources supporting a great variety of aquatic and terrestrial species, trees and plant compatriots for students to study and enjoy. Such resources deserve sound environmental science management and security for the preservation of all life forms.

Here, the mission of the University to serve the community as an educator could be met with a program aimed to educate ‘widespread public awareness of the value of developing infrastructure along lines that promote healthier watershed and watershed oriented open spaces where nature and community life can flourish.’ (See above).

C60-4

Recommendations from Friends of Strawberry Creek

I For a start, an **interim Campus-wide Creeks and Wildlands Management Plan** would serve as a strategic approach to watershed-wide management planning. Such will result in much better protection, opportunities for enhancement, and less costly management of the University’s urban riparian and wildland resources. A watershed inventory would be a necessary step.

C60-5

II We ask that you be especially concerned with groundwater resources for emergency drinking water in the event of a severe earthquake breaking the East Bay MUD Caldecott Pipe. We hope you would engage with our **Joint Watershed Goals jurisdiction neighbors, LBNL and Oakland** to explore the concept of the **Lennert Aquifer as public trust water** and its potential for a drinking water bank reserve and other beneficial uses for the campus employees, citizens of Berkeley and nearby Oaklanders under the California State Water Resource Control Board rules. *

C60-6

III. Such would likely require a thorough inventory of the upper Strawberry Creek Watershed headwaters, springs, wells, groundwater, and the Lennert Aquifer, which contributes pumped pure water to Strawberry Creek. The Aquifer was conceived and discovered by **Head Campus Engineer John Shively** with Engineer Ben J. Lennert when the Lawrence Hall of Sciences was beginning to slide downhill during a drought in August. Pure geologic water has been pumped from the Shively Well #1 since 1975. We have been told that currently it is around 5 to 6 gallons per minute depending on the capacity of the pump. We hope for a study of the deep subsurface geology and extent of the Lennert Aquifer, which has been hypothesized in two different studies. (Converse 1984; Shively 1975).

C60-7

IV We recommend you bring a “water person” on board to educate planners on a developing a watershed protection perspective to reestablish ecological integrity of university lands.

C60-8

V We recommend you embrace the following goals in a regional watershed perspective:

- A Require clean up of degraded habitats and groundwater to a zero tolerance level C60-9
- B Define opportunities for renewal and enhancement of degraded habitats and set guidelines for long-term maintenance to the standard of pre-development conditions with no net increase of runoff and no alteration of drainage of the hill area into Strawberry Creek and its tributets C60-10
- C Improve water quality for cities and contribute to saving the San Francisco Bay Estuary C60-11
- D Increase consistency and predictability of the University's 'permitting process' for facilities development by the University or its leaseholders above Memorial Stadium C60-12
- E Contribute to a deeper understanding of the hydrogeology of the LBNL's serious slope stability issues and highly expensive engineering attempts that impact groundwater C60-13
- F Stop additional development in the watershed east of Memorial Stadium, which is a critical high, risk fire zone as well as an extremely hazardous Hayward Fault seismic zone ** C60-14

To conclude, many of us in Friends of Strawberry Creek have attempted to research the hydrogeology of the origins of the headwaters of the Berkeley and Oakland hills that feed Strawberry Creek, its tributaries and many tributets. We found very little documentation in the Water Resource Center Archive. The Norfleet Consultants East Bay Plain Beneficial Study (1999) does not go east of the 'line' of the Hayward Fault which dissects UCB.

It is astonishing that UCB, which has produced hundreds of outstanding geologists and hydrogeologists, has not thoroughly studied the Strawberry Creek Watershed as a watershed. Now that LBNL is no longer classified for sensitive defense research, perhaps the Regents and the University administration will be interested in a prudent and thorough study of the watershed for future planning to reduce development costs? C60-15

Very truly yours,
JENNIFER MARY PEARSON
For Friends of Strawberry Creek

*In an emergency it is calculated that each individual needs 2 liters drinking water per day. Under ordinary time, water consumption is estimated at 150 gallons per day per person. There is a chance that the Lennert Aquifer could produce by pump and generator more than enough drinking water for 1 year according to Dr. Javandel at LBNL. John Shively recommends a pumping test to calculate how far in time the water supply would last as a reserve emergency water drinking water bank for the citizens of Berkeley, the University and nearby Oaklanders.

**Most of the 10+ known earthquake faults in the Strawberry Creek Watershed are designated as inactive. This is unwise, as faults have to fail because they have failed in the past—perhaps not the recent past. We have been warned by the USGS experts to expect a 70% disasterous quake probability on the Hayward Fault during the next 3 decades. Additionally, there is continuing slippage at the juncture of the Pacific Plate and the North American Plate. These plates are divided by the Hayward Rodgers Creek Fault, which has splays connecting to other faults. The Soulé map of Strawberry Valley (1875) indicates clusters of springs and seeps, which we now know, are along those splays. (Attachment #2) Seismic activity often gives forth more water. Any change in the state of stress deep within the Earth may change the water level in the Aquifer, new springs may burst forth and more water may course into Strawberry Creek. In a worst case scenario water from the dozen groundwater contamination plumes located on land used by the LBNL of radioactive tritium, freon, diesel and other volatile organic compounds could break through their present geologic barriers and drain into Strawberry Creek. (Attachment #3).

JOINT WATERSHED GOALS STATEMENT

The Cities of Albany, Berkeley, El Cerrito, and Richmond, and the East Bay Regional Park District, and the University of California, Berkeley, agree to join in partnership to restore the watershed of our joint jurisdictions to a health condition. We will cooperate closely to accomplish the following goals:

- Restoring our creeks by removing culverts, underground pipes, and obstructions to fish and animal migration, putting creeks in restored channels up in the sunshine where they can be enjoyed by people and wildlife.
- Restoring creek corridors as natural transportation routes with pedestrians and bicycle paths along creekside greenways; wherever possible using creekside greenways to connect neighborhoods and commercial districts east of the Interstate 80 freeway to the shoreline of San Francisco Bay and the San Francisco Bay Trail.
- Restoring a healthy freshwater supply to creeks and the Bay by eliminating conditions that pollute rainwater as it flows overland to creeks and eliminating conditions that prevent a healthy amount of rainwater from soaking into the ground and replenishing the underground water supplies that nourish creeks.
- Instilling widespread public awareness of the value of developing infrastructure along lines that promote healthier watersheds and watershed oriented open spaces where nature and community life can flourish.

In addition to ongoing general cooperation in the furtherance of these goals, the watershed partners agree to seek out opportunities to jointly apply for grants and jointly undertake planning, construction, educational and watershed management projects which will be approved on a case by case basis by the respective governing bodies.

CITY OF BERKELEY
CONSENT CALENDAR INFORMATION

D(b) 8.

Deadline for Council Action: July 25, 1995
Council Meeting Date: July 25, 1995

From: Mayor Shirley Dean

IT IS RECOMMENDED THAT THE CITY COUNCIL:

Approve a Joint Watershed Goals Statement which is being submitted to the Cities of Albany, Berkeley, El Cerrito, and Richmond, and the East Bay Regional Park District and the University of California, Berkeley.

1. COMMENTS, CITY ATTORNEY:

None

2. BACKGROUND AND NEED FOR COUNCIL ACTION:

Mayors and staff from the Cities of Albany, Berkeley, El Cerrito and Richmond have been attending meetings hosted by Mayor Brodsky of the City of Albany regarding watershed management. We have discussed how creeks might be restored in our three areas and how such restoration makes a positive contribution to park areas and the general urban landscape. Citizens interested in this issue also have attended these meetings.

We have agreed to work together on obtaining funding for such work. I have indicated in these meetings that a Berkeley priority would be to see Strawberry Creek uncovered, if possible, in the Downtown and Civic Center area.

To enhance these efforts, it is now proposed that the Cities of Albany, Berkeley, El Cerrito, and Richmond, and the East Bay Regional Park District and University of California, Berkeley approve the attached joint watershed goals statement.

3. FINANCIAL IMPLICATIONS (include any dollar amount, in-kind services, multi-year commitment) AND SOURCE OF FUNDS (for both cash and in-kind services; indicate if amount is currently budgeted and requirement for budget code). IF SUBMITTAL, AUTHORIZATION OR EXECUTION OF GRANTS IS INVOLVED (includes new grants or modification) AN FN006 (budget modification form) SHOULD BE SUBMITTED WITH ITEM. ITEM WILL-NOT BE PROCESSED UNLESS FN006 IS INCLUDED.

Unknown. Intent of the item is to seek grant money for projects that are technically feasible and approved by the jurisdiction in which the project is located.

4. COUNCIL POLICY AND LEGISLATIVE HISTORY, IF ANY:

Council has supported actions to uncover creeks in the past. In order to protect existing creeks, Council has also approved an ordinance prohibiting construction which is too near their banks.

5. COMMUNITY GROUPS AFFECTED:

All.

6. BOARD(S), COMMISSION(S), COMMITTEE(S) OR DEPARTMENT(S) INVOLVED AND NAME, TITLE AND TELEPHONE NUMBER OF PERSON(S) TO CONTACT FOR ADDITIONAL INFORMATION:

Amy Resner, Chief of Staff, Mayor's Office: 644-6484

ATTACHMENT #2

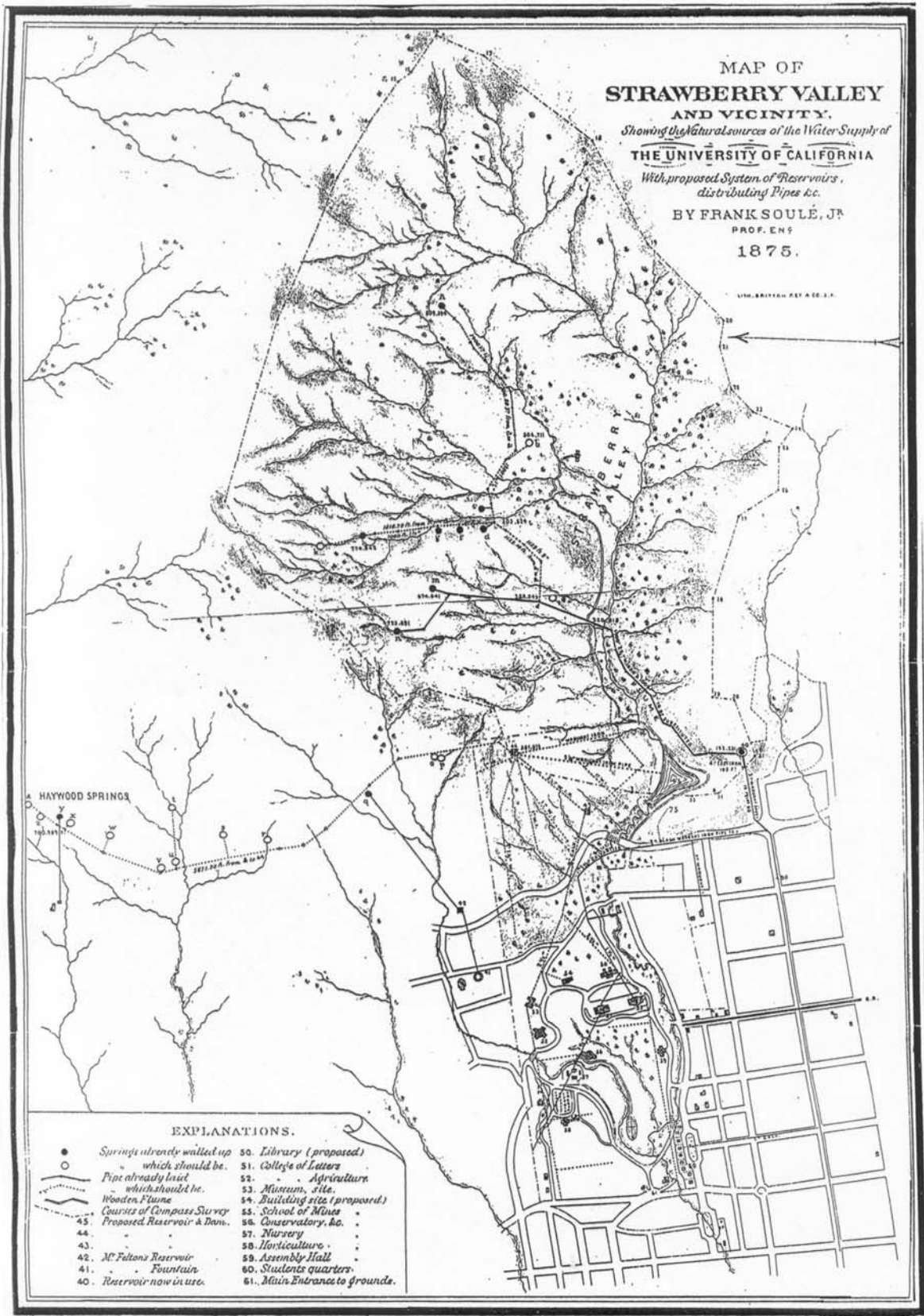
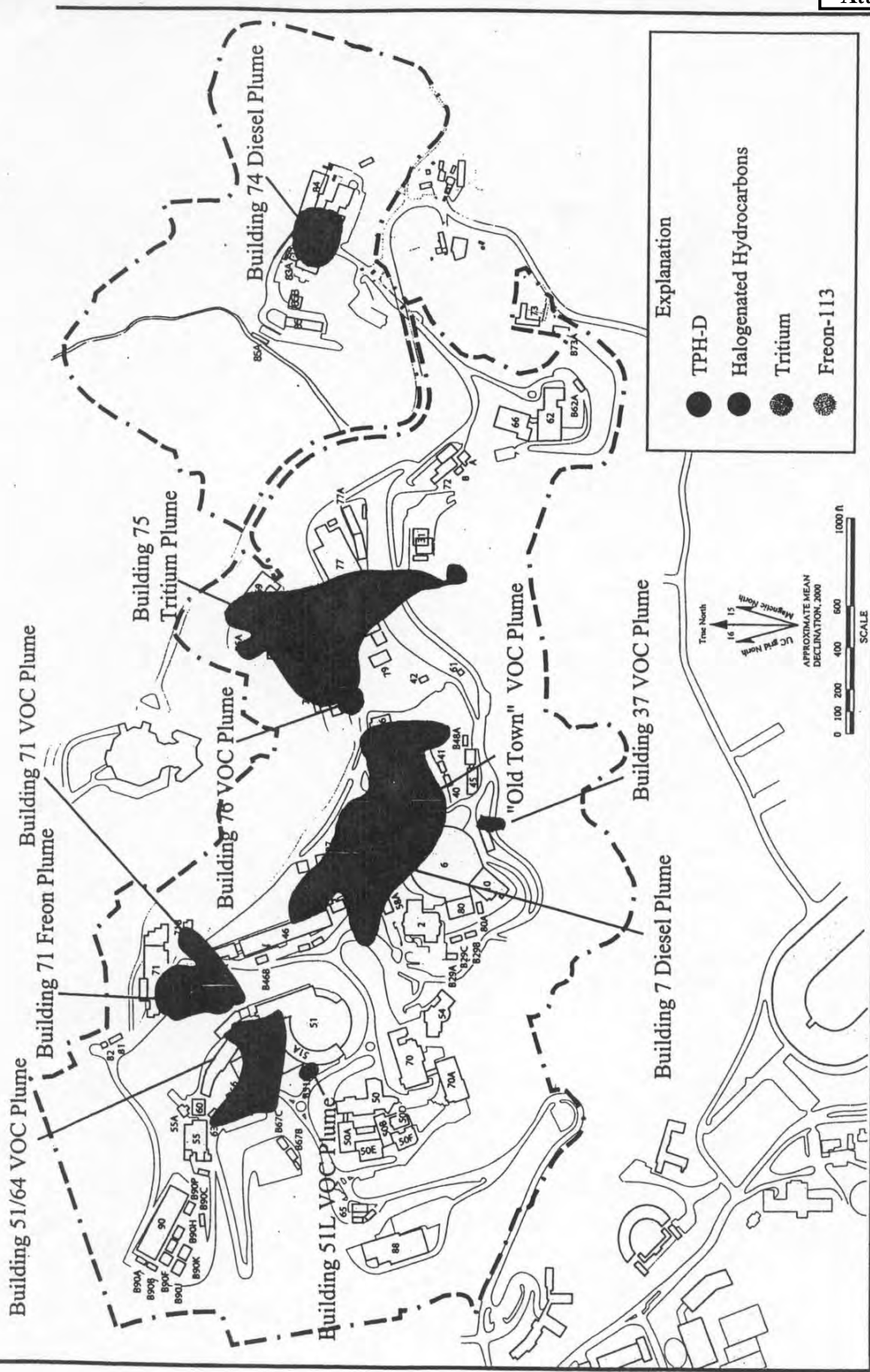


Figure 5. Historical springs and water development are shown for Strawberry Canyon Watershed as mapped by Soule (1875). Springs d, f, g and h, which are highlighted in yellow, plot very closely to the trace of the ECF according to Borg (1991).

ATTACHMENT
3



06-plumes.ai
11 / 03

Figure 6. Groundwater Contamination Plumes, Third Quarter FY03. (LBNL ERP PROGRAM)

Friends of Strawberry Creek
C/O: 1250 Addison Street Suite 107
Berkeley, California 94702
May 17, 2004

LETTER C60
Attachment

Members of the Planning Commission
Members of the City Council
City of Berkeley

Re: UCB 2020 Long-Range Development Plan Draft EIR

Dear Sirs and Madams:

We respectfully request you **further develop a WATERSHED POLICY approach in evaluating the University of California 2020 Long-Range Development Plan Draft EIR.** For the **health and safety of all of us**, we beg your interest to protect and manage the waters that flow in Strawberry Creek which reach from the ridgeline headwaters of Grizzly Peak and Centennial Drive, meandering downstream through Strawberry Canyon, the UC Campus and largely culverted under the City of Berkeley to the Bay.

Please see the Friends of Strawberry Creek comments on the 2020 Plan Draft that follow.

Please review the Joint Watershed Goals Statement Agreement of 1995 between the Cities of Berkeley, the University of California, East Bay Regional Parks District (and other cities) for cooperative management that applies to the Strawberry Creek Watershed that is an integrated ecosystem crossing the jurisdictional boundaries with Berkeley and Oakland. (See Attached)

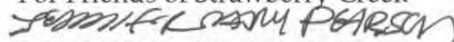
We further request that **you work with the University on the potential for beneficial use Berkeley hill water** (water that flows into Strawberry Creek from groundwater, springs, seeps and the Lennert Aquifer) for use in an emergency such as a disaster from natural forces of an earthquake firestorm, and even potential terrorist action.

While there is much confidence in EBMUD's role as water supplier, **EBMUD tells us that the Caldecott Pipe may rupture during a severe earthquake.** However, there does not seem to be interest by East Bay cities to install emergency groundwater wells, nor plans to utilize the Lennert geologic waters?

The Shively Well #1 is located in the parking area of the Space Sciences Laboratory on University land. Since 1975, that well has been pumping gallons of pure water per minute into Strawberry Creek from the Lennert Aquifer. We hope this aquifer can be protected so as to serve to sustain us during a disaster and to keep Strawberry Creek clean and healthy.

Thanking you in advance for your kind attention,

Very truly yours,

For Friends of Strawberry Creek

Jennifer Mary Pearson, Ph.D.

Carole Schemmerling

11.2C.60 RESPONSE TO COMMENT LETTER C60

RESPONSE TO COMMENTS C60-1 AND C60-2

As noted in the 2020 LRDP, UC Berkeley recognizes and appreciates the sensitive nature of the Hill Campus as a watershed, and is committed to restoring hydrology patterns. See pages 3.1-51 through 3.1-57 of the Draft EIR.

RESPONSE TO COMMENT C60-3

The writer's opinion that a watershed-wide planning perspective is missing from the 2020 LRDP is noted.

The 2020 LRDP Draft EIR includes many protections for riparian areas, in both the Hill Campus and the Campus Park. Continuing Best Practices outlined in Chapter 4.3 Biological Resources, serve to protect and enhance riparian areas, wildlife habitat, and other natural communities in the Hill Campus and Campus Park. UC Berkeley is eager to work with the City of Berkeley and other land management agencies in the watershed to evolve additional improvements in land management strategies for the watershed.

RESPONSE TO COMMENT C60-4

The writer's opinion is noted.

RESPONSE TO COMMENT C60-5

The recommendation is noted. UC Berkeley is eager to work with the City of Berkeley and other land management agencies in the watershed to evolve additional improvements in land management strategies for the watershed.

RESPONSE TO COMMENT C60-6

The writer's opinion that groundwater resources for emergency drinking water should be explored is noted. This is not a comment on the 2020 LRDP Draft EIR. No further response is required.

RESPONSE TO COMMENT C60-7

The writer's support for a study of the deep subsurface geology and extent of the Lennert Aquifer is noted.

RESPONSE TO COMMENT C60-8

The writer's request for a "water person" to educate planners on developing a watershed protection perspective for University lands is noted.

RESPONSE TO COMMENTS C60-9, C60-10, C60-11, C60-12, C60-13 AND C60-14

The recommendations are noted. Many of the objectives and policies in the 2020 LRDP and many of the best practices and mitigations outlined in the Draft EIR align UC Berkeley with the proposed recommendations and goals: for example, the objective to "Plan every new project as a model of resource conservation and environmental stewardship" would align with the recommendation to seek enhancement of degraded habitat. See pages 4.3-19 to 4.3-20 of the Draft EIR. Mitigation HYD-5 to "prevent increases of flow" from newly developed sites in the Hill Campus aligns with the writer's recommendation to set guidelines for no net increase of runoff and no alteration of drainage of the Hill Campus.

RESPONSE TO COMMENT C60-15

UC Berkeley is eager to work with the City of Berkeley, Lawrence Berkeley National Laboratory, and other land management agencies in the watershed to evolve additional improvements in land management strategies for the watershed.



"Charles Siegel"
 <siegel@preservenet.com>

05/21/2004 06:41 PM

To: <2020LRDP@cp.berkeley.edu>

cc:

Subject: Comments on the Draft 2020 Long Range Development Plan and EIR

To: UC Berkeley Facilities Dept.
 From: Berkeley Ecological and Safe Transportation Coalition (BEST)
 Re: Comments on the Draft 2020 Long Range Development Plan and EIR

Berkeley Ecological and Safe Transportation Coalition (BEST) urges the university to base the transportation policies of the Long Range Development Plan (LRDP) on the "No New Parking and More Transit Alternative" (Alternative L-2) that is studied in the Environmental Impact Report for the LRDP.

C61-1

The EIR shows clearly that this alternative is environmentally superior to the current transportation proposal of the LRDP. As the EIR analysis shows, it would reduce the environmental impacts of the plan, such as increased traffic congestion.

This plan would not require most UC employees who now drive will switch to other modes. It would merely require the drive-alone rate to drop from 51% percent of faculty and staff to something closer to what other universities have already accomplished in reducing traffic.

For example, the University of Washington made a commitment to the City of Seattle in 1983 to limit traffic on corridors leading to and from campus. In 1991, it launched its U-Pass program. With a U-Pass, faculty, staff and students can all ride local buses and commuter trains for free. The U-Pass program also includes free parking for those who carpool, and vanpool subsidies. There are also active efforts to encourage and facilitate walking and biking.

C61-2

UC Berkeley provides students with a "class pass" which is similar to the UW U-Pass, but UC provides no similar pass to its faculty and staff. The LRDP fails to call for UC to implement a similar program. The LRDP has one policy on encouraging alternative modes of transportation, but it falls far short of the current best practice at UW.

83% of UW students and 60% of UW faculty and staff take advantage of the U-Pass. The rate of faculty drive alone commuting dropped from 60% in 1989 to 43% in 2002. Staff drive alone commuting dropped from 44% to 38%. While the total population of faculty, staff and students has grown by 22% since 1989, the University now has fewer parking spaces and the utilization rate of those spaces has dropped. Despite substantial growth, the number of single occupancy parking permits for faculty, staff and students has dropped substantially.

As a result of implementation of U-Pass, peak hour traffic levels today are below 1990 levels even with growth in the campus population. UW has been able to avoid building costly parking structures. It estimates that it has saved over \$100 million in avoided construction costs for new parking. They estimate that they avoided building 3600 new parking spaces.

UW's accomplishment are all the more noteworthy because the quality of transit service in the Seattle area and the range of transit choices is not as good as in the Bay Area and especially the inner East Bay communities of Berkeley, Oakland and San Francisco. There is no equivalent to BART in Seattle. They rely on buses and some commuter rail, though light rail is under development. Only 28% of Seattle residents use alternatives to driving

to get to work, but 57% of UW faculty and 62% of UW staff use alternatives. The incentives and encouragement provided by the U-Pass program have clearly had a big impact.

UW is a real leader in promoting the use of alternative transportation in

Seattle. By contrast, UC Berkeley lags behind other employers in Berkeley. 51% of UC Berkeley faculty and staff drive alone to work according to the 2001 survey, but a survey done the same year found that only 43% of Berkeley City Hall employees drive alone to work. 2000 Census data for commuters into Berkeley has apparently not yet been assembled, but based on data in the 1990 Census, only 40% of downtown and southside area employees drive alone to work.

UC is not now a leader in promoting alternative modes, but it easily could become one. UW funds its U-Pass program in part with parking revenues. \$4.3 million in parking revenues went to the U-Pass program in fiscal year 2003-2003.

UC could also use a portion of its parking revenues to fund a similar program for UC faculty and staff. The unions that represent UC employees have made it clear that they want UC to implement an Eco Pass for UC staff and student leaders support this as well. UW has a policy of raising parking rates and keeping the cost of U-Pass substantially lower than the cost of parking. UC Berkeley could do the same. Another UC campus, UCLA, has a pilot transit pass program that was financed with parking revenues.

UC could also raise its parking rates to market levels. By providing parking at levels below market rate, UC effectively subsidizes driving, while providing no equivalent subsidy for those who use transit. Transit use is not encouraged when it costs more out of pocket to take transit than it does to drive. Research clearly shows that there is a relationship between parking cost and transit use. While other factors also affect the decision whether to drive or not, there's no question that cost factors play a role also.

If UC adopted the sort of best practices in transportation planning that have been pioneered by the University of Washington and by other universities, it could reduce automobile use enough that no new parking would be required to accommodate projected growth in enrollment. This would reduce the environmental impacts of the LRDP, such as traffic congestion and air pollution, and it would also cost less than providing added parking.

Yours,
Charles Siegel
for BEST



winmail.dat

11.2C.61 RESPONSE TO COMMENT LETTER C61

RESPONSE TO COMMENT C61-1

See Thematic Response 3 regarding 2020 LRDP alternatives, and Thematic Response 9 regarding parking demand.

RESPONSE TO COMMENT C61-2

See the discussion of mode split at comparable universities in Thematic Response 9.

RESPONSE TO COMMENT C61-3

See Thematic Response 9 regarding the new Bear Pass. The writer's suggestions regarding funding for transportation initiatives are noted. UC Berkeley is eager to meet with city staff and other community members to discuss options for parking planning, pricing and regulation, however, comments suggesting changes in parking pricing are not a comment on the 2020 LRDP Draft EIR, and in accordance with CEQA no further response is required.



"Bob Muzzy"
<blmuzzy@holonet.net
>

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: Cycling in Strawberry canyon

05/22/2004 02:41 PM

I urge U.C. Berkeley to allow mountain bike access to Strawberry Canyon as part of its Long-Range Development Plan. This is a worthwhile safety and environmental measure. Currently, local mountain bikers have to ride on busy roads or use cars to access trails in the Berkeley hills. It would be better to have the safe and environmentally sound option of using the dirt trails in Strawberry Canyon.

C62-1

Thanks!

Bob Muzzy
Berkeley



Jim Haagen-Smit
<tandemjim@sbcgloba
l.net>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Strawberry Canyon Mountain Bike Access

05/22/2004 03:28 PM

I write to urge you to consider opening Strawberry Canyon to mountain bike use. As a Cal graduate, I would be pleased to see this space used by cyclists. Trail use by bicycles is extremely popular and offers a safe alternative to forcing cyclists to share the paved roads with motorists. With so many residents owning bicycles as a way to recreate, stay healthy, and get closer to nature, the support for this and good relations with UC Berkeley would be significant.

C63-1

if you have any questions, please contact me.
-Cathy Haagen-Smit, BA-Geography 1979

--

Jim and Cathy Haagen-Smit, CA State Reps for IMBA
California Bicycle Coalition
Jim at 916-785-4589, tandemjim@sbcglobal.net or Jim_Haagen-Smit@hp.com
Cathy at 530-889-7079, tandems2@sbcglobal.net or chaagen@placer.ca.gov
7589 Ridge Rd.
Newcastle, CA 95658
(916) 663-4626
Long Live Long Rides <http://www.imba.com>



Michael Przybylski
<mikep@pch.net>

05/22/2004 03:39 PM

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Mountain bike access to strawberry canyon lands

Dear UC Berkeley Long-Range Development Planners,

Currently, mountain bikers headed for trails in the Berkeley Hills have to ride on busy city streets or drive their cars in order to reach their desired trailheads. This makes for wasted fuel, additional, unnecessary pollution, and marginally worse traffic conditions. It is also no small safety concern for the mountain bikers who chose to ride instead of drive to trailheads.

As a Berkeley resident, avid cyclist, (both on the road and in the dirt), former LBL student intern, and perspective graduate engineering student, I would like to strongly encourage the University to allow mountain bikers access to the trails in Strawberry Canyon.

The environmental costs are minimal, the trail erosion caused by mountain bike tires is only marginally worse than what is caused by hiking boots. And if any additional trail maintenance is necessary to offset these costs, it can be performed at little or no monetary cost by promoting volunteer trail maintenance projects through local bike shops, cycling clubs, and high school mountain bike teams. Local hardware stores may even be willing to donate tools and materials if properly approached.

The environmental and public relations benefits, on the other hand would be outstanding. The University could garner a great deal of good will from Berkeley area cyclists who no longer have to drive to trailheads. The plan could also garner widespread recognition from local environmental groups and city governments for its contribution to improved air quality, traffic conditions, and safety.

Thank you for taking the time to read this appeal and those of my fellow cyclists. We hope the University can help the Berkeley area make this important quality-of-life improvement.

Best regards,
Mike Przybylski

C64-1



HDanielsen@aol.com

05/22/2004 04:32 PM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Strawberry canyon

I urge U.C. Berkeley to allow mountain bike access to Strawberry Canyon as part of its Long-Range Development Plan. This is a worthwhile safety and environmental measure. Currently, local mountain bikers have to ride on busy roads or use cars to access trails in the Berkeley hills. It would be better to have the safe and environmentally sound option of using the dirt trails in Strawberry Canyon.

C65-1



Danny Forer
<D4er@comcast.net>

05/22/2004 04:37 PM

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: Mountain Biking in Berkeley Hills

I urge U.C. Berkeley to allow mountain bike access to Strawberry Canyon as part of its Long-Range Development Plan. This is a worthwhile safety and environmental measure. Currently, local mountain bikers have to ride on busy roads or use cars to access trails in the Berkeley hills. It would be better to have the safe and environmentally sound option of using the dirt trails in Strawberry Canyon.

C66-1

Thanks,

Danny Forer



AEShaper@aol.com

05/22/2004 07:08 PM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Mountain Bike Access through Strawberry Canyon

Dear UC Berkeley Administration,

I urge U.C. Berkeley to allow mountain bike access to Strawberry Canyon as part of its Long-Range Development Plan. This is a worthwhile safety and environmental measure. Currently, local mountain bikers have to ride on busy roads or use cars to access trails in the Berkeley hills. It would be better to have the safe and environmentally sound option of using the dirt trails in Strawberry Canyon.

C67-1

Thank you for your consideration,
Andrew Shaper
386 Division Street
Pleasanton, CA 94566
925-426-9904

11.2C.62-67 RESPONSE TO COMMENT LETTERS C62 THRU C67

The University received 37 similar letters from individuals, advocating the use of Hill Campus trails by cyclists: C53-C54, C62-C67, C69-C74, C76-C82, C85-C95, C97-C98, C188, C284, and C299.

RESPONSE TO COMMENT LETTERS C62 THRU C67

The comment presents the writer's opinion that bicycling should be permitted in Strawberry Canyon. Bicycle use on Hill Campus trails does raise potential environmental issues with respect to the value and use of the Ecological Study Area as a research and educational resource for UC Berkeley, as described in section 3.1.15. The existing prohibitions on bicycle riding in the Hill Campus would be suitable topic for consideration by the Ecological Study Area management authority proposed at page 3.1-54. This request is not a comment on the Draft EIR, and no further response is required.



"Marcy Greenhut"
<imgreen03@comcast.net>

05/22/2004 07:28 PM

To: <2020LRDP@cp.berkeley.edu>
cc: "Miriam Hawley" <mhawley@ci.berkeley.ca.us>, "Maudelle Shirek" <MShirek@ci.berkeley.ca.us>, "Margaret Breland" <MBreland@ci.berkeley.ca.us>, "Linda Maio" <maio@ci.berkeley.ca.us>, "Kriss Worthington" <worthington@ci.berkeley.ca.us>, "Gordon Wozniak" <GWozniak@ci.berkeley.ca.us>, "Dona Spring" <DSpring@ci.berkeley.ca.us>, "Betty Olds" <BOlds@ci.berkeley.ca.us>, "Tom Bates" <mayor@ci.berkeley.ca.us>

Subject: LRDP falls short on transportation

Jennifer Lawrence

UC <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Berkeley, Facilities Services
1936 University Ave., Suite 300
Berkeley, CA 94720-1380<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Re: UC Long Range Development Plan
5/22/04

Dear Ms. Lawrence;

UC Berkeley has made a significant error in producing an incomplete Long Range Development Plan (LRDP). Specifically, I address here the omission of measures to increase travel by transit. Environmentalists and transportation advocates see UC Berkeley as remiss in addressing the level of single occupancy vehicles (SOV's) coming to campus on a daily basis. Other large employers in Berkeley, and Universities in other cities do a stellar job, encouraging a mode shift away from SOV's.

One only need to look at Bayer HealthCare in Berkeley's transportation program, or University of Washington Seattle's Transportation Plan for examples of what can be done to successfully get people out of their cars. By providing fully-funded transit subsidies for staff and students and programs like rideshare, vanpool, emergency ride home and others, commuters have been effectively moved from cars to transit. The implications of these programs is significant for the environment in Berkeley and worldwide.

The University of Washington states as part of their "U-Pass" program: "Excellent access to its facilities.....allow land to be devoted to University programs, classrooms and research facilities [i.e. not parking lots]; and lessen the adverse environmental impact of cars on the surrounding community and region. The University remains committed to providing this access while limiting the impact of traffic on our neighbors." Neighbors..... How many Berkeley residents feel the University of California at Berkeley cares about its neighbors? I've never met a Berkeley resident who feels this way about UCB.

While the LRDP calls for an increase in student housing and parking spaces, it actually states an expectation that MORE students and staff will use cars to get to campus in the coming decades. Berkeley's streets are already filled with enough cars. Intersections in Berkeley are already at gridlock during certain times of day. This situation is destined to only get worse, as UC expands, unless UC addresses it's SOV commuters in a proactive, programmatic, systemic way.

UCB's parking fees generate substantial income, currently earmarked for construction of structured parking. Costing at least \$20,000 per parking space, this is a foolish expense, when that some money can be put into a UC-budgeted Transportation Program. Moving commuters into transit would save taxpayers money and the environment at the same time. When combined with all the costs associated with driving, healthcare needed as a result of air pollution and a sedentary lifestyle, injuries resulting from collisions, and the oil and auto industries, the cost far exceeds \$20,000 per parking space.

C68-1

C68-2

I urge UC Berkeley to rethink their bottom line. Is it all about money? UCB should be taking the lead in developing a world class transportation program that other universities and large employers can emulate. UCB must consider implementing a transportation program to encourage increased transit ridership, getting commuters out of their cars. It's the right thing to do, for the students and staff of UCB, for the citizens of Berkeley and the environment we all live in.

C68-3

I also urge the elected officials of Berkeley to put pressure on Cal to do better than the current version of the LRDP. No new parking, transit is the way. Make it work for commuters and they will use it.

Marcy Greenhut
Transportation Commissioner
President, Berkeley Ecological and Safe Transportation (BEST)
3210 King St.
Berkeley, Ca. 94703
imgreen03@comcast.net

cc: Berkeley City Council

11.2C.68 RESPONSE TO COMMENT LETTER C68

RESPONSE TO COMMENT C68-1

Please see Thematic Response 9, regarding parking demand, Thematic Response 10 regarding transportation alternatives, and Thematic Response 3 regarding 2020 LRDP alternatives.

RESPONSE TO COMMENT C68-2

The writer's opinions are noted.

RESPONSE TO COMMENT C68-3

The writer's comments are noted.

ASUC

REC LETTER C109

JUN 02 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

University of California
207 Eshleman Hall
Berkeley, CA 94720

May 22, 2004

Mr. Thomas Lollini
University of California, Berkeley
Physical and Environmental Planning
300 A&E Building
Berkeley, California 94720-1380

Dear Thomas,

Attached to this letter you will find a copy of a resolution in support of student demands in the 2020 Long Range Development Plan. This resolution was unanimously approved by the ASUC Senate on Wednesday, February 18th.

Sincerely,

Gustavo Mata
Gustavo A. Mata

Vice President of Academic Affairs, ASUC

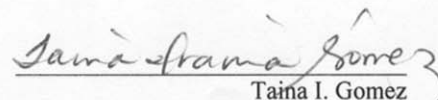
Date:	6/02/04	by:	kl
Project No.:			
File Name:	2020 LRDP/Env: DEIR; Comments from Public		
cc:	TEL, file@pom, JKL, KO TC		

A BILL IN SUPPORT OF STUDENT DEMANDS IN THE 2020 LONG RANGE
DEVELOPMENT PLAN

Authored by: Jesse Arreguin and Andy Katz

Sponsored by: EAVP Anu Joshi, AAVP Gustavo A. Mata

- Whereas,** The 2020 Long Range Development Plan will outline UC Berkeley's physical growth over the next 15 years, supporting proposals for the expansion of housing, parking and office space; and
- Whereas,** This plan is important to students since it will affect where and how we live and the quality of our academic resources; and
- Whereas,** The University in its Strategic Academic Plan and the 1990-2005 Long Range Development Plan, called for the expansion of student housing in proximity to the central campus; and
- Whereas,** As more students come to UC Berkeley every year it is important to expand our housing supply to promote an affordable and accessible market; and
- Whereas,** The new plan as outlined in its Notice of Preparation recommends creating housing 20 minutes or a mile away from campus, and prioritizes expanding parking and research space in the Southside and Downtown areas; and
- Whereas,** The goal of the new LRDP should be to support the creation of a campus community, connecting students to faculty members and academic resources and well as social services; therefore be it
- RESOLVED,** The ASUC urge the University administration to incorporate the following demands in the 2020 Long Range Development Plan:
- Continue the University's commitment as outlined in the Strategic Academic Plan to build more student housing close to the central campus. | C109-1
 - Define the location of the proposed "Housing Zone" and include existing opportunity sites such as the Downtown area, Tang Center Lot and Berkeley Art Museum site for new student housing. | C109-2
 - Include Transportation alternatives, such as a free BEAR Pass for University faculty and staff as an EIR alternative, and support parking alternatives in the EIR. | C109-3
 - Promote student safety in future physical expansion by prioritizing the core campus for student services, rather than administrative space. | C109-4
 - Promote Renewable Energy and Sustainability practices in future construction. | C109-5
 - Waive the Parking Replacement Fee for Rochdale III and future housing projects. | C109-6


Taina I. Gomez
Chair of the ASUC Senate

11.2C.109 RESPONSE TO COMMENT LETTER C109

This letter transmits a resolution passed by the ASUC in regard to the 2020 LRDP. The ASUC also submitted detailed comments in comment letter C297.

RESPONSE TO COMMENTS C109-1 THRU C109-6

Comments 1, 2, 4, and 5 are incorporated in the policies of the 2020 LRDP. With regard to comment 3, a pilot Bear Pass program was approved by AC Transit in July 2004 and is scheduled to become operational in fall 2004, as described in Thematic Response 10.

The writer's comments on the parking replacement fee are noted, although the fee is UC Berkeley policy and applies to all construction projects. Adequate housing and adequate parking are both critical to the mission of UC Berkeley. Responsible resource management requires that the full range of costs and benefits be recognized in each resource decision, and the displacement of existing parking represents a real cost.



Bill Berry
<bberry@uclink4.berkeley.edu>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Questions concerning LRDP

06/10/2004 11:21 AM

My questions concern the Hill Area:

1. The level area uphill from the Cal Adventures building (former Poultry Husbandry building) is presently being used in a way not consistent with the current LRDP. Instead of an open space and potential ecologic study area, it seems now to be used for truck storage, materials storage and apparently dumping of materials. Leaks from vehicles and material stored there could leak into the ground water and, ultimately, into Strawberry Creek, thus polluting it. The proposed LRDP appears to propose continued use of this site in the way it is used presently. What are the mitigations proposed for using the site in this way in light of potential leaks of pollutants from it into the groundwater? Why is the site proposed to be used as it is now and not returned to open space/ ecologic study?

C110-1

2. The habitat for the Alameda County Whipsnake, an endangered species, includes most of the hill area. Where are the mitigations for damaging the habitat of this endangered species if the hill housing is constructed?

C110-2

3. The population density proposed in the Hill housing projects in the LRDP will create enhanced levels of poor air quality. What are the proposed mitigations for this loss of air quality?

C110-3

4. The number of people to be housed in the proposed Hill area development will generate a much higher level of traffic congestion that currently exists in the area as well as increasing substantially the possibility of accidents near the Lawrence Hall of Science. What are the mitigations for the increased traffic and the greater possibility of accidents in the hill area?

C110-4

5. In light of attempts to reduce use of cars and improve air quality in the local area, what are the alternatives to so many new parking spaces proposed in the LRDP?

C110-5

William Berry
Earth & Planetary Science

--

11.2C.110 RESPONSE TO COMMENT LETTER C110

RESPONSE TO COMMENT C110-1

The site described was identified in the 1990-2005 LRDP (page 52) as the *Poultry Husbandry Reserve Site for Field Research* and has never been identified as part of the Ecological Study Area.

To temporarily meet the urgent need for a base from which to serve needs of the more easterly campus facilities, the site has provided staging and storage for the Department of Facilities Services (Physical Plant—Campus Services Division, Facilities Group). The site was partially paved and engineered retaining walls, drainage systems, temporary equipment sheds and fencing installed to manage the site appropriately for public and habitat health and safety. Storage only of campus maintenance materials and vehicles occurs on the site under applicable standards, codes, and best management practices for such use. Risks of groundwater contamination are minimal.

The draft 2020 LRDP states at page 3.1-55:

The upslope area of the former Poultry Husbandry site, shown as S1 in figure 3.1-10, is now used by the campus as a materials storage and vehicle parking site. This site was designated in the 1990-2005 LRDP as a reserve site for a future research facility. While the current use may remain as an interim use in the near term, a feasibility study should be conducted to identify a more suitable long term use for this site and a more suitable location for the current use.

RESPONSE TO COMMENT C110-2

Hill Campus development would avoid sensitive habitat areas. See text at pages 4.3-17 through 4.3-18 of the Draft EIR, and Mitigation BIO-1-c at page 4.3-26.

RESPONSE TO COMMENT C110-3

The writer's opinion that the density of Hill Campus housing would result in reduced air quality is noted. See Thematic Response 1 regarding the role of the 2020 LRDP in project review. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT C110-4

Any proposed project implementing the 2020 LRDP would be subject to project-specific review in accordance with CEQA. See Thematic Response 1 regarding the role of the 2020 LRDP in project review. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT C110-5

Please see Alternative L-2 in the Draft EIR. See also Thematic Response 3 regarding LRDP alternatives.

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 09 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

C111-1

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Spark T. Kamin
1468 Summit Rd
Berkeley, CA 94708

RECEIVED

JUN 09 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

C111-2

Dear Ms. Lawrence:

Plus: I live on Summit Rd. Which is a very narrow street. With the restriction on parking for the space science employees on Grizzly Peak Blvd. adjacent to the space science facilities, the employees are parking on Summit Road, making it extremely difficult to drive through a single lane road with automobiles parked on both sides of the road. Please come to this area and see for yourself the problem that we encounter due to the added parked automobiles.

With an added high density housing brought into this area , access and egress to our homes will become impossible.

Respectfully,

Frank T. Kami
1468 Summit Rd.
Berkeley, Ca. 94708

Frank T. Kami
6/7/04

LETTER C112

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Marisa Cavell
1570 Olympus Ave.
Berkeley, CA 94708

LETTER C113

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 09 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Dene Bernardi
9 Arden Rd
Berkeley, CA 94704

LETTER C114

June 6, 2004

RECEIVED

JUN 09 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Marie M. Wilson



Marie M. Wilson
1466 Summit Rd.
Berkeley, CA 94708-2215

LETTER C115

June 6, 2004

RECEIVED

JUN 09 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Gerald D. Weintraub
1396 SUMMIT Rd, Berkeley, CA 94708

LETTER C116

June 6, 2004

*35 Senior Ave
Berkeley, CA 94708*

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,
Doreen Fencal
Gisela Arnold

RECEIVED
JUN 04 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C117

June 6, 2004

*Rita Friedman
20 Arcata Lane
Berkeley, CA 94708*

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,
Rita Friedman

Rita Friedman
20 Arcata Lane
Berkeley, CA 94708

RECEIVED
JUN 09 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C118

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 9 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

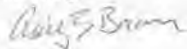
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Craig Z. Baum, Ph.D.
1360 Summit Road
Berkeley, CA 94708-2139

LETTER C119

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 9 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



SURINDER BRAR
1480 CAMPUS DR
BERKELEY, CA 94708

LETTER C120

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills ^{for over 50 years} I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,
Shirley & Ernest H. Weiner
1456 Summit Rd.
Berkeley, Ca 94708
(510) 843-9380

RECEIVED
JUN 09 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C121

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,
Katherine Hansel

RECEIVED
JUN 09 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

11.2C.111-121 RESPONSE TO COMMENT LETTERS C111 THRU C121

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C111 THRU C121

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT C111-2

University parking in the Hill Campus is offered at a significant discount to encourage UC Berkeley workers to park in University lots rather than on City streets. The current rate for University parking in the Hill Campus is \$59.50 per month, compared to \$81.50-\$113 per month for spaces on and around the Campus Park. Pre-tax purchase further reduces the net cost of these spaces by 12%-46%, depending on the tax bracket of the purchaser.

Cliff Orloff and Olga Shalygin

1415 Summit Road

Berkeley, CA 94708

clifforloff@alum.mit.edu

(510) 540-9446 home - (510) 527-8898 cell - (510) 540-9445 fax

RECEIVED

JUN 09 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Ave., #300
Berkeley, CA 94720

Dear Ms. Lawrence:

I am writing regarding the UC Berkeley 2020 LRDP.

My wife, Olga, and I want to go on record as opposing the planned faculty housing on the H1 and H2 parcels near Lawrence Hall of Science and lower Summit Road.

C122-1

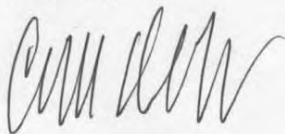
As you can see above, we live on Summit Road, and already during the morning and evening rush hours the traffic on Centennial and Grizzly Peak is very heavy. With another 200 cars the planned development will bring, this area will be over developed, with all the additional congestion problems that go with over development.

We encourage you to consider alternate locations for this housing, specifically the plot of land in Albany bounded by San Pablo and Buchanan Streets, where large empty spaces still exist despite the graduate housing that was built there recently.

C122-2

Please put us on your mailing list for updates of the LRDP plans and meetings, as we missed the last public meeting.

Sincerely,



Clifford Orloff
Former UC Berkeley faculty member

11.2C.122 RESPONSE TO COMMENT LETTER C122

RESPONSE TO COMMENT C122-1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT C122-2

University Village Albany is not within the scope of the 2020 LRDP. However, a new master plan for UVA was recently approved by the UC Regents in June 2004. This master plan includes a substantial amount of new student and faculty housing, as well as replacement of the existing 1940s- and 1960s-era family housing.

UNIVERSITY OF CALIFORNIA, BERKELEY

To **LETTER C123**

from Ed.

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

BERKELEY, CALIFORNIA 94720

CHANCELLOR'S STAFF ADVISORY COMMITTEE
c/o Vice Chancellor for Business and Administrative Services
235 California Hall #1500

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

June 7, 2004

Chancellor Robert Berdahl
Chancellor's Immediate Office, # 1500
200 California Hall
Campus

Dear Chancellor Berdahl,

Enclosed is the "CSAC Feedback to the Long Range Development Plan." We composed our feedback statement after reading the draft plan and meeting with Kerry O'Banion to gain insight into aspects of the LRDP that we felt had the greatest impact on staff. We have not sent these comments to the LRDP project committee, as we are your advisory committee. After you review our comments, if you feel that they should be included as part of the public record, I have enclosed a second copy which can be forwarded to Jennifer Lawrence before the public comment period closes on June 14.

Although our comments address three topics in particular, staff housing, parking and the projection of growth for non-academic staff, we recognize that our larger concerns are less about the specifics of the plan than they are about the philosophy, policies and assumptions that form the foundation for the plan. Given that the new LRDP will guide campus growth and development through 2020 and provide a framework within which campus policies will be devised, we hope that the interests of staff will be taken into equal consideration when the administration makes its future policy decisions. Even as a planning document, the draft LRDP repeatedly disregards the interests of the staff constituency whose role is broad, and whose work is vital to carrying out the academic and research mission underlying the plan.

We appreciate the chance as staff to respond to the LRDP. We believe that creating a vision for the future of UC Berkeley requires that all campus constituencies be equally acknowledged and represented during the planning and policy stages. Only when this occurs can a true campus community thrive and be sustained.

Sincerely,

Sandra Wasson
Chair
Chancellor's Staff Advisory Committee

cc: Horace Mitchell, Vice Chancellor – Business and Administrative Services
Ed Denton, Vice Chancellor – Facilities Services ✓

FACILITIES SERVICES
Office of the Vice Chancellor
JUN 09 2004
RECEIVED



BERKELEY, CALIFORNIA 94720

CHANCELLOR'S STAFF ADVISORY COMMITTEE
c/o Vice Chancellor for Business and Administrative Services
235 California Hall #1500

June 7, 2004

CSAC Feedback on the Long Range Development Plan:

1) No consideration given for staff housing:

The LRDP states (section 3.1.8)

The ability of UC Berkeley to recruit, retain, and support outstanding individuals is fundamental to academic excellence. Many of our best student and faculty candidates cite the scarcity of good, reasonably priced housing and child care near campus as key factors in their decisions whether or not to come to UC Berkeley. The problem of housing is particularly acute for students: expanding and improving the supply of housing near campus is critical not only to ensure our students are adequately housed, but also to provide the community of peers and mentors, and the access to campus resources, they require to excel.

As the above excerpt indicates, the proposed increase in housing is to accommodate freshmen for 2 years, transfer students for 1 year, entering graduate students for 1 year, and non-tenured faculty for 3 years. However, neither recognition nor provisions are being made for any kind of housing or housing assistance for campus staff.

C123-1

2) Parking:

We support the planned addition of 2300 parking spots. Nonetheless, we are concerned that there appears to be no compensatory parking provided for parking lost during construction phases, and that in general there is not enough specific information about the location or allocation of new parking lots or structures. Staff are already concerned about the cost of parking, location of parking and the lack of adequate parking and would like to see in the plan that this new parking is designated in such a way that it addresses this shortage.

C123-2

3) Projection of growth for non-academic staff is too low:

We understand that the projected growth of non-academic staff was calculated as a ratio of the projected growth of students, faculty, and academic staff combined. We are concerned that this formula falsely assumes:

C123-3

- a) that the current staffing levels are adequate, and
- b) that the number of staff needed to support a given number of students is the same as the number of staff needed to support the same number of faculty.

This "blended" ratio has the effect of depressing the projected growth of non-academic staff.

11.2C.123 RESPONSE TO COMMENT LETTER C123

RESPONSE TO COMMENT C123-1

Because the state provides no funds for housing, the entire cost of University housing construction, maintenance, and operation must be supported by rents. This in turn requires a conservative approach to inventory expansion, to ensure the inventory does not outpace demand, since each vacancy places a greater debt burden on the balance of residents and drives up the rents required to service it.

[As noted in Thematic Response 8, the 100 units of faculty housing have been deleted as a potential future Hill Campus use in the 2020 LRDP. The responses below thus refer to 100 rather than the 200 units analyzed in the Draft EIR.]

While UC Berkeley has extensive experience with student housing, it has almost no experience with faculty or staff housing, and therefore must be cautious in the amount of resources it commits to this new market and product type. The up to 100 units of rental faculty housing envisioned in the 2020 LRDP represents an initial pilot venture into this market. If it succeeds – in terms of both financial feasibility and its benefits to the academic enterprise – further initiatives could be pursued.

These initial 100 units of housing are prioritized for faculty rather than staff because faculty housing is an established goal of the Strategic Academic Plan.¹ However, the economics are likely to be similar, and the experience with the initial 100 units would inform future initiatives in staff as well as faculty housing. Because the purpose of the 2020 LRDP is to guide land use and capital investment, it does not directly address compensation matters, including housing subsidy programs.

RESPONSE TO COMMENT C123-2

Section 3.1.9 includes the clear policy that parking displaced by new projects should be replaced. However, as the writer notes, in a dense urban setting it is not always possible to avoid some temporary effects on parking supply during construction. As LRDP Impact TRA-4 concludes, however, construction activity over the life of the 2020 LRDP is not anticipated to exceed the level of impact reflected in current baseline conditions. Also, please see calculations in Thematic Response 9 that allocate parking demand by user group.

RESPONSE TO COMMENT C123-3

Although the 2020 LRDP breaks the growth of staff into academic and non-academic categories for informational purposes, in fact it is very difficult to project the precise ratio of these categories, due to the considerable and often unpredictable influences of budgets, technology, workstyles and other factors. Since the 1990-2005 LRDP, for example, the enormous advances in e-mail and the internet, and the amount of computing power available on the typical desktop, have transformed the nature of many staff functions. The methodology used in the 2020 LRDP seems a reasonable if simple one, in the absence of alternatives from the writer.

June 11, 2004

Jennifer Lawrence
 UC Berkeley Facilities Services
 1936 University Avenue, Suite 300
 Berkeley, CA 94720-1380

Re: Comments on the Draft Environmental Impact Report: UC Berkeley 2020
 Long Range Development Plan & Chang-Lin Tien Center for East Asian Studies

Dear Jennifer:

On behalf of the Campus Bicycle Sub-Committee, I am writing to convey concerns and comments from the committee on the Draft UC Berkeley 2020 LRDP/EIR. The goal of our comments is to ensure that the LRDP/EIR encourages and supports bicycle riding to and around the campus in an effort to increase the number of faculty, staff, students, and visitors who use bicycles as a primary commute mode.

The Bicycle Sub-committee is appointed by the Director of Parking & Transportation on behalf of the campus to formulate and recommend policy, guidelines, and procedures concerning bicycle use on the UC Berkeley campus. The Committee includes members that represent undergraduate students, graduate students, staff, and faculty. Resource staff from Parking & Transportation, Capital Projects, Physical & Environmental Planning, UC Police, Environmental Health & Safety and other departments participate as well.

Nadesan Permaul, Director of Transportation has reviewed the following comments, as the sponsoring administrator of the Campus Bicycle Sub-Committee and supports further review of the following issues.

- **LRDP: 3.1.8 Campus Housing:** promotion of bicycling may provide opportunities to expand the 2020 Housing Zone to sites that currently would be excluded because they are beyond the one-mile pedestrian limit and not near a transit hub, but could easily be accessed from campus by bicycles in the same time. By expanding the housing zone criteria to include locations within a block of a bicycle path or Berkeley bicycle boulevard the campus will have additional areas to consider for housing development. C124-1

- **LRDP: Figure 3.1.9 Campus Park Vehicular Access and EIR Figure 4.12-7 Campus Bicycle Routes and Berkeley Recommended Bikeway Network:** It is recommended that the following potential bicycle routes be added to the figures: C124-2

North Gate Access: Bicycle routing should be provided between Euclid Ave and Wickson Rd. This should be part of the design for the Chang-Lin Tien Center for East Asian Studies.

Barrow Lane to South Drive Connection: The LRDP should identify the consideration of a more sensible connection between Barrow Lane – a major southside campus bicycle access point and South Drive/Campanile Way. This could include studying the feasibility of a bicycle bridge crossing Strawberry Creek in the vicinity of the Old Art Gallery and Wheeler/South Hall.

C124-2

• **LRDP: Circulation Policy: Implement a Program of Strategic Investment in Campus Park and Pedestrian And Bicycle Routes:**

C124-3

Second paragraph, last sentence: in addition to investments in separating bicycle, pedestrian and vehicle traffic, consideration of well defined, shared use areas for mixed traffic would be advantageous.

See above for recommended additional bicycle routes in the campus core.

• **LRDP: 3.1.15 Hill Campus Framework: Maintain the Hill Campus as a Natural Resource for Research, Education, and Recreation, with a Focused Development on Suitable Sites:**

C124-4

The Bicycle Sub-Committee has discussed at length how bicycling, both for recreation and for commuting, in the Hill Campus can effectively co-exist with the management and preservation of the ecological habitats in the area. The current prohibition on bicycles in the hill campus is not based on any well-executed plan for multi-purpose use of the resource. Other campuses, such as UC Santa Cruz, have established policies that both allow for bicycles and preserve and help to enhance the natural resource of their upper campus. The UC Berkeley Bicycle Sub-Committee established the following guidelines in 2002 and would recommend their consideration in the LRDP/EIR:

Establish off-road bicycle riding policies for the Hill Campus areas with the following considerations:

- *Establish policies consistent with surrounding East Bay recreational facilities, such as allowing bicycles on fire roads;*
- *Allow bicycles on some designated single-track trails and/or create single-track trails for such use;*
- *Clearly mark sensitive habitats and reserve areas;*
- *Develop a volunteer bicycle enforcement program for undeveloped area of campus;*
- *Work with adjacent property owners such as LBNL, EBMUD, and East Bay Regional Parks District to establish connecting trails and to create consistent bicycle riding policies when feasible.*

• **EIR 4.12-43-44: Bicycle Impacts – LRDP Impact TRA-1:**

C124-5

The UC Berkeley Bicycle Sub-Committee established the following guidelines in 2002 and would recommend these be included as enhancements to best practices:

Establish bike-friendly design guidelines for new and remodeled facilities:

- *Establish guidelines and criteria for re-designating areas for bicycle use, including a palette of preferred materials and campus standards;*

- *Require construction plans to provide adequate exterior bicycle parking and alternate circulation during construction projects;*
- *Require all new development and substantial remodels to provide necessary bicycle amenities and bicycle access. Require that the costs of these amenities be included as part of the project budget & that funding be secured;*
- *Consider adding secure and/or covered bike parking facilities and shower facilities as part of new development and remodels;*
- *Develop criteria for allowing and/or providing secure bicycle parking in campus buildings.*

C124-5

*The campus has received a grant to develop a **Bicycle Circulation Plan** to provide convenient and safe on-campus circulation and Campus/City interface, while protecting access and safety for pedestrians and people with mobility impairments. This plan will include the following elements:*

C124-6

- *Increased north/south and east/west campus crossings;*
- *Dedicated bike lanes on Gayley Rd and Piedmont Ave;*
- *Improvements to campus perimeter and interface with City of Berkeley bike routes: specifically Bowditch/Bancroft, Center/Oxford, Hearst/Euclid, Hearst/Arch, Gayley/University Drive and at Dana/Bancroft;*
- *Convenient pathways which eliminate bicycle riding that damages landscaping and sensitive habitats and causes erosion;*
- *Establish criteria for limiting bicycles and motor vehicles access on-campus and identify bicycle traffic flow and pedestrian safety improvements that discourage the prohibition of bicycles;*
 - *Safe, well-lit night bicycle routes;*
 - *Create periodic bicycle improvement and maintenance plans and schedules.*

• **EIR 4.12-47-48: Transit Impacts – LRDP Impact TRA-5:**

Significant service problems are not anticipated for transit riders but the EIR does not consider the impacts that new riders who also use bicycles in their transit commute might create. For example: BART currently allows commuters to bring bicycles on the Richmond/Fremont line during commute hours due to current load factors. The EIR does not consider whether the load factors on BART associated with the 2020 LRDP will prompt BART to prohibit bicycles on this line during commute hours. Further, the EIR does not consider the impacts on the bicycle racks provided on AC Transit and BEAR Transit buses associated with the increased loads expected under the 2020 LRDP.

C124-7

• **EIR 4.12-48-53: Intersection Impacts – LRDP Mitigation Measures TRA-6a through TRA-6g; TRA-7:**

The EIR calls for the re-design and/or signalization of a variety of intersections. The Bicycle Sub-Committee wants to emphasize that importance of considering bicycle traffic, flow, safety, and access in any re-design and improvement. Sometimes what is important to automobile or truck movement may not be beneficial or could actually be detrimental to bicycles. Bicycle movement should be a high priority on any street or intersection considered for enhancement under the 2020 LRDP. Further, any roadway improvements should consider adding bicycle lanes and signing as appropriate, and signaled intersections should include bicycle amenities such as bicycle loop detectors.

C124-8

The Bicycle Sub-Committee appreciates the opportunity to comment on this important document and looks forward to your responses. Please feel free to contact me if you have any questions or concerns.

Sincerely,

Karl Hans
Senior Environmental Scientist, Office of Environment, Health & Safety
Chair, UC Berkeley Bicycle Sub-Committee

Cc: Nadesan Permaul, Director of Transportation
Bicycle Sub-Committee Members

11.2C.124 RESPONSE TO COMMENT LETTER C124

RESPONSE TO COMMENT C124-1

With a very few exceptions (e.g. the intersections of San Pablo and Russell, Channing, and Virginia) the bicycle paths and boulevards identified in the Berkeley Bicycle Plan do not run through areas which the Berkeley General Plan designates as suitable for high density housing. The Housing Zone as presently defined coincides almost exactly with those areas.

RESPONSE TO COMMENT C124-2

Figures 3.1-9 and 4.12-7 presently show a bicycle route from Euclid Avenue to Wickson Road. With respect to a more direct route from Barrow Lane to Campanile Way, the 2020 LRDP does not include such a route because no studies have as yet confirmed its feasibility. As the writer notes, further review is warranted, but also necessary before the route can be incorporated into the 2020 LRDP.

RESPONSE TO COMMENT C124-3

In the Final EIR, the fourth paragraph under “Circulation” in section 3.1.13 has been augmented as follows:

The Campus Park presently has only one well-developed bicycle route: other paths are designated but not well developed for bicycles. As a result, cyclists often use pedestrian routes. Improvements to campus required to limit vehicle traffic should also incorporate investments to separate bicycle, vehicle and pedestrian traffic, and improve paving, lighting and signage on bicycle routes. This investment program should also identify routes that are or may become suitable for mixed traffic.

RESPONSE TO COMMENT C124-4

The writers’ suggestions regarding review of Hill Campus bicycle policy are noted. Existing prohibitions on bicycle riding in the Hill Campus could be examined by the Management Authority proposed by the 2020 LRDP for the Ecological Study Area. See page 3.1-54 of the 2020 LRDP Draft EIR.

RESPONSE TO COMMENT C124-5

Funding for bicycle improvements cannot be ensured for every project. However, in light of the writer’s comments, Best Practice TRA-1-b has been augmented in the Final EIR to include a new final sentence: “The scoping and budgeting of individual projects will include consideration of improvements to bicycle access.”

RESPONSE TO COMMENT C124-6

The grant cited by the writer supports Best Practice TRA-1-b.

RESPONSE TO COMMENT C124-7

Based on the fact that BART’s Strategic Vision supports multi-modal access to BART service, and the finding that 2020 LRDP growth in BART trips will not increase load factors on BART at the Downtown Berkeley station to over-capacity (standing room) conditions, there is no reason to anticipate that BART would prohibit bikes during commute hours due to the increased ridership with the 2020 LRDP. Similarly, the projected changes in AC Transit ridership would not be expected to change AC

Transit's policy on providing for bicyclist access. The University will continue to provide access for bicyclists on BEAR Transit shuttles, with the additional demand generated by the 2020 LRDP.

RESPONSE TO COMMENT C124-8

Although the EIR recommends modifications to several intersections as mitigations, these modifications would be designed and implemented by the City of Berkeley, not by the University. However, chapter 7 of the Berkeley Bicycle Plan includes numerous measures to incorporate bicycle-related considerations into city intersection and roadway improvements (in particular Action Steps 2.1 through 2.10), and these would inform any intersection modifications undertaken as mitigations for the 2020 LRDP.

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Howard E. Schwat, M.D.
HOWARD E. SCHWAT, M.D.
23 SENIOR AVE.
BERKELEY, CA 94708

LETTER C126

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Allan J. Humphrey
Evelyn H. Humphrey
Andrew W. Humphrey

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C127

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Ch. Shull
28 Sanise Ave Berkeley

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C128

9 June 2004

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue, Suite 300
Berkeley, CA 94720-1380

**Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Report**

Dear Ms. Lawrence:

As a resident of the Berkeley Hills, I am writing you to express our strong opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for low-density housing and for very good reason. This is a single-family residential area. Because we live in a very high-risk fire, it is critical to maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we are seeing an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak-Centennial Drive area due to growth at the UC Space Sciences lab. The addition of 100 high-density housing units and the automobile traffic they will create is unacceptable to residents of our area.

C128-1

It is also critical that further destruction of the upper Strawberry Creek watershed be halted. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and detrimentally impact Berkeley's aging infrastructure. Sections of the proposed development site sit on an aquifer that, in times of emergency, such as water main breaks, could provide potable water for the City of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

C128-2

The City of Berkeley is experiencing an historical residential housing vacancy rate. Many new apartments, condominiums and townhouses are being constructed within walking distance of campus or close to public transportation. It makes more sense to utilize available housing within the stated objectives of the LRDP than to begin an environmentally unsound and costly project with negative impacts on infrastructure as well as putting people's lives at risk during any emergency.

C128-4

At a time when qualified students are being turned away from the University of California, basic maintenance of University buildings is deferred, custodial and maintenance staff is not retained, it seems ludicrous to undertake such a building project. It does little to fulfill the educational objectives of the University of California.

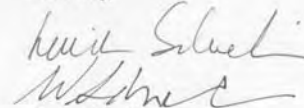
C128-5

LETTER C128
Continued

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking which will ensue due to the increase in population from the proposed high-density housing project.

C128-6

Yours truly,



Mr. and Mrs. William D. Schieber
17 Senior Avenue
Berkeley, CA 94708-2211

510-849-3130
wschieber@comcast.net
lschieber@comcast.net

LETTER C129

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable. !!!

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project. !!!

Yours truly, *Mr. & Mrs. Doug Haley*
1520 Olympian AVE., Berkeley Ca. 94708
848/3829

The parking problem around our home is terrible. Parking is in front of our walk ways to the street in our driveway at times the fire engines and garbage trucks have trouble getting between them! NO!!!

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C130

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,
Cliff W. Hantke
Hollis H. Hantke

#1 AVENIDA DR
BERKELEY, CA
94708

6-904

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C131

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Patricia Ferrel
1480 Summit Rd
Berkeley, 94708

LETTER C132

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Chan C. Li, Ph.D
288 Fairlawn Drive

LETTER C133

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Nancy Marshall
23 Senior Ave
Berkeley, CA 94708

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C134

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Linda Schwat
Linda Schwat
23 Senior Avenue
Berkeley, CA 94708
Tel 510-841-0238

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C135

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Bonnie Lombardi

LETTER C136

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Bob Bishop
13601/2 Summit Rd
Berkeley, CA 94702

LETTER C137

June 6, 2004

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Meredith G. Lee + *Bruce A. Lee*
1512 SUMMIT RD
BERKELEY CA 94708-2217

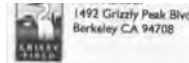
LETTER C138

June 6, 2004

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL
PLANNING



Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Ruth Hallbach
P.S. It is bad enough that Space Science Lab employees park their cars in front of my house and put my life in danger every time I drive out of my drive way, and now you want to make it worse!

LETTER C139

June 6, 2004

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Suzanne Holsinger
Suzanne Holsinger

LETTER C140

June 6, 2004

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Phillip Price
Signature

2249 Glen Ave., Berkeley CA 94709
Address

LETTER C141

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

J. Lawrence
1352 - Schmitt Rd.
Berkeley, CA 94708

LETTER C142

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Juliet Lamont
Signature 2249 Glen Ave., Berkeley, Address
CA 94709

LETTER C143

June 6, 2004

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

William A. B...

1366 Summit Road
Berkeley, CA 94708-2139

LETTER C144

June 6, 2004

RECEIVED

JUN 10 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Thomas Kelly
Signature THOMAS KELLY

1809 SAN RAMON AVE.
BERKELEY, CA 94707
Address

LETTER C145

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



RECEIVED
JUN 11 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C146

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

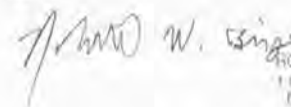
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



ROBERT W. BIRGE
1 Guernwood Common
Berkeley, CA 94704

RECEIVED
JUN 11 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C147

June 6, 2004

RECEIVED

JUN 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly, *Mr. & Mrs. Steve C. Beak*
1350 SUMMIT ROAD
Berkeley, California 94708

LETTER C148

June 6, 2004

RECEIVED

JUN 11 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly, *Hans and Glosa Baruch*

LETTER C149

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 11 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Ronald B. Campbell
3 Harvard Circle
Berkeley 94708

P.S. Please don't do this
IT will ruin our
neighborhood

LETTER C150

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 11 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Ronald B. Campbell
Signature *Ronald B. Campbell*

*1 Atlas Pl., Berkeley, Ca.
Address 94708

LETTER C151

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



RECEIVED
 JUN 11 2004
 PHYSICAL & ENVIRONMENTAL
 PLANNING

LETTER C152

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


 Signature SUZANNE F. S. BERRY

1346 SUMMIT ROAD, BERKELEY 94708-2139
 Address

RECEIVED
 JUN 11 2004
 PHYSICAL & ENVIRONMENTAL
 PLANNING

LETTER C153

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 1 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:


As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


NEILL STUDLEY
1575 CAMPUS DR.
BERKELEY, CA 94708

LETTER C154

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 1 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

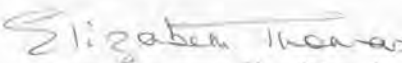
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Elizabeth Thomas
1372 Summit Road, Berkeley, CA 94708

LETTER C155

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Maria H. Goldberg

Gloria H. Goldberg
32 Senior Avenue
Berkeley, CA 94708

LETTER C156

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 10 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Lucy H. Campbell

Signature

*1 Atlas Place Berkeley
CA 94705*

Address

LETTER C157

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 11 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence: **Please read my additional comments. Thank you.*

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

*MaryAnn Whaley,
3 Harvard Circle
Berkeley CA 94708*

**Ordinarily, I would not send a form letter, but feel this letter says what I would like to say, and expresses my feelings exactly. I have worked for the university. My husband worked*
(OVER)

LETTER C157
Continued

for the university/LBL for over 30 years. My husband and both of our children are graduates of UC Berkeley. We have the highest respect for the university as an institution of learning. However, we feel that the university is a bad neighbor, and this plan certainly intensifies our feelings. You will ruin this neighborhood if this plan goes through.

M.W.

LETTER C158

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Normand Brad Bunnin 1035 Park Hills Road, Berkeley CA 94708
Signature Address

LETTER C159

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL PLANNING
RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Nevelle Bunnin 1035 Park Hills Road
Signature Address

11.2C.125-159 RESPONSE TO COMMENT LETTERS C125 THRU C159

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C125 THRU C159

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RECEIVED

June 13, 2004

Ms. Jennifer Lawrence
 Facilities Services
 University of California, Berkeley
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
 PLANNING

RE: Discontent with at least one aspect of the Long Range Development Plan (LRDP)

Dear Ms. Lawrence,

I love UC Berkeley. A decade and a half ago, I came to the Bay Area for an interview at UCB. It was love at first sight and I was ecstatic when I was given a position. I greatly enjoyed my years with the university and, although it has been some time since I left for a position elsewhere in the city, I still enjoy having the campus nearby.

During my years as an employee I heard numerous complaints from city residents about various things the university had done, planned to do, or ostensibly had done. Frankly, much of the commentary I found to be quite annoying as it seemed off-base and ate up a great deal of the time and energy of the administration, my boss, and even myself. I am neither a fan of the "crazies", nor a "crazy" myself. Never have I wished to burden other university employees at any level with the hassle of dealing with one more complaining citizen. For this reason, for several weeks (since a neighbor alerted me to components of the LRDP) I have been conflicted as to whether I would or would not write on this issue. Alas, I must. I feel too strongly to let it slide.

I think it is a dreadful idea to place 100 high density housing units near the top of Centennial. The area surrounding this site is congested enough as it is, please build the housing elsewhere. My memories of the Oakland Hills Fire are still near the surface. They are awakened every time I smell wildfire smoke – as I am doing this afternoon with fires burning near Hercules, Richmond, and up by Petaluma. The memory is strong: I and other university employees standing by the enclosures at the Field Station for Behavioral Research trying to decide what to do. Watering the rooftops; soon realizing it was a futile activity. Finally, with the winds continuing to blow and realizing that if they were to turn north our area would be soon engulfed, we decided to evacuate the animals. How grateful I am that we had clear sailing down to campus along Centennial. I tremble at the thought of the clogged arteries should a passel of units be squeezed into this area.

C160-1

I also have esthetic concerns. Don't misunderstand me: I am certainly no fan of eucalyptus or introduced species in general. Forty years ago, my father (who was also my mentor) was active in publicizing the immense damage that had been done to the Hawaiian ecosystem by the introduction of foreign animals and plants. He also wrote environmental impact reports and I accompanied him as he surveyed various areas in the lowlands for this purpose. Many is the time the verdict would be that no native species would be impacted should this area be developed (=built upon). But is there not some value to green space, introduced species or not? Shall we, "Pave paradise and put up a parking lot of housing" in Strawberry Canyon? Please do not. Do not do this dreadful thing, I beg you.

C160-2

Sincerely,



Diana M. Palila Berger, DVM, MS
 90 Hill Road
 Berkeley, Ca 94708-2134
 Phone (510) 649-9009

11.2C.160 RESPONSE TO COMMENT LETTER C160

RESPONSE TO COMMENTS C160-1 AND C160-2

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

As described in section 3.1.15, UC Berkeley's ongoing program of fire fuel management in the Hill Campus includes the replacement of high-hazard introduced species with native species.

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP)/
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of ²⁷ Parnassus Rd, Berkeley I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Boulevard area due to growth from both the Math Research center and the Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will require is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. The proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Further destruction of one of the few remaining open space in Berkeley is intolerable. Additionally, this site sits on six earthquake faults – hardly a logical place for housing.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

Yours truly,

Hana and Daniel Matt

510-848-9779

hanamatt@sbcglobal.net

danielmatt@sbcglobal.net

LETTER C162

June 6, 2004

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Stasha Vank

LETTER C163

June 6, 2004

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

*Mary Ann Bland
1340 Campus Drive
Berkeley, CA 94708*

LETTER C164

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing a historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Joan K. Quack
624 Alvarado Rd
Berkeley CA 94705

LETTER C165

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing a historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Bradford B. Busing
Signature
1366 SUMMIT ROAD BERKELEY 94705-2109
Address

11.2C.161-165 RESPONSE TO COMMENT LETTERS C161 THRU C165

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C161 THRU C165

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

June 9, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

Re: LRDP High Density housing development at Grizzly Peak and Centennial Dr.

Dear Ms. Lawrence:

I oppose construction of the 100-unit housing development proposed for the intersection of Grizzly Peak and Centennial. The impact of 100-200 additional cars associated with these proposed residences going up and down our hill streets is unacceptable in this single family residential district. The parking difficulties and increased traffic will be intolerable.

C166-1

This type of congestion on our narrow, winding hill streets is unsafe in emergencies, especially in this fire-prone area. Access for fire-fighting equipment and routes for residents to flee are essential.

C166-2

There are only two main routes to reach the Grizzly Peak/Centennial location from the campus—up La Loma, Glendale, Del Mar, Campus Dr., and Avenida to Grizzly Peak, or the route behind the stadium to the Radiation Lab, Lawrence Hall of Science, Space Sciences and Math Institute. Neither of these routes can handle the increase in traffic load, noise, and pollution.

Additional traffic cannot be accommodated! Keep the construction of high-density units, condos and townhouses lower and closer to town and the campus.

Sincerely,



Marjorie Jencks
1404 Campus Dr.
Berkeley, CA 94708

11.2C.166 RESPONSE TO COMMENT LETTER C166

RESPONSE TO COMMENTS C166-1 AND C166-2

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

LETTER C167

June 6, 2004

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

M. Heintz
1 HARVARD Cir.
Berkeley 94708

*Already our narrow streets are ~~gto~~
clogged with cars parked there daily
by university faculty & staff.*

LETTER C168

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


LETTER C169

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



LETTER C170

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

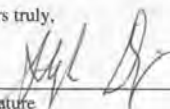
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature
1475 OLYMPIUS AVE BERKELEY
Address
94708

LETTER C171

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

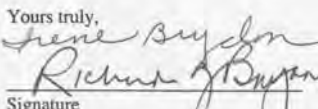
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature
1475 Summit Rd
Address
94708
Bash
74708

11.2C.167-171 RESPONSE TO COMMENT LETTERS C167 THRU C171

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C167 THRU C171

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

46 Senior Avenue
Berkeley, CA 94708
June 10, 2004

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Ms. Jennifer Lawrence
Facilities Services
University of California, Berkeley
1936 University Avenue, Suite #300
Berkeley, CA 94720-1380

Dear Ms. Lawrence:

As a Cal alum, I am appalled at the University's efforts to foist high density housing on those of us who live in the Berkeley hills. We are already being heavily impacted by the presence of the UC Space Sciences Lab and the Mathematical Sciences Research Lab. On week days we can rarely park in front of our own homes.

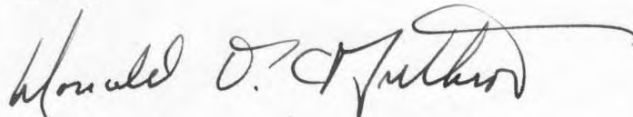
C172-1

Furthermore, in an era when the University claims it does not have enough money to fund incoming freshmen, how does the University justify funding 2, 3, and 5-bedroom housing units?

C172-2

Don't send me any more appeals from the Engineering School for contributions. This university has seen the last contribution from me.

Sincerely,



Donald F. Anthrop
Professor

Cc: Berkeley City Council

11.2C.172 RESPONSE TO COMMENT LETTER C172

RESPONSE TO COMMENT C172-1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP.

RESPONSE TO COMMENT C172-2

Because the state provides no funds for University housing, the entire cost of housing construction, operation, and maintenance must be supported by rent revenues.

June 6, 2004

LETTER C173

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Henrietta Lanier - Green
J. J. J.

LETTER C174

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C175

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

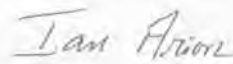
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


1501 Olympian Ave
Berkeley, CA 94709

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

LETTER C176

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature


1496 Olympus Avenue
Address
Berkeley, CA 94708

LETTER C177

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

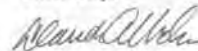
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Claudia WELLS
38 Senior Avenue
Berkeley, CA 94708

LETTER C178

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Tom Halbach
Tom Halbach
38 Saylor Ave
Berkeley, CA 94708

LETTER C179

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 14 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

 Mr. Karl H. Dewics
1390 Summit Rd
Berkeley, CA 94708

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Karl H. Dewics
Karl H. Dewics
3
Karl H. Dewics

11.2C.173-179 RESPONSE TO COMMENT LETTERS C173 THRU C179

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C173 THRU C179

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

URBAN CREEKS COUNCIL OF CALIFORNIA



RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING**Via Email and Regular Mail**

Jennifer Lawrence
Co-Director, 2020 LRDP EIR
Facilities Services
1936 University Ave., # 300
University of California
Berkeley CA 94720-1382
2020LRDP@cp.berkeley.edu

**Re: Urban Creeks Council (UCC) Comments on UC Berkeley Draft
Environmental Impact Report for Proposed 2020 Long Range
Development Plan**

Dear Ms. Lawrence:

I have enclosed comments prepared by attorney Michael Graf, on behalf of the Urban Creeks Council (UCC), regarding the Draft Environmental Impact Report (DEIR) for UC Berkeley's proposed 2020 Long Range Development Plan (2020 LRDP).

These same comments will also be submitted by the Sierra Club, but as part of a separate package, since the Sierra Club has additional issues that it is addressing in its DEIR review.

Please contact Michael Graf with any questions regarding this document; he can be reached via telephone at 510-525-7222, or via e-mail at Mwgraf@aol.com.

Sincerely,

A handwritten signature in cursive script that reads "Juliet Lamont".

Dr. Juliet Lamont, Environmental Consultant
(on behalf of the Urban Creeks Council)

**Michael W. Graf
Law Offices**

227 Behrens St.,
El Cerrito CA 94530

Tel: 510-525-7222
Fax: 510-525-1208

June 14, 2004

Via Email and Regular Mail

Jennifer Lawrence
Co-Director, 2020 LRDP EIR
Facilities Services
1936 University Ave., # 300
University of California
Berkeley CA 94720-1382
2020LRDP@cp.berkeley.edu

**Re: UC Berkeley Draft Environmental Impact Report for Proposed 2020 Long
Range Development Plan**

Dear Ms. Lawrence:

I am writing on behalf of the Urban Creeks Council to provide comments on the Draft Environmental Impact Report ("DEIR") for the University of California at Berkeley's ("UCB") Proposed 2020 Long Range Development Plan ("2020 LRDP"), prepared pursuant to the California Environmental Quality Act ("CEQA.") These comments follow on and incorporate Urban Creeks Council comments dated September 29, 2003.

I. INTRODUCTION AND SUMMARY

The 2020 LRDP proposes a significant expansion of UC Berkeley's operations, including an 18% expansion in gross square footage for academic and support facilities, a 32% increase in student housing and a 30% increase in parking facilities with a corresponding increase in associated traffic. This is a major amount of development, which will have significant impacts on the environment. The DEIR attempts to lock in this amount of growth under the CEQA review process while offering little specifics as to how to avoid the substantial impacts that will occur to the natural systems and local community in this area. Urban Creeks Council is particularly concerned regarding the inevitable impacts from this project to the creeks, culverts, storm drains and sewer systems that transfer surface water to the Bay.

The DEIR does not address the reality that continued expansion cannot avoid adding to environmental impacts that are already significant, such as the depletion and fragmentation of natural habitat, degradation, channelization and pollution of riparian corridors, excess loading on the City's fragile culvert, stormwater drain and sewage systems, lack of available housing, parking and traffic congestion, to name a few. The DEIR states generally that such impacts will be minimized to the maximum extent, but does not acknowledge that any additional impacts to

C180-1

these systems will be significant. Thus, the DEIR fails an informational document since it does not explain how significant impacts will be avoided or why UCB is justified in proceeding on a path of expansion despite the impacts that will. *See e.g., Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.

C180-1

Urban Creeks Council also disagrees with the proposition that approval of the 2020 LRDP constitutes a programmatic cumulative impact assessment of UCB's proposed expansion that would warrant tiering in subsequent projects. While the DEIR is a programmatic document, it does not in the end identify the standards to which mitigation would adhere, and thus does not provide an adequate framework in which to assess cumulative impacts or to provide a standard to which future projects may tier. Instead, the DEIR simply refers to UCB's promise to adhere to best management practices ("BMPs") even though there is no evidence that BMPs alone can prevent individual projects from having significant cumulative impacts in the future.

C180-2

Urban Creeks Council believes that UCB has a choice in how it wishes to proceed. As discussed below, the DEIR does not provide a meaningful explanation of why the proposed level of expansion is necessary nor desirable for the community at large. If UCB is nevertheless committed to such expansion, the 2020 LRDP should go beyond simply committing to "minimize" the inevitable impacts that will occur. Instead, the 2020 LRDP should commit to reducing UCB's overall cumulative demand on area resources below significant levels. If the 2020 LRDP does not make such a commitment, Urban Creeks Council believes the current EIR proposed for approval is contrary to law.

C180-3

II. SUMMARY OF UCB'S PROPOSED EXPANSION

The DEIR states that by the year 2020 UCB will add 2,200,000 gross square feet (GSF) of academic and support programs or 18% above current and approved space (21 % above current space), 2,600 new bed spaces or 32% above current and approved housing (52 % above current housing) and 2,300 parking spaces or 30 % above current and approved parking (43 % above existing parking.) (DEIR, p. 3.1-14, Table 3.1-2.)¹

The DEIR states that this projected growth is necessary to educate a larger student body and to support continued growth in research and associated facilities. The DEIR assumes this level of growth as part of UCB's evaluation of its own ability to accommodate a proportional share of new college age students projected to attend UCB by the year 2020. (DEIR, p. 3.1-13.) The DEIR considers briefly, but rejects the alternative of limiting the continued expansion of UCB's facilities and activities.

The DEIR breaks down its growth projections according to land use. It proposes adding to the Hill Campus up to 100,000 GSF of academic and support programs and up to 100 housing beds. It proposes adding up to 1,250,000 GSF to Adjacent Blocks around the campus, as well as up to 1,900 parking spaces. (DEIR, p. 3.1-22, Table 3.1-3.) The DEIR anticipates adding up to 2,600 housing beds, primarily in the Housing Zone situated in the near vicinity of campus.

¹The figures in parentheses referring to current space, housing or parking are derived from Table 3.1- 2 and the numbers given for uses approved but not yet built as of March 2004.

III. LEGAL BACKGROUND

CEQA's fundamental policy is that all public agencies "shall regulate such activities so that major consideration is given to preventing environmental damage." *Laurel Heights Improvement Assn. v. Regents of University of California ("Laurel Heights")*, *supra*, 47 Cal. 3d at 390; Pub. Res. Code § 21000(g). The "primary means" by which the legislative goals of CEQA are achieved is the preparation of an EIR. *Laurel Heights, supra*, 47 Cal.3d at 392; Pub. Res. Code §§21080(d), 21100, 21151; 14 Cal. Code Reg. §15080. The EIR has been described as "an environmental 'alarm bell' whose purpose is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Laurel Heights, supra*, 47 Cal.3d at 392; *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810. An EIR is intended to serve as "an environmental full disclosure statement." *Rural Land Owners Assn. v. City Council of Lodi* (1983) 143 Cal.App.3d 1013, 1020.

CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 Cal. Code Reg. § 15002(a)(1). An EIR must include a description of the physical conditions in the vicinity of the project at the time environmental analysis commences. 14 Cal. Code Reg. § 15125. This environmental setting will normally constitute the baseline physical conditions by which the lead agency determines whether an impact is significant. *Id. See also Planning & Conservation League v. Department of Water Resources* (2000) 83 Cal. App. 4th 892, 915-916; *Environmental Planning & Information Council v. County of El Dorado* (1982) 131 Cal. App. 3d 350, 357.

Aside from evaluating a proposed project's environmental impacts, an EIR must identify mitigation measures and alternatives to the project that may reduce or avoid the project's significant adverse impacts, thus accomplishing CEQA's basic statutory goals. *See Laurel Heights, supra*, 47 Cal.3d at 400-403; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564; Pub. Res. Code §§ 21002.1, 21100. This analysis of feasible mitigation measures and a reasonable range of alternatives is crucial to CEQA's substantive mandate that significant environmental damage be substantially lessened or avoided where feasible. Pub. Res. Code §§ 21002, 21081, 21100; 14 Cal. Code Reg. § 15002(a)(2) and (3). *Laurel Heights, supra*, 47 Cal.3d at 392, 404- 405. CEQA requires government agencies to disclose to the public the reasons why they have approved a particular project if it will result in significant adverse environmental effects. 14 Cal. Code Reg. § 15002(a)(4). "The EIR process protects not only the environment but also informed self-government." *Laurel Heights, supra*, 47 Cal.3d at 392.

When the EIR determines that significant adverse effects remain, even after the implementation of all feasible mitigation measures, the agency must balance the benefits of the project against its environmental harm to determine if the project should proceed. Pub. Res. Code §21002; § 21081(d); 14 Cal. Code Reg. § 15093. This "statement of overriding considerations," as the last step in the analysis, provides critical information to the public to fulfill the law's public disclosure requirement - that the EIR function as "a document of accountability" and "informed self government." *Sierra Club v. Board of Forestry* (1994) 7 Cal 4th 1215, 1229 (the agency "retains the power to approve a plan that has significant adverse

effects upon the environment, so long as it justifies its action in light of "specific economic, social, or other conditions.")

CEQA allows for the use of a "tiered" review process based on an initial programmatic EIR document. *See* Public Resources Code §§ 21068.5, 21093, 21094. These provisions allow an agency "to evaluate broad environmental issues, to respond to those issues in an EIR prepared at the planning stage, and to provide detailed examination of specific issues in EIRs on later development projects that are consistent with or implement the approved plan." *Stanislaus Natural Heritage Project v. County of Stanislaus* (1996) 48 Cal. App. 4th 182, 201. However, the fact that an EIR is programmatic does not mean it can avoid a meaningful and informative assessment of significant impacts that may occur as a result of aspects of the programmatic project. (*Id.* at 202 ("Calling it a "program" does not relieve the County from having to address the significant environmental effects of that project "; at 195 ("In our view, the County's approval of the project under these circumstances defeated a fundamental purpose of CEQA: to "inform the public and responsible officials of the environmental consequences of their decisions before they are made.")))

IV. GENERAL COMMENTS ON THE DEIR

The DEIR attempts to minimize the effect from the proposed 20-30% of future growth by promising to mitigate impacts as much as possible, subject to UCB's discretion in implementing future projects. For the most part, the DEIR relies on this analytical approach to find no significant impacts on a number of resources likely to be affected by the proposed project. The DEIR accomplishes this task by assessing impacts in a vacuum, without regard to the environmental setting of the area, and without a meaningful discussion of the cumulative effects from development that will also occur as a result of the long term development plans also proposed by the City of Berkeley and the Lawrence Berkeley National Laboratory. By failing to address the capacity of the local environment and City infrastructure to accommodate the significant growth proposed, however, the DEIR fails to fulfill its responsibilities to impart relevant information to the general public, as required under CEQA. *See e.g., Laurel Heights, supra*, 47 Cal.3d at 392.

C180-4

As discussed below, many of the impacts from future development, including reduction in habitat, degradation of creeks, stresses on City infrastructure, and reduction in available housing, will add to ongoing significant adverse impacts affecting these resources. These impacts, which add to the ongoing adverse effects of existing development, must be considered significant under CEQA. *Communities For a Better Environment v. California Resources Agency* (2002) 103 Cal. App. 4th 98, 114 (court rejects the concept of "de minimus" effects in assessing overall cumulative impacts on the existing environment.)

C180-5

Where significant impacts are expected to occur, CEQA requires the lead agency to identify mitigation measures and alternatives to the project that may reduce or avoid such impacts. *See Laurel Heights, supra*, 47 Cal.3d at 400-403; Pub. Res. Code §§ 21002.1, 21100. If UCB finds that such mitigation or alternatives are infeasible, UCB may adopt a statement of overriding considerations based on a finding that the benefits of the project against its

C180-6

environmental harm. Pub. Res. Code §21002; § 21081(d); 14 Cal. Code Reg. § 15093. Here, however, the DEIR does not demonstrate that mitigation or project alternatives are infeasible. C180-6

The stated purpose of the DEIR is to “evaluate” UCB’s ability to add approximately 4,000 full time students and accompanying educational and research facilities, faculty, employees, housing and parking over the next 15 years. (See DEIR, p. 3.1-13.) This is the proposed “project” to be evaluated under CEQA. Pub. Res. Code § 21065 C180-7

Rather than truly “evaluate” this option, however, the DEIR assumes that such growth is necessary and that other options such as the “no project alternative” are infeasible. The DEIR never fully explains why it is infeasible for UCB to continue to operate as a world-class university in the absence of continued expansion. The DEIR presents no information regarding other options available to the UC system in satisfying growing enrollment needs in the state besides adding significant more resource demands on UCB, the oldest and largest of the UC system universities. Thus, the DEIR does not adequately assess the project alternatives of reduced or no additional growth, which would avoid the significant impacts that will otherwise occur.

In addition, the DEIR does not assess the feasibility of, nor commit to, adopting mitigation that would ensure no additional impacts to resources that are already undergoing significant adverse affects from existing development. The DEIR does not, for example, commit UCB’s future growth to avoid additional pollutant loading in creeks within the project area. The DEIR does not commit UCB to avoid any further reduction in viable habitat, additional stresses on the City’s existing infrastructure, or reduction in available housing to non-students in the area. Such commitments would establish a baseline for the 2020 LRDP that would ensure that future projects are held to a high standard to avoid adding to existing stresses in the area. In the absence of such a commitment, the DEIR’s findings of no significant impact on these and other resources is unsupported and contrary to law. C180-8

V. SPECIFIC COMMENTS ON THE DEIR

A. THE DEIR IS NOT ADEQUATE AS A PROGRAMMATIC DOCUMENT FOR ALLOWING FUTURE PROJECTS TO BE APPROVED WITHOUT COMPREHENSIVE ENVIRONMENTAL REVIEW

The DEIR states that “this 2020 LRDP EIR is a first tier EIR that evaluates the potential effects of the entire 2020 LRDP at a program level.” (DEIR, p. 1-2.) The DEIR states that:

[S]ubsequent projects should be examined in light of the program-level EIR to determine whether subsequent project-specific environmental documents must be prepared. If no new significant effects would occur, all significant effects have been adequately addressed, and no new mitigation measures would be required, subsequent projects within the scope of the 2020 LRDP could rely on the environmental analysis presented in the program-level EIR, and no subsequent environmental documents would be required.

(*Id.*) Where these requirements are not all met and subsequent environmental review documentation required, the DEIR envisions that such projects can still rely on the findings made in this DEIR for a number of impacts:

These subsequent documents may rely on the program-level EIR for information on setting and regulatory framework, for analysis of general growth-related and cumulative impacts, and on alternatives to the 2020 LRDP. In general, the environmental analysis in these subsequent documents would focus on more specific project-level information not available for the 2020 LRDP EIR. Mitigation measures identified in the 2020 LRDP EIR that apply to significant impacts of the project would be implemented as part of the project, and would be identified in the project-specific review. Other project specific mitigation measures for significant impacts not addressed in detail in the 2020 LRDP EIR may also be implemented as part of the project. Such measures would be identified in the project-specific review.

(*Id.*)

CEQA allows a lead agency to tier individual projects to a programmatic environmental review document, but only where the programmatic document has accurately assessed the degree of cumulative impacts that will occur. *See e.g., Friends of Mammoth v. Town of Mammoth Lakes Redevelopment Agency* (2000) 82 Cal.App.4th 511, 531 (“Designating an EIR as a program EIR ...does not by itself decrease the level of analysis otherwise required in the EIR”); Pub. Res. Code §§ 21068.5, 21093, 21094.

Urban Creeks Council disagrees with the assumption that future projects may rely on the impacts findings of the DEIR and FEIR for the 2020 LRDP to avoid and limit future necessary environmental review. As discussed below, the DEIR presents an exceedingly vague project description, which establishes a projected level of growth with little specifics as to how such growth will occur. The DEIR also does not accurately describe present and ongoing significant impacts to the existing environment and thus underestimates the cumulatively significant impacts that are inevitable from UCB’s proposed expansion. This assessment is not adequate to satisfy UCB’s obligation to assess the cumulative impacts of individual projects in the future. *See Stanislaus Natural Heritage Project v. County of Stanislaus, supra*, 48 Cal. App. 4th at 202 (“Calling it a “program” does not relieve the County from having to address the significant environmental effects of that project.”)

C180-9

B. THE DEIR DOES NOT CONTAIN AN ADEQUATE DESCRIPTION OF THE ENVIRONMENTAL SETTING FOR THIS PROJECT

CEQA requires that the EIR contain a full description of the environmental setting in which the project will occur. 14 Cal. Code Reg. § 15125; *San Joaquin Raptor v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 722-723. In *San Joaquin Raptor*, the court held:

[T]he ultimate decision of whether to approve a project, be that decision right or wrong, is a nullity if based upon an EIR that does not provide the decision-makers, and the public, with the information about the project that is required by

CEQA." (*Santiago County Water Dist. v. County of Orange* (1981) 118 Cal. App.3d 818, 829. The error is prejudicial "if the failure to include relevant information precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App.3d 692, 712.)

Id. at 721-722

1. The DEIR's Description of the Environmental Setting as Part of the No Project Alternative is Inadequate

A central purpose for describing the environmental setting is to establish the baseline physical conditions by which a lead agency determines the need for a project and whether a project impact is significant. As discussed below, the environmental setting is also crucial for an agency's discussion of the "no project alternative" since, if the environmental setting is mischaracterized, the impacts or consequences of the no project alternative will be inaccurate. *Planning & Conservation League v. Department of Water Resources, supra*, 83 Cal. App. 4th at 911 ("CEQA requires that the no project alternative discussed in an EIR address "existing conditions" as well as "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.")

The DEIR describes the "no project alternative" as insufficient to meet program objectives based on the following description of the environmental setting:

C180-10

While substantial capacity remains under the current LRDP to develop student housing and parking, virtually its entire allocation of 723,000 net additional GSF of program space has already been constructed. Regular term student headcount and total headcount have also both grown beyond the maxima prescribed under the current 1990- 2005 LRDP.

(DEIR, p. 5.1-17.) This description does not explain whether current building allotments are adequate to meet current capacity. Thus the DEIR does not inform the public about whether additional development would be required in the absence of additional growth in campus activities.

The DEIR also describes the need for the Project as "part of a University-wide strategy to continue to meet its obligations under the California Master Plan for Higher Education, in the face of dramatic growth in the number of college-age Californians: enrollment growth at Berkeley is an integral part of this strategy." (DEIR, p. 5.1-17.) The DEIR goes on to state that "this growth in enrollment requires a corresponding increase in faculty and academic and nonacademic staff, and therefore in campus facilities." (*Id.*)

C180-11

This description of the environmental setting is inaccurate because enrollment growth at Berkeley is not required, but is rather one option, for the University of California system to meet its obligations to satisfy the growing number of college-age Californians. The DEIR does not

present information that UC has made a system wide determination that UCB must grow by 20-30% in order to meet system wide obligations. The DEIR contains no discussion of alternatives within the UC system as to how to satisfy higher enrollment demands besides adding to the population in Berkeley, which already has a substantially higher number of students than the average California university.

C180-11

As stated by the Appellate Court in *Planning & Conservation League, supra*:

A no project description is non-evaluative. It provides the decision makers and the public with specific information about the environment if the project is not approved. It is a factually-based forecast of the environmental impacts of preserving the status quo. It thus provides the decision makers with a base line against which they can measure the environmental advantages and disadvantages of the project and alternatives to the project.

83 Cal. App. 4th at 913. Under CEQA, the feasibility of these alternatives can only be assessed in a meaningful way if UCB and the public are presented with an accurate account of the baseline against which they can measure the environmental advantages and disadvantages of the project and alternatives to the project. Since the DEIR fails to present this information accurately, its consideration of the environmental setting posed by the no project alternative is inadequate.

C180-12

2. The DEIR Does Not Acknowledge Existing Significant Impacts to Which this Project Will Contribute

UCB's has an obligation to describe the degree to which ongoing impacts of current development are affecting the capacity of natural and government infrastructure systems to accommodate additional impacts. See e.g., *Kings County Farm Bureau v. City of Hanford, supra*, 221 Cal.App.3d at 711, 722-723, *San Joaquin Raptor v. County of Stanislaus, supra*, 27 Cal. App. 4th at 722-723. 14 Cal. Code Reg. § 15125 ("An EIR must include a description of the environment in the vicinity of the project, as it exists before the commencement of the project, from both a local and regional perspective.")

C180-13

Here, the DEIR does not adequately or accurately describe the project's environmental setting because it fails to acknowledge the existing significant impacts occurring due to existing development in this area. In order to assess the cumulative impacts of a project, however, an accurate description of the environmental setting is essential since an agency must take into consideration past impacts on the environment to determine whether additional impacts may be significant. *Communities for a Better Environment v. California Resources Agency, supra* 103 Cal. App. 4th at 117 (proposed guidelines "would turn cumulative impact analysis on its head by diminishing the need to do a cumulative impact analysis as the cumulative impact problem worsens.")

a. **The DEIR Does Not Acknowledge the Existing Significant Impacts to the Natural Environment in the Affected Project Area.**

The DEIR does not acknowledge the existing significant impacts to areas that will be affected by UCB's development plans, including open space habitat on UCB's Hill Campus and Strawberry Creek and Cornices Creek. As discussed in previous comments, available habitat such as that offered by the Hill Campus is extremely rare in this urban environment, and thus extremely valuable for wildlife that depends on such habitat such as the federally listed California whipsnake. The DEIR does not acknowledge these existing significant impacts, however, and instead treats the incremental loss of future sections of habitat, including the removal of large trees, as "insignificant."

C180-14

The DEIR also does not acknowledge the existing ongoing significant impacts to Strawberry Creek and Cornices Creek and associated tributaries and drainages. This approach is contrary to the San Francisco Bay Regional Water Quality Control Board Bay Basin Water Quality Control Plan ("Basin Plan"), which states that "the two most important types of wildlife habitat are riparian and wetland habitats." (Basin Plan, p. 2-4.) The Basin Plan describes the cold-water fishery beneficial uses of these habitats as including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates. (*Id.*) Such habitats "generally support trout and may support the anadromous salmon and steelhead fisheries as well." (Basin Plan, p. 2-2.) The environmental values of these habitats are threatened by development, erosion, and sedimentation, as well as by poor water quality. As noted by the Basin Plan, the water quality requirements of wildlife pertain to the water directly ingested, the aquatic habitat itself, and the effect of water quality on the production of food materials. Cold water habitats are commonly well-oxygenated and aquatic life within these waters is relatively intolerant to environmental stresses. Often, soft waters feed cold water habitats. These waters render fish more susceptible to toxic metals, such as copper, because of their lower buffering capacity." (*Id.*)

C180-15

The DEIR also does not acknowledge the existing significant impacts to the San Francisco Bay from runoff pollution. At this time, the San Francisco Bay has been listed as water-quality impaired under Section 303(d) of the federal Clean Water Act for a number of pollutants. The San Francisco Regional Water Quality Control Board has identified urban stormwater runoff pollution as a significant source for diazinon, mercury, polychlorinated biphenyls ("PCBs") and polycyclic aromatic compounds ("PAHs.") See 2002 CWA Section 303(d) List of Water Quality Limited Segment, San Francisco Regional Water Quality Control Board. pp. 4-5, 19-20.) In addition, the Regional Board has recently adopted the California Toxics Rule (CTR) criteria in lieu of existing Basin Plan objectives for eight pollutants, arsenic, cadmium, chromium (VI), copper (freshwater only), lead, nickel, silver, and zinc, in order to ensure that the Water Board is fulfilling its mandate to adopt water quality objectives that reasonably protect beneficial uses. See California Regional Water Quality Control Board San Francisco Bay Region, Summary of Basin Plan Amendment, January 21, 2004 ("Basin Plan Amendment.")

C180-16

Many of these pollutants are transmitted via surface water runoff or via sediment, which are both likely to increase due to proposed development activities and increased impervious

surface area. (Basin Plan, p. 4-28-4-30.) According to the Regional Board, the "primary sources of loadings for these metals are urban and nonurban stormwater runoff from local watersheds and inputs from the Sacramento and San Joaquin Rivers." See Staff Report re Proposed Amendment to the Water Quality Control Plan For the San Francisco Bay Basin Updating Water Quality Objectives And Implementation Language ("Staff Report"), December 19, 2003, Environmental Checklist. See also Memo from Steve Moore re "Regional Board Public Comments Received at CEQA Scoping Meeting for proposed Stream, Wetland and Waterbody Amendments," June 24, 2003. (Urban Creeks Council incorporates by reference those comments into this comment letter.)

C180-16

Given the existing fragmentation of local stream courses, the ongoing direct and indirect pollutant discharges into these streams, and the limited amount of remaining riparian habitat, any additional impacts to these sensitive habitats must be mitigated, as required by CEQA. See Pub. Res. Code § 21002. Further, since the development envisioned in the 2020 LRDP will contribute pollutants to the local hydrological system, these ongoing significant impacts must be acknowledged by the DEIR.

b. The DEIR Does Not Acknowledge the Existing Significant Impacts to Infrastructure in the Affected Project Area.

The DEIR does not discuss the current fragile state of the City's sewer and stormwater drain system and/or the ability of the City to handle substantial increases in sewage and stormwater runoff.

C180-17

A large portion of the City's sewer system is between 50 and 100 years old and is generally in a deteriorated condition. For example, the City's sewer system suffers from a number of ailments including:

- Old and deteriorated main and lateral pipes - Sewers range in age from 30 to 100 years with an average age of 50 years;
- Cracked sewer pipes - Existing sewers are mostly clay pipes which can crack as they deteriorate with age and also by earth movement;
- Misaligned and open pipe joints - Most of the mortar used to seal the joints between sections of clay pipe has deteriorated;
- Undersized sewer pipe - The existing sewer system is overloaded due to new sewer hook-ups, underground water infiltration, and illegal roof and/or yard drain connections;

Several of these conditions can lead to emergency sewer rehabilitation due to continuous sewage overflow onto private properties and creeks and collapse of the street pavement due to underground cavities caused by leaking sewer pipes. During intense, brief storms, flows in the sewer system can swell 5-10 times the dry weather sewer flows because of storm water infiltration. Cracks and open joints in the pipes allow rainwater and groundwater into the sewer system. This can result in overflows of diluted sewage and potential public health hazards. At

this time the City is in the 16th year of a 30 year compliance plan to meet Regional Board requirements for sewer replacement and rehabilitation, including the elimination of overflow conditions, increase in sewer carrying capacity, and upgrade and replacement of components of the sewer collection system.

The City's stormwater and culvert system is also old and undergoing numerous repairs as are the culverts that now carry the waters of local creeks. UCB is aware of the recent culvert failures on Strawberry Creek. Recently the City was forced to stop traffic around Shattuck Avenue in order to commence repairs on a culvert channeling the flow of Strawberry Creek at Allston Way.

Stormwater contamination can occur in two ways: directly when pollutants are dumped into storm drain sewers; and indirectly when contaminants are picked up by water runoff and conveyed into the storm drain sewer system. Direct contamination also includes illicit and illegal discharge of waste materials down storm drain sewers and illegal sanitary drain hook-ups. The potential failure of the City's sewage, stormwater and culvert system makes it more likely that pollutants will be transported to the Bay via stormwater runoff.

At this time the City operates under a municipal stormwater permit issued to a consortium of 17 county and city agencies established by the Alameda Countywide Clean Water Program (ACCWP) to facilitate compliance with federal stormwater regulations. The ACCWP developed a Storm Water Management Plan to meet the requirements of both the stormwater permit and the Bay Basin Plan developed by the San Francisco Regional Water Quality Control Board ("Regional Board") to prevent urban runoff pollution and to help restore the health of local creeks and San Francisco Bay.

Under this permit, the City is required to minimize to the maximum extent practicable the discharge of urban runoff pollution into local creeks and the Bay. In addition, the permit requires the City to avoid contributing in any way to the ongoing Basin Plan water quality violations in the Bay for diazinon, mercury, polychlorinated biphenyls ("PCBs") and polycyclic aromatic compounds ("PAHs.") These pollutants can all be transported through sediment delivery to the stormwater system. (See Basin Plan, p. 4-28-4-30, Staff Report.)

The DEIR also does not describe the current shortages of housing, particularly low-cost housing in Berkeley, and the current impacts of existing traffic patterns. At this time, the City has made findings that "[t]here is a continuing housing shortage and low vacancy rate in the City of Berkeley and the withdrawal of residential rental property from rent or lease will increase said shortage making it more difficult for tenants displaced by said withdrawal to find other housing as well as making it more difficult for other persons seeking housing to obtain it." Berkeley City Code § 13.77.010 (b.) The City Council has declared that "housing shortage exists which is inconsistent with the purposes of this chapter, and with the adopted goals and policies of the City as set forth in the housing element of the master plan. Berkeley City Code § 21.28.020(B.) To remedy this ongoing substantial impact, the City must "maintain an adequate supply of housing affordable to low income residents" and "avoid displacement of and undue hardship to residents of the City who may be required to move from the community due to a shortage of low income housing." Berkeley City Code § 21.28.020(A)(2)-(3.)

C180-18

Urban Creeks Council is also aware of numerous other ongoing significant impacts in this area including air quality and traffic flow and congestion that are not part of these comments. Urban Creeks Council incorporates by reference all other comments that discuss ongoing significant environmental impacts to which the 2020 LRDP shall contribute.

c. UCB's Failure to Acknowledge Ongoing Significant Impacts Skews the Environmental Analysis Set Forth in the DEIR

The DEIR's description of each of these aspects of the environmental setting is inadequate because it does not identify the ongoing significant impacts that affect these resources. As discussed below, any contribution by the 2020 LRDP to an existing significant impact is by definition also a significant impact that must be evaluated as such in the EIR process.

C180-19

By instead not identifying these ongoing impacts as significant, the DEIR permits UCB to make subsequent findings that additional contributions to these ongoing impacts will not be significant. This reasoning allows UCB to avoid having to address the feasibility of mitigation or alternatives to avoid such impacts, or even to adopt a statement of overriding considerations regarding the impacts that cannot be avoided. Pub. Res. Code §21002; § 21081(d); 14 Cal. Code Reg. § 15093. Thus the DEIR fails as an informational document both for UCB planners and for the general public. *See e.g., Planning & Conservation League v. Department of Water Resources, supra*, 83 Cal. App. 4th at 915-916; *Environmental Planning & Information Council v. County of El Dorado, supra*, 131 Cal. App. 3d at 357; *Sierra Club v. Board of Forestry, supra*, 7 Cal 4th at 1229.

C. THE PROJECT DESCRIPTION IS INADEQUATE

CEQA requires that the environmental review document contain a full and accurate description of the proposed project. *See e.g. Mira Monte Homeowners Assn. v. County of Ventura* (1985) 165 Cal. App.3d 357, 366; *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal. App.3d 818, 829-831; *County of Inyo v. UCB of Los Angeles* (1977) 71 Cal. App. 3d 185; 14 Cal. Code Reg. § 15124.² As the *County of Inyo* court noted:

Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e. the "no project" alternative) and weigh other alternatives in the balance. An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.

² *See also Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal. App. 4th 1344; *Stanislaus Natural Heritage Project v. County of Stanislaus* (1996) 48 Cal. App. 4th 182, 201; *Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal. App. 4th 351, 369-370; *Sacramento Old UCB Assn. v. UCB Council, supra*, 229 Cal. App. 3d at 1023; 14 Cal. Code Reg. § 15378(a.)

71 Cal.App.3d at 192.

Here, the DEIR describes the actual project in this case, a proposed expansion of 20-30 % in UCB facilities, personnel, housing and parking, without fully describing the impacts of such activities on the physical environment. For example, the DEIR does not appear to describe existing stormwater or sewage loads caused by UCB's ongoing activities, which would form the basis of estimating future loads caused by the proposed development in the 2020 LRDP. The DEIR does not provide information regarding its current – and thus likely future – contribution to pollution loading from surface water runoff, particularly as to pollutants subject to water quality controls under the current Basin Plan. Without this information included as part of the project description, it is difficult to assess whether the proposed development is likely to lead to significant cumulative effects.

C180-20

In addition, the DEIR does not accurately present the current regulatory setting which will control UCB's activities. While the DEIR describes potential future regulatory cooperation with the Regional Board, UCB does not currently operate its own stormwater permit, nor to Urban Creeks Council's knowledge does UCB currently operate under an approved Stormwater Management Plan. Thus, the DEIR's discussion of which regulatory controls shall be required is not accurate. If UCB is allowed to continue to operate without its own stormwater permit, the ability of regulators to enforce BMPs and control all water quality violations is greatly reduced.

C180-21

The DEIR also does not provide a meaningful description of the controls that would be imposed on other 2020 LRDP activities such as the acquisition of new housing, construction of new facilities, development of parking areas etc. The DEIR appears to give UCB planners considerable discretion to make project level determinations on numerous sensitive issues including retention of native vegetation and contiguous habitat blocks, retention of mature trees, development of surface water runoff controls and amount of overall additions to impervious surface areas, reduction in overall available housing to non-UCB affiliates etc. Without such specifics as part of the project description, however, the DEIR's purported "cumulative impacts" analysis does not provide the necessary information to determine whether or not future project impacts will be significant.

C180-22

Urban Creeks Council does commend UCB for seeking public input so early in its planning process. Indeed, CEQA requires environmental review "at the earliest feasible stage in the planning process." *Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d 296, 307. However, the apparent intent of the DEIR appears to be to insulate the actual project decision, which is to commit to long-term substantial growth, without the information necessary to determine whether the environmental impacts of this decision will be significant.

C180-23

UCB justifies this approach by characterizing the DEIR as a programmatic document. However the DEIR is characterized, if the UCB wishes to tier to this EIR for site-specific projects, it may not defer the description of that project until after CEQA review is completed. *County of Inyo, supra*, 71 Cal.App.3d at 192 ("An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR") (emphasis added.) Otherwise

the DEIR violates the informational and public accountability purposes of CEQA. As stated by the Supreme Court in *Laurel Heights*:

An EIR is an "environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return. The EIR is also intended "to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action."... Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees.

47 Cal. 3d at 392 (emphasis added.)³

Here, the public has been informed only in gross generalities how UCB intends to minimize environmental impacts in the future, yet the DEIR purports to determine that the proposed future amount of growth will be generally insignificant and is thus desirable. Thus, the DEIR is not a "document of accountability" but rather a hedge on the part of the UCB to preserve the UCB's range of options in the future after the fundamental decision regarding the extent of future growth has already been decided. *See Friends of the Old Trees v. Department of Forestry & Fire Protection* (1997) 52 Cal. App. 4th 1383, 1402 ("the public has a right to know the basis on which its responsible officials either approve or reject environmentally significant action.") *Id.*

C180-24

D. THE DEIR FAILS TO IDENTIFY SIGNIFICANT IMPACTS FROM THE PROPOSED EXPANSION

The primary purpose of an EIR is to provide public agencies and the public alike with detailed information about the effect a project is likely to have on the environment, to list ways significant effects might be minimized, and to indicate alternatives to the project. Pub. Res. Code §§ 21002, 21002.1(a), 21061, 21100, 21150. Accordingly, an EIR must identify and

³ See also, *Mira Monte Homeowners Assn. v. County of Ventura*, *supra*, 165 Cal. App.3d at 366 ("CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project"); *Oro Fino Gold Mining Corp. v. County of El Dorado*, *supra*, 225 Cal. App. 3d at 884 ("CEQA process demands that environmental decisions be made in an accountable arena"); *Mountain Lion Coalition v. Fish and Game Commission* (1989) 213 Cal. App. 3d 1043, 1052 ("Only by requiring the [sponsoring agency] to fully comply with the letter of the law can a subversion of the important public purposes of CEQA be avoided, and only by this process will the public be able to determine the environmental and economic values of their elected and appointed officials, thus allowing for appropriate action come election day should a majority of the voters disagree.") *People v. County of Kern* (1974) 39 Cal. App.3d 830, 842 (same)

analyze all direct and indirect potentially significant environmental impacts of a project. Pub. Res. Code § 21100(b)(1); 14 Cal. Code Reg. § 15126.2(a).

Although the DEIR is a programmatic document, this does not excuse UCB from providing a meaningful analysis of cumulative impacts. *See e.g., Friends of Mammoth v. Town of Mammoth Lakes Redevelopment Agency, supra*, 82 Cal.App.4th at 531 (“Designating an EIR as a program EIR ...does not by itself decrease the level of analysis otherwise required in the EIR. “All EIR’s must cover the same general content. (Guidelines, §§ 15120-15132.) The level of specificity of an EIR is determined by the nature of the project and the ‘rule of reason’ [citation], rather than any semantic label accorded to the EIR.”)

C180-25

The DEIR fails to acknowledge a number of cumulatively significant impacts from the proposed expansion, based on the DEIR’s initial failure to identify the present ongoing significant impacts that are affecting certain parts of the physical environment.⁴ However, by contributing to an existing cumulatively significant effect, this project will have significant impacts under CEQA. *See Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 722; *EPIC v. Johnson* (1985) 170 Cal.App.3d 604, 624-625; 14 Cal. Code Reg. § 898 (“RPF shall assess the degree to which the proposed operations would result in impacts that may combine with existing listed stressors to impair a waterbody’s beneficial uses, thereby causing a significant adverse effect on the environment.”) As discussed, this is true wherever the proposed expansion:

- reduces the amount available habitat and contiguity of existing habitat;
- reduces the quality of riparian habitats in the project area;
- reduces the water quality of natural flowing creeks in the project area;
- discharges water-quality criteria pollutants into the City’s stormwater discharge system;
- increases the loading on the City’s existing sewer, stormwater and culvert systems;
- reduces the amount of available housing for UCB affiliated persons in Berkeley

These are just some of a number of examples of impacts from the proposed expansion that will be significant because they will add to existing significant impacts in and around the project area. (As stated above, Urban Creeks Council incorporates by reference other examples of significant impacts raised by other commentators.)

The DEIR avoids this issue generally by not assessing the ongoing impacts that are occurring, but instead by characterizing the additional effects of development as minimal. For

C180-26

⁴See 14 Cal. Code Reg. § 15382 (“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”)

example, the DEIR promises that UCB will minimize to the maximum extent practicable stormwater pollution through the use of BMPs that have not yet been approved by the Regional Board. (See e.g., DEIR p. 4.7- 25-4.7-26.) Similarly, the DEIR adopts as a standard of significance for increasing available housing whether “the project would displace substantial numbers of existing housing or people.” (DEIR p. 4.10-10.) Thus, the DEIR concludes that the displacement of a less than substantial number of persons will not have significant impacts. (*Id.*) Elsewhere the DEIR states that increased impervious surface area will not lead to substantial increases in runoff pollution or that impacts to biological resources such as open space habitat, riparian plant communities or mature trees should not be substantial.

C180-26

The DEIR’s approach is fundamentally flawed because CEQA does not allow UCB to measure the incremental impacts of its project in a vacuum, without regard to the overall cumulative impacts that are occurring. See e.g., *Kings County Farm Bureau v. City of Hanford, supra*, 221 Cal. App.3d at 722 (court rejects agency’s finding that “since the project’s emissions are relatively minor when compared with other sources, ...the project would have no significant impact on air quality.”) Because it focuses only on “minimizing” the incremental impact of future development activities, the DEIR repeats the same erroneous procedure that the Court of Appeal rejected in *EPIC v. Johnson, supra*, wherein the Court stated:

[T]o address the cumulative effect issue the Department has taken the tact [sic] that if the adverse effects are minimized to the maximum on each individual operation, then the total effect on the surrounding area will also be minimized to an acceptable level.’ This statement is at odds with the concept of cumulative effect, which assesses cumulative damages as a whole, greater than the sum of its parts.

(*Id.* at 624-25.) See also *Communities For a Better Environment v. California Resources Agency, supra*, 103 Cal. App. 4th at 114 which rejected proposed regulations allowing for “de minimus” cumulative impacts to be ignored by the regulatory agency, stating that:

[T]he de minimus approach ...compares the incremental effect of the proposed project against the collective cumulative impact of all relevant projects. This comparative approach is contrary to CEQA section 21083 and to the Guidelines section 15355 definition of cumulative impacts, set forth above; this approach also contravenes CEQA case law.

In short, where significant impacts are already occurring, any additional impact must be considered significant. To the extent that the DEIR does not commit UCB to avoid such impacts altogether, it presents an incomplete analysis for the public’s review. *Laurel Heights, supra*, 47 Cal. 3d at 392

C180-27

In its FEIR, UCB has three options in regards to project impacts that will affect already substantially impacted aspects of the local physical environment.

C180-28

First, UCB may decide to reject the possibility of substantial further growth and adopt instead some version of the no-project alternative, or environmentally superior alternative, as discussed in the EIR and more fully below.

Second, UCB may commit to avoiding such impacts altogether, even if UCB believes they will be minimal. This would involve, for example, a commitment to mitigation that would result in no net discharge of stormwater pollution or loading, no net loss of housing, no net loss of quality habitat etc. UCB has at its disposal many options to make fulfill such a commitment, which is presently lacking in the DEIR or 2020 LRDP.

C180-28

Third, if UCB determines that significant adverse effects should be allowed to occur, even after the implementation of all feasible mitigation measures, the agency must balance the benefits of the project against its environmental harm to determine if the project should proceed, and, if so, adopt a "statement of overriding considerations." Pub. Res. Code §21002; § 21081(d); 14 Cal. Code Reg. § 15093. This last step in the EIR analysis provides critical information to the public to fulfill the law's public disclosure requirement - that the EIR function as "a document of accountability" and "informed self government." *See Sierra Club v. Board of Forestry* (1994) 7 Cal 4th 1215, 1229. In this case it would allow the public to review and understand more clearly UCB's ultimate determination in this case to reject the first two options as discussed above.

E. THE DEIR FAILS TO INCLUDE AN ADEQUATE DESCRIPTION OF ALTERNATIVES

An EIR must identify mitigation measures and alternatives to the project which may reduce or avoid the project's significant adverse impacts, thus accomplishing CEQA's basic statutory goals. *See Laurel Heights, supra*, 47 Cal.3d at 400-403; *Citizens of Goleta Valley, supra*, 52 Cal.3d at 564; Pub. Res. Code §§ 21002.1, 21100. Here the DEIR does not provide a meaningful assessment of the feasibility of less growth over the next 15 years and thus is contrary to CEQA's requirements.

C180-29

1. The DEIR's Description of the No Project Alternative is Inadequate

The "project" under consideration in the DEIR is UCB's decision as part of the 2020 LRDP to expand its facilities, housing and parking 20-30% over the next 15 years.⁵ Thus, the DEIR's "no project" alternative should assess the impacts and feasibility of not undertaking such expansion.

C180-30

Instead, the DEIR describes the "no project alternative" as keeping the current 1990-2005 LRDP in place. The DEIR's alternatives section states that this alternative is infeasible due to the projected growth that will occur over the next 15 years:

Alternative L-4, therefore, would leave the campus with two options. One would be to stop developing new program space. This is infeasible for several reasons. First, the growth in student enrollment is part of a University-wide strategy to continue to meet its obligations under the California Master Plan for Higher Education, in the face of

⁵Public Resources Code § 21065 defines a "project" as "an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Only "projects" are subject to CEQA.

dramatic growth in the number of college-age Californians: enrollment growth at Berkeley is an integral part of this strategy. To maintain the quality of education at UC Berkeley, this growth in enrollment requires a corresponding increase in faculty and academic and nonacademic staff, and therefore in campus facilities. Second, the aging facility inventory at UC Berkeley must continue to be renewed, not only to remedy the space deficits created by enrollment growth, but also to provide the state-of-the-art space, technology, and infrastructure required by modern education and research.

C180-30

See DEIR, p. 5.1-17.

This type of analysis is both misleading and unlawful. The “no project” alternative cannot be rejected in conclusory fashion simply because it does not adopt the “project” proposed by the lead agency. Here, the projected growth is not a fact that must be assumed as a future baseline, but is instead the “project” that is purported to be proposed by this CEQA process. The DEIR lists reasons why such growth is inevitable, but any such inevitability is based on UCB’s own desire to grow and expand in the coming decades. As discussed above, this section of the DEIR continues the general distortion of the proposed CEQA analysis from an “evaluation” of the feasibility of future growth to a rationalization for allowing such growth to occur.

In sum, the DEIR does not provide a straightforward assessment of the pros and cons of an alternative decision to maintain the size of campus facilities and enrollment at near current levels. As discussed above, the DEIR does not discuss alternatives for the University of California system to meet its obligations to satisfy the growing number of college-age Californians besides adding to the already considerable amount of enrollment at UCB. Since enrollment growth at UCB is not a required result, but instead an option to be evaluated, the DEIR’s presentation of the no-project alternative fails. *Planning & Conservation League, supra*, 83 Cal. App. 4th at 913 (“A no project description is non-evaluative.”) In addition, as discussed above, this section also fails to discuss whether current building allotments are adequate to meet current capacity. Thus it also fails as an informational document. See *Laurel Heights, supra*, 47 Cal. 3d at p. 406 (“[T]he analysis must be specific enough to permit informed decision making and public participation. The latter function is especially important when, as in this case, the agency approving the proposed project is also its proponent or closely related to its proponent.”)

C180-31

2. The DEIR’s Analysis of Alternative L-1 is Inadequate

The DEIR’s discussion of project alternative L-1 is similarly inadequate. The DEIR claims that this lower growth alternative is inconsistent with project objectives to 1) stabilize enrollment at a level commensurate with our academic standards and our land and capital resources; 2) provide the space, technology and infrastructure we require to excel in education, research, and public service.

C180-32

The DEIR does not explain, however, why increased enrollment and accompanying support services is necessarily “commensurate” with UCB’s academic standards and land and capital resources. As discussed above, the purpose of the DEIR is to evaluate the possibility of increased enrollment, not to assume that such expansion is required for UCB. Nor is it clear why a larger expansion is required to meet UCB’s land and capital resources, as opposed to upgrading

the quality of UCB's current facilities. If continued expansion can be always justified on such a conclusory basis, the question is raised whether UCB will ever be satisfied with its current size and resource demands in the local community.

C180-32

F. THE DEIR UNLAWFULLY DEFERS MITIGATION NECESSARY TO AVOID FUTURE SIGNIFICANT IMPACTS

CEQA requires consideration of environmental consequences at the "earliest possible stage," even though more detailed environmental review may be necessary later. *Leonoff v. Monterey County Bd. of Supervisors*, *supra*, 222 Cal.App.3d at 1346; 14 Cal. Code Reg. § 15004(b)(1). The requirements of CEQA cannot be avoided by piecemeal review which results from "chopping a large project into many little ones--each with a minimal potential impact on the environment--which cumulatively may have disastrous consequences." *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283-284; *City of Antioch v. City Council* (1986) 187 Cal.App.3d 1325, 1333. Thus, "reasonably anticipated future projects" must be considered in an EIR and discussed in a cumulative analysis. *Laurel Heights*, *supra*, 47 Cal.3d at 390, 394; *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1449 1452. "Only in this manner can two or more individual effects be considered together to determine the overall environmental impact." *Terminal Plaza Corp. v. City and County of San Francisco* (1986) 177 Cal.App.3d 892, 904.

As noted by the Supreme Court and numerous other court decisions, the problem with allowing environmental review after project approval is that it creates an incentive on the part of the agency to rationalize the initial approval of a project on a "post-hoc" basis, thus narrowing the range of options available to the decision making body. *See also Citizens to Preserve Overton Park v. Volpe* (1971) 401 U.S. 402, 420; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 79, 86; *Village Laguna of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal. App.3d 1022, 1026; *Environmental Defense Fund, Inc. v. Coastside County Water Dist.* (1972) 27 Cal. App.3d 695, 706.

Second, by proposing to select an alternative without having reviewed the feasibility of a necessary component of that alternative, the City violates CEQA's rule against deferring relevant and necessary environmental review to a later point, after project approval. *See e.g., Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) 29 Cal. App. 4th 1597, 1601-1602 ([W]e note the City cannot rely upon post-approval mitigation measures adopted during the subsequent design review process"); *Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal. App. 3d 872, 884 ("There cannot be meaningful scrutiny of a mitigated negative declaration when the mitigation measures are not set forth at the time of project approval"); *Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d 296, 306-309. ("By deferring environmental assessment to a future date, the conditions run counter to that policy of CEQA which requires environmental review at the earliest feasible stage in the planning process"); Pub. Res. Code, § 21003.1.

In *Sundstrom v. County of Mendocino*, *supra*, the court noted:

Environmental problems should be considered at a point in the planning process "where genuine flexibility remains." [] A study conducted after approval of a project will inevitably have a diminished influence on decision making. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency actions that has been repeatedly condemned in decisions construing CEQA.

202 Cal. App. 3d at 307. Similarly, in *Oro Fino Gold Mining Corp.*, *supra*, 225 Cal. App. 3d at 884, the court noted:

One of the purposes of the [EIR] is to insure that the relevant environmental data are before the agency and considered by it prior to the decision to commit . . . resources to the project[I]n the absence of overriding circumstances, the CEQA process demands that mitigation measures timely be set forth, that environmental information be complete and relevant, and that environmental decisions be made in an accountable arena.

Here, as discussed above, UCB appears to be committing itself to a future level of growth without making a similar commitment to avoid significant environmental impacts. Instead, the DEIR assumes that additional impacts will be minimized to the extent feasible. The DEIR does not, however, provide a coherent or meaningful explanation of how a 20-30% expansion in UCB facilities, personnel and parking will not have significant impacts on the local community and environment. The DEIR also does not set forth the mitigation measures that will be employed to avoid adding additional impacts to ongoing significant impacts as described above. Thus, the DEIR fails as an informational document since it does not describe how significant impacts will be avoided, as claimed in the DEIR.

C180-33

VI. CONCLUSION

Urban Creeks Council believes that adoption of the present DEIR as an FEIR is premature because UCB has not adequately explained why the proposed amount of growth is either necessary or desirable. To the extent that UCB is nevertheless committed to this level of growth, Urban Creeks Council believes UCB has an obligation to the natural environment, to the City and to the community at large to avoid any additional adverse impacts on the natural and infrastructure systems likely to be affected by the project. Urban Creeks Council urges UCB to take a leadership role in improving the quality of life in the area, rather than offering only a vague pledge to minimize additional adverse impacts to the extent feasible.

C180-34

Respectfully submitted,

Michael W. Graf
(On behalf of the Urban Creeks Council)

*Juliet Faumont
on behalf
of Michael
Graf
and Urban Creeks
Council*

11.2C.180 RESPONSE TO COMMENT LETTER C180

RESPONSE TO COMMENT C180-1

The writers argue that the existing condition of natural habitats, riparian corridors, City drainage systems, traffic and housing availability is poor; therefore, any additional impact is significant.

CEQA sets forth standards of significance for determining significant impact, and the 2020 LRDP Draft EIR applies these standards within each environmental topic chapter; a general impression that conditions are poor is insufficient for analytical purposes under CEQA. However, the writers' opinions are noted.

RESPONSE TO COMMENT C180-2

See Thematic Response 1 regarding the role of the 2020 LRDP in project review. Please also see the above response to comment. The Draft EIR includes specific standards of significance used for analysis in each EIR chapter.

RESPONSE TO COMMENT C180-3

The academic principles underlying the 2020 LRDP appear at page 3.1-9, and the objectives of the 2020 LRDP appear at page 3.1-10 of the Draft EIR. Each subsequent section of the 2020 LRDP presents the intention behind the proposed program. The writers' opinions are noted.

RESPONSE TO COMMENT C180-4

The writers make general unsubstantiated accusations. See Thematic Response 5 regarding the use of qualifiers, and Thematic Response 6 regarding coordination with LBNL. Each chapter of the Draft EIR includes a description of existing conditions, relevant standards of significance, an analysis of the impacts of implementing the 2020 LRDP, and includes specific mitigation measures where appropriate.

RESPONSE TO COMMENT C180-5

The writers again argue that existing conditions are poor, thus, any impact is significant. CEQA sets forth standards of significance for determining significant impact, and the Draft EIR applies these standards within each environmental topic chapter; a general impression that conditions are poor is insufficient for analytical purposes under CEQA. However, the writers' opinions are noted.

RESPONSE TO COMMENT C180-6

The alternatives analysis for the 2020 LRDP appears at Chapter 5 of the Draft EIR. The Draft EIR makes no finding regarding the feasibility of alternatives and overriding considerations because The Regents, and not the Draft EIR authors, have that discretion.

RESPONSE TO COMMENT C180-7

The writers suggest that the Draft EIR should have considered University systemwide alternatives to growth at UCB. However, this would be only a different means of describing Alternative L-1, which considered lower enrollment and slower research growth. The UC Regents maintain discretion to examine variable growth plans for different campuses in the system.

RESPONSE TO COMMENT C180-8

The writers' assertions are inaccurate. See Continuing Best Practice HYD-2-a at page 4.7-26 of the Draft EIR, regarding pollutant loading, and Continuing Best Practice HYD-4-e at page 4.7-29 of the Draft EIR, which requires no net increase in runoff as a result of campus development. The University believes the 2020 LRDP and Draft EIR hold future projects to a high standard for environmental stewardship. The writers' opinion that UC Berkeley should commit to avoid such items as "reduction in available housing to non-students in the area" is noted.

RESPONSE TO COMMENT C180-9

The writers summarize earlier comments. Please see above responses; see also Thematic Response 1 regarding the role of the 2020 LRDP in future project review.

RESPONSE TO COMMENT C180-10

Campus space needs are described at pages 3.1-15 to 3.1-17 of the 2020 LRDP. As stated at the bottom of page 3.1-16:

Our estimates of future space needs are not due entirely to future growth: some new space is required just to compensate for the shortages we have today. The most recent survey of academic space at UC Berkeley, in 2001-2002, revealed a deficit of roughly 450,000 GSF in academic programs alone, based on university-wide guidelines for space utilization.

RESPONSE TO COMMENT C180-11

See response 180-7, above.

RESPONSE TO COMMENT C180-12

The writers assert that the no project alternative is inadequate because the EIR baseline is inadequate. However, the Draft EIR no project alternative complies with CEQA, which provides that "when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation in the future" (CEQA Guidelines section 15126.6(e)(3)(A)).

RESPONSE TO COMMENT C180-13

See response C180-5, above.

RESPONSE TO COMMENT C180-14

See response C180-5, above. The writers present no foundation for their assertion that the Hill Campus habitat is "extremely rare." The Draft EIR provides sources for baseline data presented. Further, as indicated in Continuing Best Practice BIO-1-a at page 4.3-26 of the Draft EIR, the Campus Specimen Tree Program would be implemented over the life of the 2020 LRDP.

RESPONSE TO COMMENT C180-15

See response C180-5, above. The existing water quality of Strawberry Creek is described at page 4.7-14 of the Draft EIR. The 2020 LRDP EIR addresses Strawberry Creek at Continuing Best Practice BIO-2-a, CBP BIO-2-b, CBP BIO-3, and the quality of waters feeding Strawberry Creek is protected by measures outlined in the Hydrology chapter. The quotes from the Basin Plan are acknowledged. The Basin Plan is cited in the Draft

EIR at page 4.7-1 and afterward as part of the regulatory framework guiding UC Berkeley operations.

RESPONSE TO COMMENT C180-16

The University disagrees with the writers' opinion that the Draft EIR lacks sufficient information about stormwater pollution conditions. See Draft EIR pages 4.7-14 through 4.7-15 for a discussion of existing surface water quality conditions. See Continuing Best Practice HYD-2-a, page 4.7-26 of the Draft EIR, which describes actions UC Berkeley undertakes to minimize pollutant loading.

RESPONSE TO COMMENT C180-17

The writers' assertion that the Draft EIR discussion of infrastructure is insufficient is noted. The Draft EIR acknowledges stormwater management plans and other RWQCB programs, and references the baseline conditions information in the Berkeley General Plan EIR.

RESPONSE TO COMMENT C180-18

Please see chapter 4.10 of the Draft EIR for a discussion of existing housing conditions, and the impacts of the 2020 LRDP on housing. CEQA sets forth standards of significance for determining significant impacts, and the Draft EIR applies these standards within each environmental topic chapter. A general perception that conditions are poor is insufficient for analytical purposes under CEQA. However, the writers' opinions are noted.

RESPONSE TO COMMENT C180-19

CEQA sets forth standards of significance for determining significant impacts, and the 2020 LRDP Draft EIR applies these standards within each environmental topic chapter; a general impression that conditions are poor is insufficient for analytical purposes under CEQA. However, the writers' opinions are noted.

Further, CEQA provides that an EIR discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The Draft EIR includes a discussion of cumulative impacts at the end of each environmental issue chapter. See, for example, the cumulative impact discussion for hydrology at pages 4.7-33 through 4.7-35 of the Draft EIR.

RESPONSE TO COMMENT C180-20

The Draft EIR presents calculations of existing sewage loads at page 4.13-8 to 4.13-9 of the Draft EIR. See corrections to these pages in this Final EIR. The existing water quality of Strawberry Creek is described at page 4.7-14 of the Draft EIR. UC Berkeley believes this information is correctly presented in the existing conditions section of each chapter, rather than in the project description, as requested by the writers.

RESPONSE TO COMMENT C180-21

The current regulatory framework is accurately described at page 4.7-1 to 4.7-5 of the 2020 LRDP Draft EIR.

RESPONSE TO COMMENT C180-22

The writers are referred to the 2020 LRDP Mitigation Monitoring Program in this volume for a consolidated reference describing controls that would be imposed on other 2020 LRDP activities.

RESPONSE TO COMMENT C180-23

The finite nature of the project analyzed in the Draft EIR is clearly stated in the Draft EIR. See page 3.1-14 of the Draft EIR.

RESPONSE TO COMMENT C180-24

Here the writers, and not the Draft EIR, characterize “the proposed future amount of growth” as “generally insignificant”. The Draft EIR discloses the full extent of future growth, rather than growing as projects arise; critics may find fault with either approach, the former as “vague” and the latter as “piecemealing.” However, UC Berkeley believes it has pursued the responsible approach in this instance.

RESPONSE TO COMMENT C180-25

CEQA sets forth standards of significance for determining significant impacts, and the Draft EIR applies these standards within each environmental topic chapter. Habitat, including riparian habitat, is discussed in chapter 4.3, Biological Resources; water quality is discussed in chapter 4.7, Hydrology and Water Quality; infrastructure capacity is discussed in chapter 4.13, Utilities and Service Systems; housing is discussed in chapter 4.10, Population and Housing

RESPONSE TO COMMENT C180-26

UC Berkeley is employing many stormwater best management practices that have been developed for the Regional Water Quality Control Board and have been accepted in permits for other entities. UC Berkeley submitted its permit application in 2003. Stormwater is also addressed in the cumulative analysis at page 4.7-34 of the 2020 LRDP DEIR.

Please see response C180-25 above regarding application of standards of significance.

RESPONSE TO COMMENT C180-27

The writers’ opinions are noted.

RESPONSE TO COMMENT C180-28

The Draft EIR finds significant unavoidable environmental impacts, as outlined at pages 6-1 to 6-3 of the Draft EIR. If the UC Regents approve the project, their decision would be supported by a statement of overriding considerations.

RESPONSE TO COMMENT C180-29

The writers summarize comments below. UC Berkeley disagrees with the writers’ assertions regarding the contents of the Draft EIR.

RESPONSE TO COMMENT C180-30

See response C180-12, above.

RESPONSE TO COMMENT C180-31

As set forth at page 3.1-13 of the 2020 LRDP, UC Berkeley has been asked to grow by 4,000 full time equivalent students over base year 1998 enrollment levels. A key academic principle of the Strategic Academic Plan notes that “our core purpose is to serve and benefit the people of California through the creation, dissemination and application of knowledge, including outreach to underserved communities” (2020 LRDP, page 3.1-9). See responses C180-7 and C180-10, above. While maintaining the

status quo is a possibility as outlined in Alternative L-4, and while limiting growth is an possibility as outlined in Alternative L-1, these alternatives would not meet university objectives.

RESPONSE TO COMMENT C180-32

For a discussion of the relationship between enrollment and academic excellence, the writers are referred to the UC Berkeley Strategic Academic Plan, referenced in the 2020 LRDP (see page 3.1-4, etc) and on the web at <http://lrdp.berkeley.edu>.

RESPONSE TO COMMENT C180-33

The University disagrees with the writers' assertions. See responses to above specific comments.

RESPONSE TO COMMENT C180-34

The University disagrees with the writers' assertions. See responses to above specific comments.

N O T H I N G W O R K S L I K E P E O P L E

MICHAEL
PHOTOGRAPHY
LETTER C181

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Mrs. Lawrence.

Please accept these signed
petitions in support of bicycle
Access to the Strawberry
Canyon portion of the UC
Berkeley Lands.

Thank you,

Michael Mejia
"74"

6/10/04

(510) 236-4238
932 YUBA STREET
DICKINSON, CA 94605

Strawberry Canyon

Bike Access

Please Sign!

I urge U.C. Berkeley to allow mountain bike access to Strawberry Canyon as part of its Long-Range Development Plan. This is a worthwhile safety and environmental measure. Currently, local mountain bikers have to ride on busy roads or use cars to access trails in the Berkeley hills. It would be better to have the safe and environmentally sound option of using the dirt trails in Strawberry Canyon.

C181-1

NAME	ADDRESS	Date
<u>Jason VanHorn</u>	<u>180 MONTECITO AVE, OAKLAND, CA 94610</u>	<u>5/24/04</u>
<u>[Signature]</u>	<u>1017 B CAPITOL ST</u>	<u>VALLEJO 5/25/04</u>
<u>Rhonda Dierst-Davies</u>	<u>3744 16th St. #1, SF, CA 94114</u>	<u>5/26/04</u>
<u>John Joyce</u>	<u>437 Gonzales Ave Vallejo</u>	<u>94589 5/26/04</u>
<u>John Kelly</u>	<u>3837 Park Blvd. Oakland</u>	<u>CA 94602 5/28/04</u>
<u>Ken Adamman</u>	<u>5926 Alpine Rd San Pablo</u>	<u>CA 94806 5-28-04</u>
<u>Steve Blunt</u>	<u>951 Kern St Richmond, Ca</u>	<u>94805</u>
<u>Mark Suggs</u>	<u>5817 YANE AVE RICHMOND</u>	<u>CA 94805</u>
<u>Calvin Spivey</u>	<u>1191 Sutter St Berkeley</u>	<u>CA 94709</u>
<u>John Pollock III</u>	<u>525 Rincon Rd El Sobrante</u>	<u>Ca 94803 6-3-04</u>
<u>Melanie Clark</u>	<u>6146 McBryde Ave Richmond</u>	<u>CA 94805 6-5-04</u>
<u>Bob Miller</u>	<u>6146 McBryde Ave. Richmond</u>	<u>94805 6-5-04</u>

I urge U.C. Berkeley to allow mountain bike access to Strawberry Canyon as part of its Long-Range Development Plan. This is a worthwhile safety and environmental measure. Currently, local mountain bikers have to ride on busy roads or use cars to access trails in the Berkeley hills. It would be better to have the safe and environmentally sound option of using the dirt trails in Strawberry Canyon.

NAME	ADDRESS	Date
<u>Thio A. Brown</u>	<u>1348 Navellier St, El Cerrito</u>	<u>5-25-04</u>
<u>John J. Johnson</u>	<u>2724 Garber St Apt B Berkeley</u>	<u>5-25-04</u>
<u>[Signature]</u>	<u>1348 Navellier St El Cerrito</u>	<u>5-25-04</u>
<u>Rex Roberts</u>	<u>2541 Tulare Ave. El Cerrito</u>	<u>5-26-04</u>
<u>Dustin Vorkoeper</u>	<u>1716 Capistrano ave. Berkeley CA 947075124</u>	
<u>Eric Blanpied</u>	<u>1218 Josephine St Berk. 94703</u>	
<u>PETER TOGASAKI</u>	<u>6917 SHEPHERD CYN. 2D. OAKLAND 94611</u>	
<u>CHARLES TOMAU</u>	<u>1554 SOCRAS AVE KEBBY CA</u>	<u>5/27/04</u>
<u>Nils MOE</u>	<u>1421 Josephine St Berkeley</u>	<u>94703</u>
<u>JAMES K. TAYLOR</u>	<u>1500 Park Ave. #124 EVILLE 94608</u>	
<u>[Signature]</u>	<u>1716 Capistrano Ave.</u>	
<u>Cyrus Khojasteh</u>	<u>847 Geelston Pl El Cerrito, CA 94581</u>	<u>5-29-04</u>

11.2C.181 RESPONSE TO COMMENT LETTER C181

RESPONSE TO COMMENT C181-1

The comment presents 50 signatures on a petition supporting bicycling in Strawberry Canyon. Existing prohibitions on bicycle riding in the Hill Campus could be examined by the Management Authority proposed by the 2020 LRDP for the Ecological Study Area. See page 3.1-54 of the 2020 LRDP Draft EIR. The comment is not a comment on the 2020 LRDP or its Draft EIR; no further response is required.

June 6, 2004

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

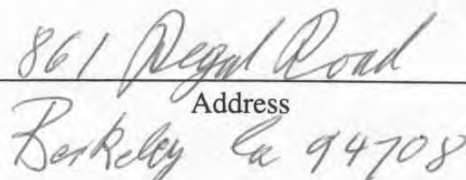
The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Signature



Address

June 6, 2004

RECEIVED

JUN 14 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

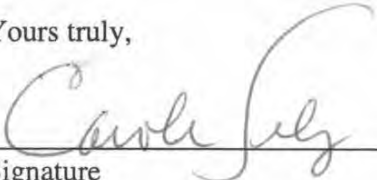
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

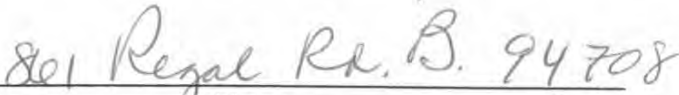
It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Signature


Address



Grizzly Peak Blvd/Summit Road Watch

URGENT!

Dear Neighbor,

 The University is proposing the construction of 100 high-density (2, 3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive. Please sign and send in the attached (or your own) comment letter to the University's Facilities Services (see letter for address) to arrive **NO LATER THAN NEXT MONDAY, JUNE 14th 2004.**

In addition, we are circulating a petition within the neighborhood to oppose this development. If you would like to sign it, or would like to get a copy to circulate to your neighborhood, call 549-3449.

 Please join with us to voice your concerns at the Berkeley City Council meeting, tomorrow, Tuesday, June 8th at 7 p.m. (Council Chambers, 2134 Martin Luther King Jr. Way, 2nd floor). 

11.2C.182-183 RESPONSE TO COMMENT LETTERS C182 AND C183

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C182 AND C183

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

The figures for inventory remaining and inventory lost have been complemented and annotated and speak for themselves. (See the attached document)

C184-2

3. Conclusions

Implementation of PUB-1- surely to be considered a condition for the certification of the EIR- is overdue and needs to proceed. A site has been designated and is available: Smyth Fernwald is seismically unsafe and cannot be otherwise developed. The new tennis complex there would be convenient to campus, Clark Kerr, and to Strawberry Canyon. Funding should come from Parking as Parking has converted the 6 Scenic Courts into some 100 parking spaces, valued at approximately \$25,000 to \$30,000 apiece (a quick calculation by a member of the Grad. Assembly, giving a total of \$2.5 to \$3 million for the replacement funding.)

NEQSS P

C184-3

The prompt building of the Smyth Fernwald tennis complex can create goodwill and trust with Berkeleyites who welcome a fresh spirit in one of the new LRDP's "objective" (4.11-25), to "Plan every new project to respect and enhance the character, livability, and cultural vitality of our City environs" (emphasis added).

Senta Pugh Chamberlain

Note: To clarify: the intensity of land use for tennis, upon reflection, must compare to that of the playing "fields" whose restoration the LRDP expressly espouses (4.11-25). Please consider: In terms of "player-hours-per-year:" Unlike fields, lighted tennis courts, available in sufficient numbers to spare players' waiting time, are likely to be used almost around the clock and year round. Unlike field games, tennis is a lifetime sport: As for livability, great staff and excellent faculty have been known to select UCB for its tennis, in the end. Anecdotally, E.O. Lawrence was on the courts, where he could not be disturbed unless it was for the announcement of the Nobel Prize- which in the end it was!

4.11.4.4 EXISTING SETTING

CAMPUS PARK. The Campus Park includes numerous athletics and recreational facilities. The main athletic/recreation facility complex is located on Bancroft Way near Dana Street, and includes:⁸²

- Recreational Sports Facility (gymnasiums, racquetball, exercise rooms and equipment)
- Evans Diamond (baseball)
- Edwards Stadium and Goldman Field (track and field, soccer)
- Haas Pavilion (basketball)
- Spieker Pool (swimming and water polo)
- Hellman Courts (tennis) *IRRELEVANT FOR RECR^N BEING ONLY FOR INTERCOLLEGIATE USE*

A second cluster of athletics and recreation facilities is accessible from Bancroft Way at Bowditch Street, and includes:⁸³

- Hearst Gymnasium and Pools
- Hearst North Field
- 6** Bancroft Tennis Courts *PRIORITY FOR P.E.*

ADJACENT BLOCKS AND SOUTHSIDE. UC Berkeley recreational facilities in the Adjacent Blocks include:⁸⁴

- 3** La Loma Tennis Courts, La Loma and Hearst Avenues
 - Maxwell Family Field (formerly Kleeberger Field), Gayley Road at Centennial Drive
 - Memorial Stadium, Piedmont Avenue north of Bancroft Way[?]

UC Berkeley recreational facilities located in the Southside include:⁸⁵

- 9** Channing Tennis Courts, Ellsworth Street and Channing Way *P.E. & LOCKED*
- 2** Golden Bear Tennis Courts, Clark Kerr Campus *PROGRAM USE, RESERVATION.*
- Golden Bear Fields, Clark Kerr Campus
- Golden Bear Recreation Center, Clark Kerr Campus (track, gymnasium, pool)

4.11 - 23

TABLE 4.11-4

FACILITIES LOST SINCE 1990 ⁹⁹	Approximate Square Feet	Type of Loss	Date Removed
Bancroft Courts (basketball, volleyball, tennis)	48,389	Permanent	1990
Underhill Field <i>4 COURTS</i>	85,000	Temporary	1993
Strawberry Canyon Tennis Courts	45,000	Permanent	1994
Street Hockey/Basketball Court	7,750	Permanent	1995
Hearst Athletic Field West	72,000	Temporary	1998
<u>Scenic Tennis Courts</u> 6	33,200	Permanent	2003
Skateboard Park	10,000	Permanent	2003
Total Square Feet	366,139		

Prior to temporary closure, Hearst Field West was only used two percent of the time for recreational programs. The remaining 98 percent of the time, it was used by PE and Intercollegiate Athletics.

TABLE 4.11-5

USE CHANGES SINCE 1990 ¹⁰⁰	Approx Square Feet	Previous Facility/Field	% Rec Current	% Rec Previous	Date of Change
Golden Bear Soccer Field	72,000	Same	7%	100%	1993
Witter Rugby Field	128,000	Strawberry Field	5%	60%	1994
Levine-Fricke Softball Field	38,000	6 Tennis Courts	12%	100%	1994
Haas Pavilion Arena	15,073	Harmon Gym	6%	5%	2000

① ALSO LOST BEFORE 1990 = 4 TENNIS COURTS AT CALIFORNIA/ALLSTON

4.11 - 29

For the inventory figures to reflect recreational walk-on availability, we must reduce the count of 32 courts by:

- 6, for the Hellman courts (intercollegiate/reserved)
- 9, for the Channing courts (intercollegiate/reserved/locked)
- 2, for the Clark Kerr courts (reserved/interdicted for walk-on use)

This leaves us with only 15, and not 32 courts currently available for walk-on recreational use. 15 courts are grossly insufficient.

Comments by UC Tennis Section on DEIR for NEOSSP / LHPS July 30, 2001
3.13-12

Specifically, during the recent past, UCB has lost- without replacement-

- 4 courts at California and Allston (for housing)
- 4 courts on Bancroft/Durant (for the Tang Center)
- 6 courts at Strawberry Canyon.

This adds up to a total loss of 14 courts available for the unrestricted walk-on use that students (in particular) need

11.2C.184 RESPONSE TO COMMENT LETTER C184

RESPONSE TO COMMENT C184-1

Figure 3.0-4 shows existing conditions at Smyth-Fernwald, which do not include the replacement courts referenced by the writer. However, NEQSS Mitigation PUB-1 does not, as the writer states, mandate that replacement tennis courts go on that site: on the contrary, it states the site has not yet been identified. The 2020 LRDP does not address the tennis court replacement because the conditions for their replacement are already established in the NEQSS EIR: as the writer notes, these and the many other provisions of the NEQSS EIR are incorporated by reference.

RESPONSE TO COMMENT C184-2

The writer's comments on section 4.11.4.4 are noted. Table 4.11-4 at page 4.11-29 of the Draft 2020 LRDP EIR presents facility space in square feet; the writer presents specific information regarding number of tennis courts.

RESPONSE TO COMMENT C184-3

The Smyth-Fernwald site is being explored by UC Berkeley for alternate uses which may include tennis courts. The writer does not mention, however, that the existing University tennis courts at Channing and Ellsworth have been made available at certain hours to the Section Club, a primary user of the former Scenic (Lower Hearst) Courts.



"MG"
<marcos.gandara@sb
global.net>

To: <2020LRDP@cp.berkeley.edu>
cc: <JerWachtel@aol.com>
Subject: Panoramic Hill Association's Response to 2020LRDP

06/11/2004 03:26 PM
Please respond to "MG"

Jennifer Lawrence
Principal Planner
Environmental and Long Range Planning
Capital Projects
1936 University Ave.
Berkeley, CA 94720

Attached as a Microsoft Word document is the Panoramic Hill Association's (PHA) response to the University of California's Long Range Development Plan. Along with two letters from Janice Thomas, member and former president of the PHA. Please let me know if you were able to download and read the attached documents.

Sincerely,

Marcos Gandara
Panoramic Hill Association-VP



cc: Jerry Wachtel Panoramic Hill Association President Janice Thomas Letter1.dc



Janice Thomas Letter2.dc LRDP Response Panoramic Hill Associati

Jennifer Lawrence
UC Berkeley, Facilities Services
1936 University Ave., Suite 300
Berkeley, CA 94720-1380

Dear Ms. Lawrence,

This letter is initiated on behalf of the Panoramic Hill Association, as authorized by its Board of Directors at its most recent meeting. It is an addendum to the previous letters sent by Janice Thomas, former President of PHA, regarding the UC Long Range Development Plan (LRDP).

Attached you will find two previous letters from Ms. Thomas as she describes both our unique hillside and the inherent problems we face. We view the University of California as an asset to our lives and neighborhood, yet we are concerned about disturbing trends envisioned by the LRDP that, if implemented, could wreak irreversible harm to both our community and environment.

We look forward to continuing open dialogue with the UC as well as the cities of Berkeley and Oakland and the East Bay Regional Parks District. We are strongly opposed to initiatives that would raise the risk to public safety or harm the existing environment.

Below is a list of some of our concerns. I encourage you to read through Ms. Thomas letter regarding the scoping process for the EIR.

- Memorial Stadium Renovation and Lighting
 - Some Panoramic Hill residents will be within the arc of light flooding the stadium. C185-1
 - There exist unidentified cultural resources within 50 feet of the stadium that are listed on the State Inventory of Historic Resources on Canyon Rd. C185-2
 - Noise, glare, pedestrian traffic and loitering may negatively impact the hills ecosystem as well as the immediately adjacent residential community C185-3
 - The inherent risk to public safety grows with the number of events due to the Hayward Fault, inadequate escape routes and dangerous (and often illegal) parking on substandard roads. C185-4
 - Evening events allow for an excess of loitering as seen during the “Paul McCartney concerts.” This is further exacerbated by the lack of street lighting on Panoramic Hill. We have already experienced frightening fires on the hill caused by careless smokers loitering on and adjacent to UC property. C185-5
 - Memorial Stadium is within the watershed boundary and yet analysis fails to identify hydrology and water quality impacts of the proposed renovation. C185-6
 - Existing stretch of Canyon Road is narrow thereby causing traffic congestion and pedestrian safety hazards. C185-7

- LRDP DEIR is vague on distinction between intercollegiate rugby field and a coliseum-size football field. C185-8

- Increased Housing in Strawberry Canyon
 - Housing should reflect the needs of the community. Housing should be built near transportation and in close to shopping and the UC. We encourage the UC to seek areas west of the campus near downtown. C185-9
 - Don't diminish a treasure. Strawberry Canyon is a refuge for its students, faculty and employees as well as the adjoined community and wildlife. C185-10
 - Once housing is initiated in Strawberry Canyon it will set forth an irreversible precedent and begin the process of eliminating one of the most beautiful natural resources of the University of California.
 - Evacuation and emergency response could easily be disrupted due to lack of adequate exits C185-11
 - Wild land fires continue to be an issue unless the UC plans to eliminate the whole ecosystem. With more housing and more traffic in the canyon both the risk of such fires and their possible consequences, are magnified. C185-12

- Increased Parking
 - An increase in parking can only lead to more automobiles and congestion.
 - UC should lead the way into the 21st century not continue on the current paths of excess. C185-13
 - A lack of parking would encourage alternative means of transportation.
 - Reducing the use of automobiles will increase air quality.
 - Emergency access and evacuation become impaired due to extended traffic jams. C185-14

In closing, we encourage the UC to be more specific and continue to keep an open dialogue. The permanence of some proposals could adversely affect the community and distinction of our culture. Our Association and its Board will continue to monitor the LRDP closely. We are willing to engage in proactive discussion with the University over these and other issues of direct impact to us and to the larger community.

Sincerely,

Marcos Gandara
Panoramic Hill Association Vice President-UC

Re: <<http://lrpd.berkeley.edu>>

Dear Mayor Bates and Members of the City Council,

The Draft Environmental Impact Report (DEIR) of UCB's Long Range Development Plan (LRDP) boldly announces "significant unavoidable impacts" in the areas of air quality, cultural resources, noise, traffic, and transportation. It tells us that implementing this LRDP will lead to more development off-campus (1,350,000 gsf) than on-campus (1,100,000 gsf). It acknowledges that existing development will be used more intensively. It asserts that more of the campus growth will result from 60.5% academic staff and visitors than faculty (12.5%) and students (5.2%).

C185-15

In light of these conclusions, it is reasonable to insist upon a less environmentally onerous alternative than the proposed LRDP. At Tuesday's meeting and discussion of the document, please remember that the City could, and in my opinion should, make the case for alternatives to the project including "reduced enrollment and employment growth from 2020 LRDP levels", "no new parking and more transit incentives", or "diversion of some future growth to remote sites."

As discouraging as the DEIR conclusions might be, a careful look at the environmental analysis suggests that impacts have been underestimated still. With a more comprehensive description of the Campus Environs, impacts would have been even greater as a review of the LRDP with respect to Panoramic Hill will illustrate.

After four years of correspondence asking UCB administrators about the status of TV broadcast lights at Memorial Stadium, Panoramic Hill residents find our answer embedded in this thick LRDP text. We are told under "Areas of Controversy" that "light and glare impacts (will result) from future use changes at Memorial Stadium" (page 2-1) (comment in parenthesis added), but that "light and glare impacts" can be mitigated to be less than significant by using "shields and cut-offs."

C185-16

To reach this conclusion, the following facts were omitted:

C185-17

(1) that the Stadium is at an elevation relative to most of the population of the City. In other words, this is not just the problem of a neighborhood with "low residential density".

(2) that one of the neighborhoods immediately adjacent to the Stadium is located on a hillside. As a result, some Panoramic Hill residents will be within the arc of light flooding the coliseum size stadium, which is an impact not mitigated by shields and cut-offs.

C185-18

(3) that there are unidentified cultural resources within 50 feet of the Stadium, that are listed on the State Inventory of Historic Resources, specifically, the three houses at #1, 9, and 15 Canyon Road.

C185-19

- (4) that a solipsistic analysis and a campus-centric perspective failed to identify view impacts from public corridors on Panoramic Hill. C185-20
- (5) that the Stadium is at the mouth of Strawberry Canyon and that "future changes at Memorial Stadium" including "noise" and "light and glare" will impact Hill Area biological resources. C185-21
- (6) that the Memorial Stadium is bisected lengthwise by the Hayward Fault and by ignoring this reality underestimates threats to public safety. In Figure 4.5-1, the Campus Park, the Clark Kerr Campus and the Hill Area Campus are shown in relation to the three different faults while the 22-acre site of the Stadium is omitted. Figure 4.5-3 does little better in identifying the Stadium in relation to landslide and liquefaction hazard zones. C185-22
- (7) that Memorial Stadium is within the watershed boundary contrary to the representation within Figure 4.7-1, and thus, the analysis fails to identify hydrology and water quality impacts from stadium use and construction. C185-23
- (8) that the LRDP DEIR is impossibly vague and makes no distinction between an intercollegiate rugby field and a coliseum-size football field. A project specific review tiered off this document will for this reason and others misrepresent the impacts of the proposed project. C185-24

The University of California at Berkeley has made some choices in developing this plan. Their choices protect the Central Campus but at the expense of those living in the Campus Environs. Please represent the Community's interests by describing and documenting impacts, which have been unacknowledged by this University. Please demand one of the alternatives to the LRDP be implemented, including diversion of future growth to remote sites.

Thank you for your consideration.

Yours sincerely,

Janice Thomas
BLUE - a member of Berkeleyans for a Livable University Environment
Panoramic Hill Association - member
Berkeley Architectural Heritage Association - Director
Council of Neighborhood Associations - Director

Recent letter from PHA President Janice Thomas

Regarding: UC Long Range Development Plan - Env. Impact
October 10, 2003

Jennifer Lawrence
Principal Planner
Environmental and Long Range Planning
Capital Projects
1936 University Ave.
Berkeley, CA 94720

Re: Scoping Comment for the 2020 LRDP

Dear Ms. Lawrence,

I am writing on behalf of my neighborhood association as part of the scoping process for the EIR in preparation for the 2020 LRDP. This is to elaborate on my oral comments made during the Scoping Session held at the Clark Kerr Campus on 9/22/03 and is in addition to separate correspondence about the Covenant between the neighbors and the University.

As you know, the Panoramic Hill neighborhood borders UC Berkeley's Ecological Study Area, two intercollegiate playing fields (specifically, the Levine-Fricke Softball Field and the Witter Rugby Field), the Strawberry Canyon Recreation Area, and Memorial Stadium. The Panoramic Hill neighborhood also borders an area of medium-density housing, while in contrast the southern side of the neighborhood borders the East Bay Regional Park District, which is open space. The context of the neighborhood, therefore, is an unusual mix of open space, wild lands, multi-unit residential, and athletic department uses.

Panoramic Hill is itself zoned for single-family residential and has the most restrictive zoning of any area in the City of Berkeley. The zone is known as Environmental Safety-Residential (ES-R), and the name of the zone explains the reason for the restrictive conditions: unique environmental conditions could compromise public safety as a function of zoning regulations. As a result of this restrictive zoning, residents of this neighborhood forego various development opportunities and potential income. For example, we are the only neighborhood in the City of Berkeley in which Accessory Dwelling Units are prohibited.

Our neighborhood is located at what is virtually a dead-end because roads heading east past Piedmont and Gayley are far and few between. As such, we are sensitive to the dangers inherent in increasing population density in Strawberry Canyon. Our neighborhood, like the Stadium, the intercollegiate playing fields, and the Strawberry

Canyon Recreation Area, have limited egress east by way of Centennial Road.

Centennial Road is itself an unreliable exit as it is located in a very high-risk landslide area. As records could easily show, there has been landslide activity that has historically prevented passage of vehicular traffic on Centennial.

Evacuation scenarios, and not simply egress issues, are complicated by the proximity of the Department of Energy facility that leases from the University of California, i.e. formally known as Lawrence Berkeley National Laboratory, euphemistically known as the Berkeley Lab although much of it is in Oakland. Although the Laboratory does not conduct classified research or defense research, it is licensed to generate copious quantities of radioactive, hazardous, and toxic waste and has a hazardous waste storage facility on its campus. This is quite different from the relatively minor toxic transfer facility on the UC Berkeley Central Campus where toxics are transferred but not stored.

The point of mentioning the Berkeley Lab is as a reminder that evacuation out of the canyon may be necessary, and that the Lab itself may need to evacuate personnel and materials. Drivers of commercial trucks will hopefully have the choice of several routes in order to safely respond depending on the direction of the fire event. In other words, as the UC Berkeley campus intensifies development in the eastern section of Central Campus and in the Hill Area Campus, evacuation scenarios become increasingly complicated.

Because the Stadium is at the mouth of the Panoramic Hill neighborhood, and within 25 feet of the nearest dwelling, movement out of the neighborhood can be easily disrupted and impeded by spectator events at Memorial Stadium. For purposes of scoping, we wish to remind University planners that the administration's promise to not use the Stadium for commercial purposes has been violated on several occasions, most notably the Oakland Raiders games and the Paul McCartney concerts. Also, when Fox Networks offered TV broadcast quality lighting to all the PAC-10 schools, the UC Berkeley administration responded by filing a Categorical Exemption from the California Environmental Quality Act (CEQA). Only with a Public Records Act request did our neighborhood learn that the University would be installing 242 lights in order to simulate daylight conditions, at which time the project was temporarily halted.

Commercial use of the Stadium has not been merely a nuisance. In some cases, e.g. the Paul McCartney concerts, our lives have been put in peril. The spectators spilled into our neighborhood, and into our yards, and literally into trees to get good "seats". There being no city ordinances to control smoking in the out of doors, smokers enjoyed their cigarettes in this high-risk fire area. Had there been a disaster, it is difficult to even fathom the pandemonium that would have resulted.

Intercollegiate football events at Memorial Stadium also carry risks. The University can prepare an evacuation plan to empty the Stadium of spectators in the case of a seismic event, but very little can be done to prepare for evacuating the 70,000 spectators out of the area. Even with the City's help, the University would have difficulty preparing spectators for a safe exit through the narrow residential city streets, especially when vital

City services would be focused on hot spots rather than directing movement of 70,000 people.

Conditions have changed since the Stadium was first built in 1923. Housing to the south of the Stadium is dense and development in the Canyon to the east of the Stadium has also intensified. Furthermore, knowledge about seismic activity in the area has given unequivocal information about hazards, which were unknown 80 years ago.

The Stadium itself is divided lengthwise by the Hayward Fault, and the western side of the Stadium is built on fill. It is difficult to imagine a more hazardous situation other than to also add this: that the Stadium is built at a mouth of a canyon that is a state-designated critical fire zone.

UC Berkeley knows well the fire hazards from the grove of Monterey Pines that the University planted in the early part of the last century (see enclosed photo of rows of trees from the early 1900's). After the Berkeley-Oakland Hills Firestorm of 1991 and in an apparent effort to lower the risk of disaster, UC Berkeley applied for and received a grant from FEMA to remove many of the diseased Monterey Pines. It is my understanding that the first phase of this process has been completed but that more work remains to be done.

Although the University might decide to finish thinning the diseased Monterey Pines, the area will continue to be an area of high fire-hazards. This is because many of the homes are built of brown-shingles as they predate the Berkeley fire of 1923. Vegetation management is a continuous and uphill struggle as vegetation is lush and prolific in the neighborhood and not easily tamed. In other words, even if the University lowers the risk of fire in the Ecological Study Area, there is still a risk of fire coming from the Panoramic Hill neighborhood and ultimately spreading to adjacent UC Berkeley property.

It should go without saying that a fire starting in the Panoramic Hill neighborhood could also, and easily, spread across the canyon or vice versa. Last summer I witnessed flames coming out of the eucalyptus trees on the other side of the canyon and felt my heart palpitate as I wondered whether embers would spot and catch fire in Panoramic Hill. I called our Emergency Preparedness Coordinator, Penny Rink, just in case, to start our phone tree. Although City and LBNL fire departments responded quickly, it is terrifying to think of what could happen in some future fire event if response time is delayed by as little as 10 minutes. Evacuating spectators, or some other access problem, or simply confusion, chaos, and/or human error of any kind could be the contributing factors in the post-mortem analysis. Increasing population density in Strawberry Canyon is therefore ill advised.

Human interventions are unlikely to significantly lower the risk of disaster. Even if through construction the land becomes increasingly urban and less wild, the land is still pockmarked with faults, landslide potential, steep terrain, and topographical nuance, all of which complicate matters.

Increased population density would result from adding residential uses, laboratory uses, and from modifying the Stadium in ways that could increase Stadium uses. Because of the Canyon's natural features, Strawberry Canyon should be respectfully limited and restricted in development, just as our neighborhood's development potential has been restricted through zoning regulations.

Our neighborhood has historically been concerned about development at UC Berkeley in recognition of the potential for benefit as well as the potential for harm. It would also seem in the University's interests to consider potential impacts on the Panoramic Hill neighborhood that might result from University development. After all, as stated in the "UC Berkeley 2020 LRDP: Progress Report", "(t)he city around the campus is as much a part of the UC Berkeley experience as the campus itself" (p. 8).

The Panoramic Hill neighborhood was once known as the University Hill neighborhood because of the numerous faculty who lived here. On Mosswood Road alone, Professor of Classics James T. Allen lived in my house at 37 Mosswood Road; 11 Mosswood Road was designed for Professor Willis Jepson, a native plant specialist; Professor Ben Lehman, who lived at 29 Mosswood Road, taught English, and Professor Carleton Parker lived at 38 Mosswood Road.

The neighborhood continues to be home to numerous UC Berkeley faculty, staff, and students, many of whom have lived here for decades, if not their entire adult lives. The neighborhood is home to a Presidential Medal Award winner, at least one resident is a member of the National Academy of Sciences, and other highly esteemed faculty live here as well. Many faculty have raised families here and for some their offspring have continued to make Panoramic Hill their home. In general then, any physical harm or loss of life that comes to the Panoramic Hill neighborhood would also in all likelihood have a ripple effect to the broader UC Berkeley community.

The Panoramic Hill neighborhood is graced with numerous architecturally and historically significant houses. Among the architects of the Arts and Crafts movement who designed homes in Panoramic Hill are Bernard Maybeck (23 Panoramic Way), Julia Morgan (11 Mosswood Road, 9 Canyon Road, 9-15 Panoramic Way), Ernest Coxhead (15 Canyon Road, 1 Canyon Road), and Walter Steilberg (29 Mosswood Road, 1 Orchard Lane, 1 Panoramic Way and 4 Mosswood Lane). Significant mid-century architects have also designed homes on the Hill including Frank Lloyd Wright, William Wurster, and Harwell Hamilton Harris. In other words, California's history lives on here in these houses.

If the goal of this Long Range Development Plan is to "preserve our extraordinary legacy of landscape and architecture, and become a model of wise and sustainable growth", to "strengthen our ability to recruit and retain exceptional individuals", and "to preserve the character and livability of the city around us, and enhance the economic and cultural synergy of city and university", then surely it would seem good policy to protect Panoramic Hill as one means of accomplishing these ends. It would also seem good

policy and consistent with the aforementioned goals to preserve Strawberry Canyon.

Rather than building new housing in Strawberry Canyon and intensifying Athletic Department uses, it would seem far preferable for individual faculty to partner with foundations to creatively finance purchases of houses in Panoramic Hill. In this way, even more faculty would be in walking distance of the University.

If the housing in Strawberry Canyon is intended for athletes instead of faculty, then (especially) a location in a less ecologically sensitive area than Strawberry Canyon is preferable. This is in recognition of student athletes' typically extroverted nature and physical excess.

There are acoustic effects that will need to be taken into account when assessing noise impacts and locations of Hill Area buildings. The canyon environment is a peculiar acoustic environment and as a result, a valid prediction of noise impacts will necessarily depend on a large sample of measurements in order for the samples to be representative and for the results to be generalizable.

Rather than a site for housing, the UC Berkeley administrators might instead consider the benefits of preserving Strawberry Canyon for open space. According to Galen Rowell, "(j)ust after writing the Yosemite charter in 1865, (Frederick Law) Olmstead drafted plans for the University of California that included the first public preservation of Bay Area wildlands. As he looked up into the Berkeley Hills in 1866 from the site of the future campus, he marked out Strawberry Canyon to be held in its natural condition."

Significantly, in the Foreword to Rowell's book *Bay Area Wild*, David Brower entreats us to "let the Hayward Fault reclaim the segment of Strawberry's south fork that was buried in 1920 by what was then touted as the Million Dollar California Memorial Stadium." The Stadium by its location on the fault, and over Strawberry creek, unnecessarily contaminated the Bay due to sewage breaks aggravated by fault movement. Again, there is a delicate balance between humans and nature that has been historically ignored.

Perhaps the University of California at Berkeley as well as all the rest of us are just plain lucky that there have been no disasters in Strawberry Canyon or on the Hayward Fault and that there have been no large-scale terrorist activities at LBNL. The risk adverse might think of what could happen in the Canyon and how hazards interact with human uses and choose not to increase building or population density in Strawberry Canyon.

However, there are also other reasons for preserving the Canyon and that is for the sheer beauty of the Canyon and the creeks and the magnitude of what it has been and could still be. Already, the fire trails in the Ecological Study Area are a great amenity and enjoyed by the campus community and Berkeley and Oakland residents generally.

Aside from direct impacts to the Panoramic Hill neighborhood that would result from changes to Memorial Stadium (e.g. permanent installation of TV broadcast quality

lighting) and development in Strawberry Canyon, there are also potential impacts from changes to the Clark Kerr Campus. This then is a reminder to the University that residents of Panoramic Way are part of the Benefited Estate of the Covenant between the University and neighbors.

Already the National Historic Register site has been tainted by the presence of prefabricated buildings which UCB administrators refer to as “trailers.” Although the use is laudable, we hope the prefabricated buildings do not set any kind of precedent and furthermore object to keeping these buildings on the historic site beyond the two year limit as was promised.

Since the last LRDP, parking lots have been added around the Stadium and on Rim Road. The resulting traffic has caused traffic delays on the corridor between Prospect and Rim Roads. We believe that traffic data (peak levels and accident counts) are necessary to document the existing conditions and would hopefully justify road improvements to the area. My Panoramic Hill neighbor Robert Breuer has suggested cutting in a separate road that might meander through the south-of-stadium parking lot and then Canyon Road could be returned to a residential street instead of a dangerous thoroughfare.

Parking impacts have also been observed from unanticipated uses at the Clark Kerr Campus.

In general, the University might have fewer problems in the long run were she to intensify development toward the commercial downtown rather than toward the bucolic canyon and established residential neighborhoods south and east. Merchants would benefit from student life, and multistory housing units would be more easily permitted. And as some have already argued, the walk from downtown Berkeley is no further than the walk from the Clark Kerr Campus or Strawberry Canyon. Already students at the Clark Kerr Campus have been observed waiting to catch the Bear Transit Bus. To objectify discussion and analysis, the EIR should therefore include measures of distance from potential development sites to the Central Campus.

In closing the vision to best meet the “challenges” articulated on page 5 of the Initial Study would be one that intensifies development toward the downtown commercial areas instead of to the south and east, that preserves Strawberry Canyon for open space, that maintains the Stadium use at existing levels or that moves intercollegiate football to Edwards Stadium for special-occasion intensified uses (e.g. high-intensity lighting), that honors the Covenant between the University and her neighbors, and that preserves natural

and historic resources. Finally, we hope that the EIR documents existing conditions adequately, and unambiguously, and that the selected plan will have the least and fewest impacts on the environment.

Thank you for considering these comments and for extending the scoping period.

Yours sincerely,

Janice Thomas
President, Panoramic Hill Association

cc: UC President Robert Dynes
UC Regents
UCB Chancellor Robert Berdahl
COB Mayor Tom Bates
COB City Council
Paul Fassinger, ABAG
Peter Hillier, COB
Brian Wiese, EBRPD
Dwight Dutschke, OHP
Sherry Christensen, Dept. Fish & Game
Barbara Cook, DTSC

11.2C.185 RESPONSE TO COMMENT LETTER C185

RESPONSE TO COMMENTS C185-1 THRU C185-8

The comments appear to refer to a future “renovation and lighting” project at Memorial Stadium. The Stadium does require renovation to correct its seismic deficiencies. However, at this point no specific project has yet been defined to a level of detail adequate to support project-level CEQA review. See Thematic Response 1 for an explanation of how the 2020 LRDP and its EIR would be used in project-level review.

RESPONSE TO COMMENTS C185-9 THRU C185-12

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site.

RESPONSE TO COMMENT C185-13

See Thematic Responses 9 and 10.

RESPONSE TO COMMENT C185-14

See Thematic Response 8 for conditions specific to the Hill Campus.

RESPONSE TO COMMENT C185-15

These remarks serve as an introduction to more detailed comments below.

RESPONSE TO COMMENT C185-16

The writer misinterprets the quote from page 2-1: the statement in the Draft EIR merely summarizes the areas of concern identified by commentors during the scoping process.

RESPONSE TO COMMENT C185-17 THRU C185-19

See response C185-1 through C185-8: these comments appear to refer to a future project at Memorial Stadium.

RESPONSE TO COMMENT C185-20

The writer alludes to public views from Panoramic Hill but does not identify such views nor how they might be adversely affected.

RESPONSE TO COMMENT C185-21

Same response as C185-16: the writer appears to refer to the summary of concerns raised by scoping period commentors on page 2-1, not actual conclusions of the Draft EIR.

RESPONSE TO COMMENT C185-22

Figures 4.5-1 and 4.5-3 do not show individual buildings, but it is clear the Stadium lies astride the Hayward Fault and is in a liquefaction hazard zone.

RESPONSE TO COMMENT C185-23

The Strawberry Creek watershed boundary in figure 4.7-1 is approximate, given the extensively altered Stadium site, but it does show most of the Stadium site as being within the watershed. See response C185-1 through C185-8: this comment appears to refer to a future project at Memorial Stadium.

RESPONSE TO COMMENT C185-24

See Thematic Response 1. The purpose of project-level review is to more accurately reflect the specific characteristics of the project in question. Any such review of a future project at Memorial Stadium would be examined in light of the program-level analysis prepared for the 2020 LRDP to ensure all potential significant impacts have been identified and addressed.

The writer also attaches as part of this package a copy of the scoping comments dated October 10, 2003. The University assumes any comments on the adequacy of the Draft EIR are reflected in the comment letters from Gandara and Thomas on the Draft EIR which precede it in the package.



"John Beutler"
<johnbeutler@hotmail.
com>

To: 2020LRDP@cp.berkeley.edu
cc: johnbeutler@hotmail.com
Subject: Comment on Berkeley LRDP

06/12/2004 10:46 AM

Ms. Lawrence,

My only comment on the Long Range Development Plan is about the creation of more parking (see the excerpt from the press release at the end of this email). The consequences of building more parking are clear and without doubt - more people will drive to campus. This is a shameful element of the plan when facilitating travel by transit, bicycle and foot and creating more housing near campus would provide a better solution for less money.

C186-1

To say that the plan promotes transit use while simultaneously creating parking is self-defeating; of course university parking lots are operating at capacity - parking, like urban freeways, induces demand. Thus, the more parking that is built, the more people will drive. More people driving to campus will create more congestion, delaying transit and putting pedestrians' safety at risk, and will create more pressure to widen roads in Berkeley, exacerbating the problem even more. All growth in trips should be accommodated in other, better ways than by automobile. The purpose of a plan is to create a better vision for the future. This plan has failed if its vision is to create additional parking. The plan should instead guide the University to a firm policy to build no new parking at all.

Sincerely,

John Beutler, AICP
Graduated 1999
739 Allston Way
Berkeley, California

from http://www.berkeley.edu/news/media/releases/2004/04/15_lrdp.shtml:

"* Parking. More parking spaces would help accommodate increased demand and address the parking space deficit that grew as new facilities replaced several campus parking lots. Parking spaces may increase by up to 2,300 new spaces or 30 percent. The campus would seek to continue its success in promoting transit and ride sharing as alternatives to driving to work alone."

Watch the online reality show Mixed Messages with a friend and enter to win a trip to NY
<http://www.msnmessenger-download.click-url.com/go/onm00200497ave/direct/01/>

11.2C.186 RESPONSE TO COMMENT LETTER C186

RESPONSE TO COMMENT C186-1

The writer's opinion that building more parking induces demand is noted. Please see Thematic Response 9 regarding parking demand.

In accordance with CEQA, the 2020 LRDP Draft EIR uses the most conservative assumptions to analyze the impact of parking proposed in the LRDP: namely, that every new parking space results in a new single occupant vehicle. Then, the Draft EIR proposes Mitigation TRA-11 to minimize the risk this outcome may occur. See pages 4.12-55 to 4.12-56. UC Berkeley concurs that a goal should be to reduce present levels of parking demand; this policy appears at page 3.1-29 of the Draft EIR.



SDinkC@aol.com
06/14/2004 09:59 AM

To: 2020LRDP@cp.berkeley.edu
cc: baha@rcn.com, opinion@berkeleyddaileyplanet.com
Subject: Comment on 2020 LRDP

June 14, 2004

Dear Jennifer Lawrence,

I sat on a campus/city committee for the previous Long Range Development Plan in the late 1980 and early 1990s. The committee was composed of representative from landuse commission. I was the representative from the Landmarks Preservation Commission. We met regularly.

One of the issues that the University seemed to understand at that time was the value of its central campus historic resources both the buildings and the natural and designed open spaces. That was not necessarily true of the areas surrounding the campus.

The current plan appears subvert the significant value and quality of the existing built environment of both the central campus and the surrounding off campus areas by attempting to restrict what is viewed as being a historic resource.

This is too bad. While justifying building what ever you want no matter, you are treading on your own history and creating a situation that has the real potential to deprive future generations of students the opportunity to experience a physical link to the distinguished history of the univeristy through historic landscapes and buildings.

You can, have and will justify your plans even at the expense of obliterating your past.

Susan Cerny
Former Chair of the Berkeley Landmarks Preservation Commission

C187-1

11.2C.187 RESPONSE TO COMMENT LETTER C187

RESPONSE TO COMMENT C187-1

The writer’s opinion that the “current plan appears (to) subvert the significant value and quality of the existing built environment of both the central campus and the surrounding off campus areas by attempting to restrict what is viewed as being a historic resource” is noted. However, tables included in Chapter 4, Cultural Resources, of the Draft 2020 LRDP EIR document resources on the central campus and environs that are viewed as historic and potentially historic by the University.

The writer does not suggest what additional resources should be considered historic.



"Austin McInerny"
<austinm@sbcglobal.net>

To: <2020LRDP@cp.berkeley.edu>
cc: "Matthew Fritzinger" <fritz@berkeley.k12.ca.us>
Subject:

06/14/2004 12:44 PM

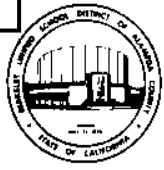
On behalf of the Berkeley High School Mountain Bike Team, please accept the attached comment letter on the UC Berkeley Draft 2020 Long Range Development Plan and Environmental Impact Report. Please let me know if you have any questions or require the comment letter in a different format.

Thanks!

Austin McInerny, AICP
Natural Resource Management, Mediation, and Facilitation
510/981-1124
510/219-0043 cell
510/981-1123 fax
austinm@sbcglobal.net



UCB_LRDP_Letter_BHS(6-14-04)



Berkeley Unified School District

BERKELEY HIGH SCHOOL

2223 MLK Jr. Way, Berkeley, California 94704 (510) 644-6120/FAX: 548-4221

June 14, 2004

Jennifer Lawrence
UC Berkeley, Facilities Services
1936 University Ave., Suite 300
Berkeley, CA 94720-1380
Submitted via: 2020LRDP@cp.berkeley.edu

Re: Comments on UC Berkeley's Draft 2020 Long Range Development Plan and Environmental Impact Report

Dear Ms. Lawrence,

The Berkeley High School Mountain Bike Team (Team) appreciates the opportunity to comment on the Draft 2020 Long Range Development Plan and Environmental Impact Report (LRDP/EIR). Over the past four years, our Team has grown to include over twenty students and four coaches. During the competitive season, the Team conducts practices two-three times per week and competes around Northern California on the weekends. In addition, Team members frequently ride on their own and with their parents and friends during the week. Most of the rides originate in central Berkeley and precede through/around the UC Berkeley campus and up to Tilden Park via either Spruce Street or Euclid Street. As a result, the Team is very familiar with both the City of Berkeley and UC Berkeley's bicycle routes and with the inherent dangers of riding in an urban environment. As such, we offer the following comments for your consideration in producing the Final LRDP/EIR.

City of Berkeley Interface: We strongly support the LRDP's proposed policy of implementing a program of strategic investment in Campus Park pedestrian and bicycle routes. In particular, we support the routes designated in Figure 3.1-9 "Campus Park Vehicular Access" and emphatically agree that "UC Berkeley should collaborate with the City of Berkeley and Lawrence Berkeley National Laboratory (LBNL) to define, and jointly seek funds for, an integrated program of capital investments to improve the visual quality, pedestrian safety, functionality, amenity, bicycle access and transit service on these streets (Bancroft, Oxford/Fulton, Hearst, and Gayley/Piedmont)" (p. 3.1-46). As we have experienced, many of these Campus Park "edge seams" are poorly maintained and present dangers to cyclists and pedestrians. **What specific steps will UC Berkeley take to work with the City of Berkeley and LBNL to improve these "seams"? Will the Final LRDP identify specific actions to rectify existing safety hazards along the Campus Park's edge?**

C188-1

Hill Campus: As stated in the LRDP, the Hill Campus consists of roughly 1,000 acres (extending east from Stadium Rimway to Grizzly Peak Boulevard) that is primarily natural open space, including over 300 acres in the Ecological Study Area. While the Hill Campus contains only 2% of the UC Berkeley space inventory, we strongly encourage the expanded use of the area and, in particular, Strawberry Canyon for expanded recreation activities. The LRDP correctly recognizes that “space for recreation is essential to the health and wellness of the campus community” and that “a greenbelt of such size and integrity, in such close proximity to densely urbanized areas, is a unique feature of the region and contributes significantly to the quality of East Bay life.”

Considering that while the campus population continues to grow, recreational facilities have remained constant or, in the case of playfields, considerably declined, **we ask that UC Berkeley consider allowing bike usage on the primary Strawberry Canyon trail.** We strongly support the continued preservation of the sensitive ecological areas within the Hill Campus and understand that trail access for bicycles could be limited to the dry weather season to prevent erosion. We also support the LRDP proposed policy of establishing a management authority for the Ecological Study Area and offer to assist in monitoring trail usage within the area. If permitted access, our Team could assist in the maintenance and monitoring of the area. The Team has participated in trail maintenance days in Joaquin Miller Park in the City of Oakland and is willing to contribute to future trail maintenance activities if desired by UC Berkeley.

C188-2

As stated on page 3.1-55 of the LRDP, “The upper, east portion of the Hill Campus includes several heavily used trails that connect with trails in the adjacent East Bay Regional Park District lands.” **We ask that you allow these trails, in particular the primary Strawberry Canyon Trail, to be used by cyclists. By doing so, cyclists will be provided a safe access route from the Campus Park to Grizzly Peak Boulevard and Tilden Park without having to travel on potentially dangerous surface streets (e.g., Centennial Drive, Spruce Street, Claremont Road, etc.).** We believe that allowing bicycle access to this area is supportive of the LRDP’s stated objectives and look forward to reviewing your response to our request.

C188-3

Respectfully Submitted,

Matthew Fritzing
Berkeley High School Teacher
Mountain Bike Team Head Coach
fritz@berkeley.k12.ca.us

Austin McNerny, AICP
Mountain Bike Team Assistant Coach
austinm@sbcglobal.net

11.2C.188 RESPONSE TO COMMENT LETTER I88

The University received 37 similar letters from individuals, advocating the use of Hill Campus trails by cyclists: C53-C54, C62-C67, C69-C74, C76-C82, C85-C95, C97-C98, C188, C284, and C299.

RESPONSE TO COMMENT LETTER C188

The comment presents the writer's opinion that bicycling should be permitted in Strawberry Canyon. Bicycle use on Hill Campus trails does raise potential environmental issues with respect to the value and use of the Ecological Study Area as a research and educational resource for UC Berkeley, as described in section 3.1.15. The existing prohibitions on bicycle riding in the Hill Campus would be suitable topic for consideration by the Ecological Study Area management authority proposed at page 3.1-54. This request is not a comment on the Draft EIR, and no further response is required.



URBAN CREEKS COUNCIL OF CALIFORNIA

June 14, 2004

Jennifer Lawrence
Co-Director, 2020 LRDP EIR
Facilities Services
1936 University Ave., #300
University of California
Berkeley, CA 94720
2020LRDP@cp.berkeley.edu

RECEIVED
JUN 16 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Dear Ms. Lawrence:

The Urban Creeks Council has many concerns regarding the University's long range development plan. The comments stated herein are in addition to more specific ones sent to you under separate cover from Michael W. Graf on our behalf

Therefore, the Urban Creeks Council

1. is opposed to any new development in the Strawberry Creek Watershed.
2. opposes any development in the Hayward, Wildcat Creek, Strawberry Creek Canyon, New Creek and University Creek earthquake faults. This, then, includes the proposed 100 unit faculty housing facility.

C189-1

3. asks that all new construction anywhere on campus be required to have an individual full independent EIR.. | C189-2

4. that the Comprehensive Strawberry Creek Management Plan be circulated to the public for comment. | C189-3

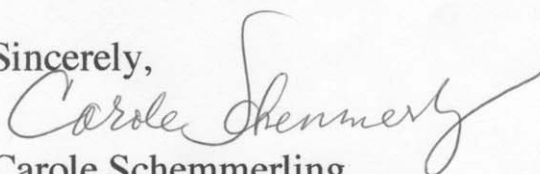
5. that all plans to "restore" or "improve" Strawberry Creek be circulated to the public and the RWQCB and Fish & Game. There seem to be some very questionable and foolish proposals as part of the landscape design plan. | C189-4

6. that no existing native riparian vegetation be removed from the creek corridor or any of its tributaries, in particular, mature Live Oaks and California Buckeyes | C189-5

7. that Memorial Stadium not be re-built as it is in the AP earthquake zone.. The Oakland Coliseum is next to the freeway with ample parking and it would be a perfect venue for the games. Thus, the citizens of Berkeley would be released from hostage to the wishes of those old(dead) alums that asked for the stadium to be built on a known fault and over the creek and waterfall that were there. | C189-6

Please call us if you have any questions.

Sincerely,


Carole Schemmerling

Vice Chair, Bd. of Directors

11.2C.189 RESPONSE TO COMMENT LETTER C189

RESPONSE TO COMMENT C189-1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP.

RESPONSE TO COMMENT C189-2

See Thematic Response 1 regarding the role of the 2020 LRDP in future project level review. As explained in section 1.2 of the EIR:

CEQA and the CEQA Guidelines state that subsequent projects should be examined in light of the program-level EIR to determine whether subsequent project specific environmental documents must be prepared. If no new significant effects would occur, all significant effects have been adequately addressed, and no new mitigation measures would be required, subsequent projects within the scope of the 2020 LRDP could rely on the environmental analysis presented in the program-level EIR, and no subsequent environmental documents would be required; otherwise, project-specific documents must be prepared.

RESPONSE TO COMMENTS C189-3

The 2020 LRDP includes the policies that guide the Strawberry Creek Management Plan. See, for example, pages 3.1-31, 3.1-51, and 3.1-63 to 3.1-66 of the Draft EIR. As it has in the past, UC Berkeley would be pleased to make presentations to community groups regarding the updated Strawberry Creek Management Plan when it is completed.

RESPONSE TO COMMENT C189-4

UC Berkeley practices regarding US Fish and Wildlife Service, US Army Corps of Engineers, California Department of Fish and Game, and the Regional Water Quality Control Board are detailed in section 4.3.2. It is not possible to address the charge of “questionable and foolish proposals” because the writer does not identify them.

RESPONSE TO COMMENT C189-5

While it is not realistic to entirely preclude removal of native riparian vegetation, since age, disease, or damage can sometimes make this necessary, the Campus Park Design Guidelines in section 3.1.17 include strong provisions to preserve and enhance the riparian zones along Strawberry Creek. No new buildings may intrude into this zone, the width of which “... may vary in response to local conditions, but in general should be at least 100’, centered on the streamcourse.” Management of this zone “... should be based on ecological principles, including replacing invasive exotic plants with native plants suited to this biotic zone, replacing unhealthy plants and plants at the ends of their natural lives, and preserving and enhancing the habitat value of the zone.”

Specimen trees, including the mature Live Oaks and California Buckeyes cited by the writer, are protected under the UC Berkeley Specimen Tree Program, described in section 4.3.6.

RESPONSE TO COMMENT C189-6

The Stadium does require renovation to correct its seismic deficiencies. However, at this point no specific project has yet been defined to a level of detail adequate to support project-level CEQA review.



jeanne allen
<jeanneallen@yahoo.com>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: <<http://lrp.berkeley.edu>>

06/14/2004 10:32 PM

Dear Ms. Lawrence

As property owners of a home at 13 Mosswood Road, (just above Memorial Stadium), we wish to express our alarm in reading that the LRDP announces "...significant unavoidable impacts" in community air quality, cultural resources, noise, traffic, and transportation.

We believe that the impact will be far worse than this unappetizing scenario, including the prospect of permanent arc lighting in Memorial Stadium--lighting that is suitable for television broadcasts.

C190-1

We live in an architecturally significant home designed in 1938 by Frank Lloyd Wright. We have lived here for 20 years, minutes from stadium and the campus. We treasure our neighborhood and our proximity to the UC campus, but after reading the LRDP, we are convinced that our life and the lives of our neighbors will be drastically changed for the worse if permanent lighting is installed in Memorial Stadium.

Now, when temporary lights are installed for night games, our home is flooded with an eerie blue florescent light that makes it impossible to be there. We adjust our schedules to be away from home when this happens. The LRDP makes it clear that permanent lighting is an important part of the University's plan, but shows almost no regard for those who will be most affected by it. Despite what the University might say to placate the community, permanent lights are going to be very expensive and would not be added if they were not going to be used--alot.

C190-2

The report says "...light and glare impacts (will result) from future use changes at Memorial Stadium...but can be mitigated ...by shields and cut-offs). This year, Panoramic Hill neighbors have suffered through the University's "hoods" and "cut offs" solutions to regulate arc lighting at their Bancroft Street tennis courts. For many Hill residents, the light was so intense they could use it to read a news paper inside their homes. Despite promises to control the intrusive light, The University was unable to regulate spillage with hoods nor were they successful in turning the lights on and off. The tennis court lights are a fraction of what is planned for Memorial Stadium.

We find the LRDP fails to deal with community concerns around the proposed stadium lighting. In

addition the following subjects are not adequately addressed:

1. Increased traffic in already dangerously tight public corridors, | C190-3
2. Impact of light, noise and traffic on the biologically sensitive Strawberry Canyon Preserve. | C190-4
3. The potential danger of the Hayward Fault which bisects Memorial Stadium--to both athletes and supporters. | C190-5
4. Intensifying the already dangerous fire situation on Panoramic Hill--with more traffic and less access for firefighters. | C190-6
5. University housing in proposed for Strawberry Canyon intensifiers all of the above dangers. | C190-7

Our goal is to keep a healthy balance between town and gown--neither the neighborhood or the Canyon should be sacrificed to UC growth. To this end we need to see the LRDP plans fleshed out, our fears addressed and impacts defined.

In the meantime, we invite any of you up to house this coming Fall to see exactly what night lighting really looks like--then you will understand.

Respectfully,
Jeanne Allen and Marc Grant
13 Mosswood Road
Berkeley, CA 94704

=====

Jeanne Allen

(work) 510+548+8057

Do you Yahoo!?
Friends. Fun. Try the all-new Yahoo! Messenger.
<http://messenger.yahoo.com/>

11.2C.190 RESPONSE TO COMMENT LETTER C190

RESPONSE TO COMMENT C190-1

The writers express concern about lighting at Memorial Stadium. While the Stadium does require renovation to correct its seismic deficiencies, at this point no specific project has yet been defined to a level of detail adequate to support project level CEQA review. Please see Thematic Response 1 regarding the role of the 2020 LRDP in project level review.

RESPONSE TO COMMENT C190-2

The writers' frustration with lighting at the Bancroft tennis courts is noted.

RESPONSE TO COMMENTS C190-3 THRU C190-7

The writers list existing conditions that may be exacerbated by implementation of the 2020 LRDP. Yet, as analyzed in the 2020 LRDP Draft EIR, impacts of the 2020 LRDP are not anticipated to exacerbate conditions above a threshold of significance. See the Draft EIR analysis: for emergency access and egress, at pages 4.11-12 to 4.11-15; for impacts to sensitive biological resources, at pages 4.3-24 through 4.3-30.

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site.



Dave Campbell
<dcampbel@lmi.net>
06/15/2004 01:20 PM

To: <2020LRDP@cp.berkeley.edu>
cc:
Subject: BFBC Public Comment on LRDP

Jennifer Lawrence:

Attached is a letter from the Bicycle-Friendly Berkeley Coalition regarding UC Berkeley's Long Range Development Plan. Also attached is a bicycle crash data chart that is an attachment to the attached letter (I have not learned yet how to merge two pdf's into one, hence the two attachments). This letter was also mailed to you last week.

Thank you for your consideration of our concerns.

--

Dave Campbell, President
Bicycle-Friendly Berkeley Coalition
phone: 510-701-5971
email: dcampbel@lmi.net

Bicycle-Friendly Berkeley Coalition is a non-profit 501(c)(3) organization, and your membership makes us stronger. Join today on-line at <<http://www.bfbc.org>> or visit the Bikestation at Downtown Berkeley BART for membership information.



UC Berkeley LRDP Pub_Comm. Bike_Crash_Chart.p



Bicycle-Friendly Berkeley Coalition
P.O. Box 13357
Berkeley, CA 94712
Main Phone: 510-549-RIDE (7433)
Bikestation: 510-548-RIDE
www.bfbc.org

Jun 15, 2004

Ms. Jennifer Lawrence
Facilities Services
1936 University Ave., Suite 300
UC Berkeley, Berkeley, CA, 94720-1380
or e-mailed to 2020LRDP@cp.berkeley.edu

Re: Public comment on UC Berkeley Long-Range Development Plan

Dear UC Berkeley:

The Bicycle-Friendly Berkeley Coalition is seriously concerned and disappointed that UC Berkeley failed to study the significant traffic safety impacts of its proposed Long-Range Development Plan on bicycle and pedestrian safety caused by increased traffic on city streets. Because we feel that such significant impacts fall within the threshold requirements for study under CEQA, we respectfully request that you supplement your EIR with this requested analysis and potential mitigation measures as appropriate.

C191-1

The draft EIR does address the issue of bicycle and pedestrian safety as it is impacted by increases in bicycle and pedestrian traffic. We consider this to be a secondary issue at most. The primary issue is the impact on bicycle and pedestrian safety caused by increased motor vehicle traffic. This more important issue has to be examined.

C191-2

Appendix G to the CEQA Guidelines, as revised in 1998, provide an environmental impact checklist form for lead agencies preparing EIRs and "Transportation/Traffic" is one of the potential impacts to be studied. In fact, your own EIR acknowledges that impacts on transportation, and on cyclists and pedestrians in particular, need to be addressed. In the end, you simply failed to address the important traffic safety issue of increased vehicular traffic and its impact on bicycle and pedestrian safety. Your analysis was limited to the non-issue of bicycle safety as impacted by more cyclists using bikeways, and on pedestrian safety as impacted by

C191-3

more pedestrians using sidewalks. Traffic collisions that injure or kill bicyclists and pedestrians primarily involve motor vehicles. (see attached chart of crash data). It should be noted that Berkeley ranks #1 in the rate of bicycle and pedestrian crashes as compared to cities of a similar size in California (see Office of Traffic Safety SWITRS data www.ots.ca.gov).

C191-3

In Berkeley, every street should be safe for cycling and walking. In addition to this, there are many important bikeways leading up to UC Berkeley's campus that your proposed expansion of vehicular traffic will impact. Streets like Hearst, Oxford, Bancroft, among others are already extremely challenging and dangerous for bicyclists and pedestrians. In fact, the top three intersections in the City in pedestrian and bicycle crashes are all within two blocks of campus.

C191-4

EIR's must propose mitigation measures and alternatives designed to minimize a project's environmental impacts and UC Berkeley must respond by mitigating or avoiding environmental impacts when it is feasible to do so. *Public Resource Code §§21002.1, 21061, 21081*. The City of Berkeley's Bicycle Plan is full of potential mitigation measures that UC Berkeley can propose to minimize its traffic safety impacts on the City. You have a legal obligation to fully study your traffic safety impacts and to propose necessary and appropriate mitigations.

C191-5

Furthermore, some of your proposed mitigation measures will negatively impact bicycle safety. For example, new left and right turn pockets, proposed for Piedmont at Bancroft and for Dwight at Piedmont, respectively, will potentially squeeze bicyclists and significantly increase the risks of side-swiping and crashes. Additional mitigation measures are required to improve conditions for bicycling.

C191-6

Lastly, on-campus bicycling conditions need improvement. The dismount zones are objectionable and create barriers to bicycling across campus, and bike parking is still not adequate and safe enough to encourage more bicycling trips to campus. The LRDP needs to propose further mitigations measures to improve bicycling.

C191-7

UC Berkeley's proposed expansion, as outlined in the LRDP, must include a study of bicycle and pedestrian safety as impacted by proposed increases in vehicular traffic caused by UC Berkeley expansion.

C191-8

Please feel free to give me a call at 510-701-5971 if you have any questions regarding these important issues.

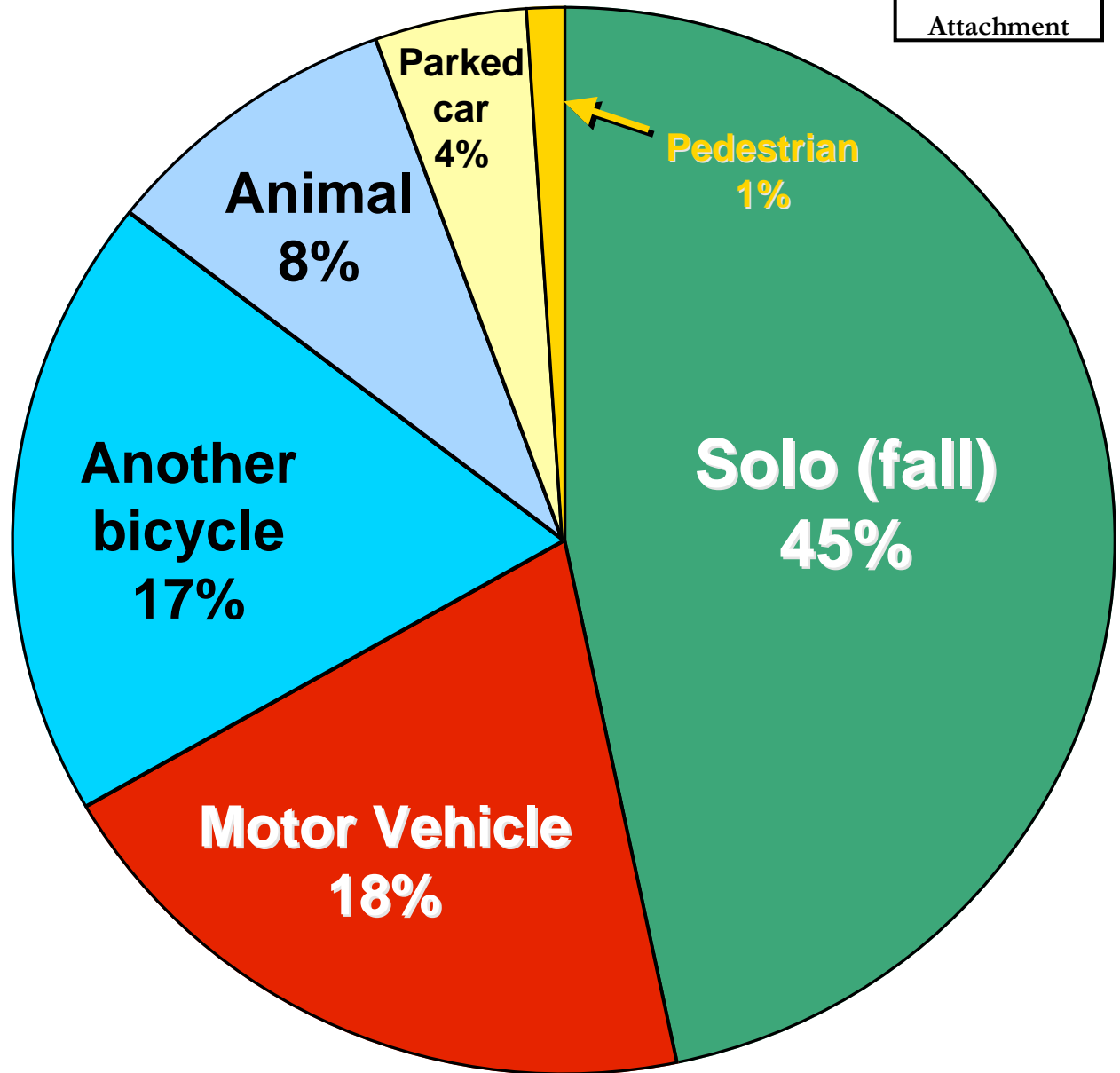
Cordially yours,



Dave Campbell

enclosures

22% of bike crashes involve motor vehicles (parked or moving), while only 17% involve other cyclists *(Note: most bike-bike crashes happen on group rides when cyclists ride in close formation, not on commute trips on city streets).*



Source: Kaplan, "Characteristics of the Regular Adult Bicycle User"

11.2C.191 RESPONSE TO COMMENT LETTER C191

RESPONSE TO COMMENTS C191-1 THRU C191-5

The writers suggest that the 2020 LRDP Draft EIR failed to analyze potential increased risks to cyclists due to traffic. For support, they cite existing dangerous and congested conditions on nearby streets.

The Draft EIR analyzes the impacts of implementing the 2020 LRDP. Nothing in the 2020 LRDP would increase risks to cyclists; the 2020 LRDP includes policies to further enhance cyclist safety. See pages 3.1-45 to 3.1-46 of the Draft EIR. Please also see response to comment C124-3, amending the scope of campus access improvements under the 2020 LRDP to include identification of routes suitable for mixed traffic.

In accordance with CEQA, the Draft EIR uses the most conservative assumptions to analyze the impact of parking proposed in the 2020 LRDP: namely, that every new parking space results in a new single occupant vehicle. Then, the Draft EIR proposes Mitigation Measure TRA-11, to minimize the risk this outcome may occur. See pages 4.12-55 to 4.12-56. Further, the Draft EIR includes measures to ensure that any traffic increase that does occur is handled as safely as possible. Mitigation measures proposed in the Draft EIR to improve vehicle level of service would be implemented in accordance with applicable safety codes, and in accordance with City of Berkeley provisions.

Further analysis of possible risks to cyclists would be speculative, and is not required by CEQA.

RESPONSE TO COMMENT C191-6

Mitigation Measure TRA-7 recommends a signal and striping of separate northbound through- and left-turn lanes at Piedmont/Bancroft. The Draft EIR does not recommend any restriping at Piedmont/Dwight. In coordination with the City of Berkeley, the intersection improvements at Piedmont/Bancroft would be designed to preserve or improve the space for bicycles along Piedmont through the intersection. The University acknowledges that Piedmont Avenue is a Class 2.5 bicycle facility (“upgraded bike route”) at this location, and that improvements to the intersection must accommodate bicyclists. The City of Berkeley Bicycle Plan includes numerous measures to incorporate bicycle-related considerations into city intersection and roadway improvements, and these would inform any intersection modifications undertaken as mitigations for the 2020 LRDP.

RESPONSE TO COMMENT C191-7

The writers list existing conditions that may be exacerbated by implementation of the 2020 LRDP. Yet, as analyzed in the Draft EIR, impacts of the 2020 LRDP are not anticipated to exacerbate conditions above a threshold of significance. See the analyses for emergency access and egress at pages 4.11-12 to 4.11-15 and for impacts to sensitive biological resources, at pages 4.3-24 through 4.3-30. Safety improvements will be a study component in the pending bicycle access plan. See response to comment C13-1.

RESPONSE TO COMMENT C191-8

Please see response 191-1, above.



Daniella Thompson
 <musica@brazzil.com>

06/14/2004 12:12 PM

To: 2020LRDP@cp.berkeley.edu
 cc: Anthony Bruce <BAHA@rcn.com>
 Subject: EIR Comment: Chang-Lin Tien Center for East Asian Studies

Jennifer Lawrence
 Capital Projects
 1936 University Ave., Suite 300
 Berkeley, CA 94720-1382

EIR Comment: Chang-Lin Tien Center for East Asian Studies

Dear Jennifer,

I would like to express my dismay at the recent dedication ceremony for the Chang-Lin Tien Center for East Asian Studies, which took place at the proposed site before the EIR was finalized and the project certified.

In the 18 February 2004 meeting of the UC Regents' Grounds and Buildings Committee, several Regents voiced reservations about the proposed design of the Tien Library. That is encouraging news, although the Regents appeared to be glossing over the project's CEQA requirements and said not a word about either Haviland Hall or Observatory Hill, the two major resources to be directly and negatively affected by the Tien project.

I criticized the Tien Center design in my NOP Scoping comment of 9 October 2003. Since then it has come to light that "the campus is contemplating building a monumental plaza and steps anchoring the Center for East Asian Study buildings to effect an appropriate transition from the relatively high altitude of Observation [sic] Hill to the lower altitude of Memorial Glade. The entry of the building will be at its east end, as part of a composition which will address the new plaza." (quoted from the minutes of the Regents' Grounds and Buildings Committee, 8 Feb. 2004)

What clearer indication that the surrounding historic, cultural, and natural resources are being ignored in the rush to accord the Tien Center a place of honor on campus?

Even the rosiest architectural renderings can't hide the fact that Haviland Hall (John Galen Howard, 1924), which like the Doe Library is listed on the National Register of Historic Places, will be obscured from view, hemmed in, and trivialized when the Tien Center becomes its immediate neighbor.

This siting flies in the face of Policy 3.1 in the Campus Architecture Strategic Goals:

C192-1

"Projects within the Classical Core shall enhance the integrity of this ensemble, and complement rather than compete with existing historic buildings." If the project goes forward as planned, the Tien Center will not only compete with Haviland Hall but overshadow it completely.

C192-1

The two proposed phases of the Tien Center were already going to do away with large portions (including some of its most picturesque spots) of the historic Observatory Hill, one of the best nature areas on campus. The Tien Center Library's orientation at a 90° angle to Haviland Hall (instead of being oriented diagonally to it, conforming with the perimeter of the Haviland parking lot) would intrude unnecessarily into the southeastern part of Observatory Hill, where a number of mature specimen trees are to be found. The recently added "monumental plaza and steps" planned for the east end would destroy even more of the hill, and with it numerous mature specimen trees and the natural vistas that lend so much to the campus. Phase 2, if it is built, would do away with almost the entire western flank of the hill -- a tragic loss to the campus and the Berkeley community.

C192-2

Building on Observatory Hill is inconsistent with either CEQA or the goals of the New Century Plan. A site far more suitable for conserving natural resources would be the parking lot behind Dwinelle Hall, which is slated for in-fill in the 2020 LRDP.

C192-3

Since the university is determined to accord the Tien Center a prominent place in Memorial Glade, it might want to consider this suggestion:

Sometimes, moving a department is preferable to the loss of key resources. If the School of Social Welfare were to move to another location (the parking lot behind Dwinelle Hall, for example, or the spaces at Durant and Dwinelle currently occupied by the Tien Center), Haviland Hall would make an excellent and prominent new home for the Tien Center.

C192-4

With Tien at Haviland, a smaller second building could be constructed on the Haviland parking lot. If this second building were to oriented not at 90° to Haviland but at the angle of the existing parking lot, and if its entrance were repositioned to eliminate the "monumental plaza and steps," Observatory Hill would go untouched, and Haviland Hall would retain the prominence it deserves.

Sincerely,

--

Daniella Thompson
2663 Le Conte Avenue

Berkeley, CA 94709-1024

LETTER C192
Continued

11.2C.192 RESPONSE TO COMMENT LETTER C192

RESPONSE TO COMMENT C192-1

The writer contends the Tien Center would "... not only compete with Haviland Hall but overshadow it completely..." in conflict with the stated intent in 3.1.17 that "New construction within the classical core should enhance the integrity of this ensemble, and complement rather than compete with historic buildings." The principle underlying this intent is that a new building could interfere with the full appreciation of the visual and cultural significance of an historic building or ensemble, through incompatible location, form, scale, and/or style.

As noted in section 4.1.8, the phase 1 building "... would be taller but compatible in scale with other classical core buildings, and its rectangular form and orthogonal relationship to those buildings and the Central Glades is consistent with classical core traditions." The siting of the Tien Center respects and in fact reinforces the composition of the Central Glades as envisioned by John Galen Howard: an open space framed by buildings, sited along a central axis aligned with the Golden Gate.

As currently shown in schematic design, the exterior plan dimensions of phase 1, at 88 ft by 190 ft, compare to 74 ft by 174 ft for Haviland and 72 ft by 202 ft for California Hall. The height to top of cornice on the phase 1 building is roughly 340 ft above datum, compared to 325 ft for the central portion of Haviland Hall. However, it also compares to 372 ft for the main portion of McLaughlin Hall. In other words, as the elevation of the Central Glades descends from east to west, the buildings that frame the space would also descend in height: the height of the Tien Center is thus not out of scale with its role in the classical core ensemble, but rather fits within a logical east to west sequence in height from McLaughlin to Tien to Haviland.

With respect to style, the Tien Center is planned as a modern building, but one which employs forms and materials drawn from the traditional classical core vocabulary. The Secretary of the Interior's Standards for Rehabilitation are quite clear on this matter. They state "Related new construction ... shall be compatible with the massing, size, scale, and architectural features to protect the integrity of the [historic] property and its environment ... Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken."

RESPONSE TO COMMENT C192-2

The writer's argument for siting the Tien Center in a non-orthogonal (other than 90°) relationship is puzzling, since the orthogonal, axial relationships of buildings to the Central Glades and to each other is a defining principle of the Howard Plan and crucial to the integrity of the historic ensemble of buildings and landscape. This departure could arguably be a significant impact in its own right.

However, it seems the reason for this suggested departure is to preserve as much of the Observatory Hill landscape as possible. The impact on Observatory Hill is examined in sections 4.1.8, 4.3.8, and 4.4.8. The proposed modifications to Observatory Hill would not substantially affect any sensitive natural community, nor substantially interfere with movement or nursery sites of native species, nor create significant adverse impacts on

special-status species. Some limited reduction in oak woodland habitat would occur along the south and west base of Observatory Hill, although the balance of the hill would remain intact.

Of the 36 specimen trees or other trees desirable to retain, only one would definitely be lost (and replaced) due to the project, while two other specimen trees and two other desirable trees are located within a few feet of the project and would be protected, but are at risk of loss. Although not yet designed, the proposed Memorial Stair is not expected to affect the natural landscape of Observatory Hill: it would be located east of the phase 1 building in an already extensively altered and paved area.

RESPONSE TO COMMENT C192-3

Alternative T-2 does not fully meet the project objectives, as explained in section 5.2.2.

RESPONSE TO COMMENT C192-4

Haviland Hall was not considered for the Tien Center because its 51,200 GSF is only roughly 75% of the space required for phase 1 alone. Moreover, the specialized program requirements of a state-of-the-art library, including high floor loads, may be extremely hard to achieve within the constraints of a National Register building. The School of Social Welfare would, of course, have to be rehoused, with unknown potential environmental impacts.



Dave Campbell
<dcampbel@lmi.net>

06/15/2004 03:23 PM

To: <2020LRDP@cp.berkeley.edu>, <ebbc-board@lists.ebbc.org>
cc:
Subject: UC Berkeley Long Range Development Plan

The East Bay Bicycle Coalition provides public input on the University's Long Range Development Plan, as provided in the attached pdf letter.

Thank you for your consideration.

Robert Raburn,
Executive Director
robertraburn@csi.com



EBBC's LRDP letter.pdf



EAST BAY BICYCLE COALITION

POST OFFICE BOX 1736, OAKLAND, CALIFORNIA 94604

June 15, 2004

Ms. Jennifer Lawrence
Facilities Services
1936 University Ave., Suite 300
UC Berkeley, Berkeley, CA, 94720-1380

Re: UC Berkeley Long-Range Development Plan

Dear UC Berkeley:

The East Bay Bicycle Coalition is disappointed with the limited scope of environmental review of the University's Long Range Development Plan. UC Berkeley draws a lot of bicyclists from throughout the East Bay, and their access to the Campus as well as traffic safety issues are important concerns that have to be analyzed as part of your EIR.

UC Berkeley's planned growth will generate many more car trips on nearby city streets, including Oakland, Albany, and El Cerrito, as well as Berkeley. More traffic, on streets already congested and other streets subject to cut-thru traffic, will have a significant negative impact on the safety of bicyclists. For example, bicyclists from the Montclair area of Oakland have to navigate a gauntlet of dangerous, congested streets and freeways, such as SR 24, Tunnel Road, and Belrose/Derby/Warring. EBBC has been pushing for a new bike/ped bridge over SR 24 to help alleviate safety and access issues on this important bikeway. A full analysis of these traffic safety impacts has to be studied and evaluated as part of the public process of LRDP approval.

C193-1

Another important issue is student/faculty/staff bicyclists ability to access BART Stations in the Bay Area. As mitigation for the increased traffic to be generated by UC planned growth, and its associated significant impact on the safety of bicyclists, the University should contribute to BART station access improvements for bicyclists. Specifically, the University could contribute financially to the region's new Safe Routes to Transit program, to be administered by MTC. This new program will provide bicycle and pedestrian safety improvements to transit stations that serve bridge corridors.

C193-2

We look forward to an expanded, supplemental evaluation of these important issues.

Thank you for your consideration.

Sincerely,

Robert Raburn
Executive Director
robertraburn@csi.com

To promote bicycling as an everyday means of transportation and recreation

11.2C.193 RESPONSE TO COMMENT LETTER C193

RESPONSE TO COMMENT C193-1

The writers suggest that the 2020 LRDP Draft EIR failed to analyze potential increased risks to cyclists due to traffic. The Draft EIR analyzes the impacts of implementing the 2020 LRDP. Nothing in the 2020 LRDP would increase risks to cyclists; the 2020 LRDP includes policies to further enhance cyclist safety. See pages 3.1-45 to 3.1-46 of the Draft EIR. Please also see Response to Comment C124-3, amending the scope of campus access improvements under the 2020 LRDP to include identification of routes suitable for mixed traffic.

In accordance with CEQA, the Draft EIR uses the most conservative assumptions to analyze the impact of parking proposed in the LRDP: namely, that every new parking space results in a new single occupant vehicle. Then, the Draft EIR proposes Mitigation Measure TRA-11, to minimize the risk this outcome may occur. See pages 4.12-55 to 4.12-56.

Mitigation measures proposed in the Draft EIR to improve vehicle level of service would be implemented in accordance with applicable safety codes. The 2020 LRDP may result in an increase in vehicular traffic, but the Draft EIR includes measures to ensure that any increase that does occur is handled as safely as possible. Analysis of possible risks to cyclists due to possible increases in traffic attributable to 2020 LRDP implementation would be speculative, and is not required by CEQA.

RESPONSE TO COMMENT C193-2

The writer's recommendations regarding mitigations to improve cyclist safety are noted. UC Berkeley is eager to work with others to implement improvements for bicyclists; however, the proposed mitigation would not mitigate an impact, and, in accordance with CEQA, the Draft EIR need not make an on-going commitment to unidentified measures of unknown effectiveness.

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Signature

Alyce Tom

Address

1333 Grizzly Peak, Berkeley

94708

LETTER C195

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Lillian Long 1325 Grizzly Peak Blvd
Signature Address 94708

LETTER C196

June 11, 2004

Dear "neighbors:"

The two-million-dollar parking lot you built on the hill over our objections, has rendered our neighborhood untenable.

All those LHS employees, either unable or unwillingly to pay the high parking fees, are parking on both sides of our streets making it often impossible for fire trucks to get through.

And now you propose adding 100 units of housing?!

Do you have any concern for the welfare of your neighbors?!

I would appreciate a response

Sincerely,

Phila Rogers

P.S. Our family includes four generations of UC Berkeley alumni

LETTER C196

Continued

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Phila Wilton Rogers 1515 Olympus Ave
Signature Address Berkeley 94702

LETTER C197

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Ar Lone Blum 1492 Olympus Ave
Signature Address Berkeley CA
94708

LETTER C198

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

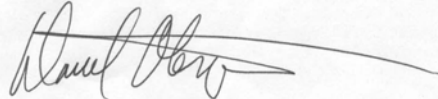
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



LETTER C199

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

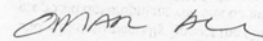
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



LETTER C200

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 15 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

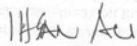
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



LETTER C201

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 15 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

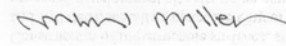
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



LETTER C202

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Barbara K. Stern
Signature
1430 Grizzly Peak, Berkeley, CA 94708
Address

LETTER C202

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

George Strauss
1468 Grizzly Peak Blvd
Berkeley 94708

LETTER C204

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 15 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

MANAL ALI

LETTER C205

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 15 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

MANAL ALI

LETTER C206

June 6, 2004

RECEIVED
JUN 15 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Dana C Jones
Signature

1554 Campus Dr
Address

LETTER C207

June 6, 2004

RECEIVED
JUN 15 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Adam Bate
Signature

1385 Grizzly Peak Blvd
Address

LETTER C208

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Vanroy R. Burdick
Signature
Vanroy R. Burdick

1364 Grizzly Peak Blvd.
Address
Berkeley 94708

LETTER C209

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

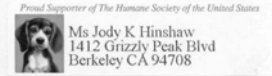
It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Jody K. Hinshaw 1412 Grizzly Peak Blvd Berkeley CA
Signature Address



LETTER C210

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable. *very large problem*

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable. *dangerous increase of*

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

[Signature]
Signature
1455 Grizzly Peak Blvd
Berkeley, CA 94708
Address

LETTER C211

June 6, 2004
RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL PLANNING

(6-12-04)

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Lois A. Whitney

645 Creston Road
Berkeley 94708

LETTER C212

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Emily J. Brunton *1416 Grizzly Peak Berkeley*
Signature Address

LETTER C213

June 6, 2004

RECEIVED

JUN 15 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Ernie Kaisten *1364 Grizzly Peak Blvd*
Signature *UC '95* Address

LETTER C216

June 6, 2004

RECEIVED

JUN 15 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

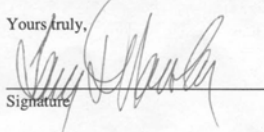
It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Signature



1577 CAMPUS DR.
Address BERKELEY 94708

11.2C.194-216 RESPONSE TO COMMENT LETTERS C194 THRU C216

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C194 THRU C216

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



FRIENDS OF PIEDMONT WAY



A NON-PROFIT ORGANIZATION

3 June 2004

Jennifer Lawrence
Capital Projects
University of California
1936 University Avenue
Suite 300
Berkeley, CA 94720-1832

Re: **Draft 2020 LRDP / EIR / Comments**

Dear Ms. Lawrence,

On behalf of the Friends of Piedmont Way, I'd like to take this opportunity to comment on those portions of the Draft 2020 LRDP/EIR pertaining to transportation; specifically the traffic mitigations as proposed for the Piedmont Way corridor.

As you may know, Piedmont Way is a State of California Landmark (designated in 1989) and is the first residential parkway by the father of Landscape Architecture, Frederick Law Olmsted. Designed in 1865, just after Mr. Olmsted completed work on Central Park in New York City and just prior to his work on Prospect Park in Brooklyn, Piedmont Way is now regarded a national treasure.

The City of Berkeley, the University of California and the Friends of Piedmont Way have formed a partnership to restore historic Piedmont Way to reflect the original vision of Olmsted who prescribed an abundant over-bowery of trees for the gently curving thoroughfare. Olmsted surmised what the CDC's (Center for Disease Control) recent studies show; that a tree-lined streetscape lowers the stress level of the harried driver thereby calming traffic to a safe speed in a densely populated community. Recent traffic studies also indicate that mechanized traffic signals actually cause drivers to speed to unsafe levels; while stop signs enhance the driver's ability to stay within the speed limits as posted.

Thus the mitigations offered in the draft 2020 LRDP/EIR suggesting that traffic lights be installed at Piedmont Way and Bancroft; Piedmont Way and Durant; and the intersection of Warring at Derby, are ill-advised and unacceptable in this instance. We urge the University to explore other possibilities including offering public transit alternatives to those commuting to and from campus by private automobile.

Thank you for taking the time to evaluate this issue carefully. Please find additional information enclosed.

Sincerely,

Fredrica Drotos
President


Encls.

C217-1

Shaping the **BUILT** Environment of the Bay Area
Feature 1 of 6
By Susan Cerny


Published Exclusively for The San Francisco Chronicle Newspapers in Education Program.

Frederick Law Olmsted



Do you know what New York City's Central Park, the US Capitol in Washington, DC, Berkeley's Piedmont Avenue, Stanford University and ideas for Yosemite National Park have in common? How would you feel if the United States today had no large public parks and open spaces? Credit landscape architect Frederick Law Olmsted with great plans for great open space. He designed many well-known landscapes. Frederick Law Olmsted was born in Connecticut in 1822. During his lifetime he became America's most influential landscape architect and is often called the "Father of American Landscape Architecture." In 1858 he designed New York City's Central Park with architect Calvert Vaux. This won Olmsted immediate acclaim. He believed that large parks such as this were essential to the health and welfare of the general public. Olmsted traveled widely. He saw that crowded and unsanitary living conditions resulted from the large factories and tenement houses built during the Industrial Revolution. He wanted to create places that were healthy and beautiful places to live. But the Civil War put his plans on hold. In 1865 Olmsted was hired to design the college grounds and an adjacent residential neighborhood in the area that would later become Berkeley. Although his campus plan was never built, his residential street plan exists today with Piedmont Avenue. In 1888, Olmsted also designed Berkeley's future sports rival, Stanford University. To create a landscape plan, Olmsted reported that he visited the site in "...winter, summer, night and day." He studied the conditions of the soil, exposure to sunlight, the natural foliage, the water supply and climate. He believed in retaining and using the natural contours of the land rather than bulldozing the land to flatten it. He also advocated the use of plants that grow naturally in the "canyons of the Coast Range." Olmsted believed that "...fresh air and sunlight in a pleasant, natural scenery...of trees, flowers and birds would preserve health and cheerfulness." Before returning to the East Coast in 1866, was appointed head of the Yosemite Commission.

Contributing source:
www.fredericklawolmsted.com



Frederick Law Olmsted's first design for a residential subdivision, Berkeley Property Map, 1868, courtesy Berkeley Architectural Heritage Association.

Newspaper Activity:
Frederick Law Olmsted created a business, landscape architecture, out of something he believed in, that open space is important. Think about what is important to you. Look through the Classified section to see how many complementary jobs you can find.

To order newspapers for your classroom call (415) 777-6828 or email nie@sfrchronicle.com. Visit the San Francisco Chronicle NIE at www.sfrchron.com/nie.

San Francisco Chronicle www.sfrchron.com/nie

ALAMEDA & CONTRA COSTA

FRIDAY, MARCH 12, 2004

San Francisco Chronicle 85

BERKELEY Reseeding the vision of famed landscaper

By Patrick Hoge
CHRONICLE STAFF WRITER

Berkeley's Piedmont Avenue is a busy thoroughfare characterized by heavy traffic and rows of large tertiary and secondary houses.

But when celebrated landscape architect Frederick Law Olmsted designed the road in 1865, he envisioned a bucolic "pleasure drive" for the horse-drawn carriages galloping along the base of the hills to the west.

While the traffic of today will not go anywhere, in a vision, a group of local citizens hopes to bring back some of the luster of Olmsted's vision, which they say has been dimmed by years of neglect.

In particular, the nonprofit Friends of Piedmont Way — which is what Olmsted called the street — wants to strip away layers of pavement that have added up over generations to change the street's profile, bury power lines and restore the landscaping to reflect Olmsted's original plan. "A key feature of Olmsted's design was a large, overhanging canopy of trees," said Michael Kelly, a film architect at Sand Zeanitz Co. in Berkeley, who lives on the hill nearby.

Friends of Piedmont Way is applying for grants, for example from the National Trust for Historic Preservation, and raising money for a historical study to chart a course for re-imagining Piedmont Avenue. The study, which will cost \$50,000 to

\$80,000, will ensure an accurate restoration, Kelly said.

The venture deserves better treatment not only because it is beautiful, Kelly said, but also because it was Olmsted's first residential project. It was while working on the project that Olmsted committed himself to a career in landscape architecture, Kelly said.

Olmsted's father designed New York City's famed Central Park with a partner. He had gone on to a variety of other jobs, including co-founding the Nation magazine, running the US Sanitation Commission (a precursor to the Red Cross) during the Civil War and managing a California gold mine.

He ultimately designed numerous major parks, schools and concrete structures around the nation, including the Capitol Grounds in Washington, D.C., and the Stanford University campus.

Olmsted was in California from 1863 to 1865, and after his naming career, he founded the first landscape commission to design a campus for the private College of California, where UC Berkeley is today.

Olmsted thought a leafy environment with pleasing views would promote learning and well-being. A winding road would be more soothing than the grid pattern of new Western cities, said Charles McLaughlin, founding editor of the Frederick Law Olmsted papers at American University.

"Olmsted wanted to be a sort



Michael Kelly says Frederick Law Olmsted envisioned a canopy of trees over Piedmont Way.

of refuge from the city, where the felt that people were going crazy as Olmsted's plan for Piedmont Avenue was more than a mile long and harder than in San Francisco."

The neighborhood became highly desired and featured grand homes by noted architects. The homes lining the street today include a handful designed by Julia Morgan and another by the brothers Charles Sumner and Henry Mather Greene.

Olmsted's plans for the campus, which was sold to the University of California in 1870, were never fully realized, but his idea of placing the campus between the north and south forks of Strawberry Creek remains a defining feature of UC Berkeley to this day, said Tom Lohli-

ni, the school's assistant vice chancellor for physical and environmental planning. Lohlin said the university would provide a portion of funding for rehabilitating Piedmont Avenue and also had long-range plans for extending Olmsted's design of the roadway north through campus as far as Hearst Avenue. Berkeley is working with Friends of Piedmont Way and has installed a plaque at Bancroft Way describing the street's history and the efforts to improve it. The city also put up temporary barriers to prevent parking on the grassy medians, which were becoming rutted mud pits. Trevor "Taz" Patel, a UC Berkeley junior and president of the Inter-Fraternity Council, said the loss of parking upset some in the "Greek community," but most students have since come to appreciate the change. Patel said he hoped the beautification of Piedmont Avenue would lead fraternities and sororities on the street to rehabilitate their residence halls. The barriers are supposed to come out after the roadway is lowered, which will make it hard to park in the medians, said assistant city manager Jim Hynes. The repaving of the street is likely to be put off until fiscal 2005-06 because of the city's current budget situation, he said. "Right now, we're mostly in the position of cheerleader," he said.

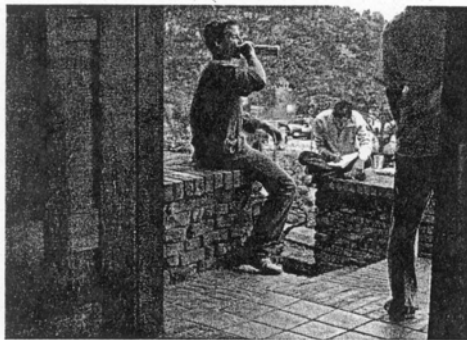
E-mail Patrick Hoge at phoge@sfrchronicle.com.

NEIGHBORHOODS

BY SAM WHITING

The Ultimate Bungalow

Dropping by Berkeley's Thorsen House



Jason Bentley hangs out with his housemates at the historic UC dwelling.

Jason Bentley didn't know about the curse of Thorsen House when he rang the bell of this pristine Berkeley Craftsman.

An architecture major at Cal, Bentley was looking for housing with like kind when he walked in as a freshman. Now a graduate at 22, he still hasn't walked back out, having learned the hard truth about living in a Greene & Greene masterpiece with stained glass, wood paneling and Mission oak furniture.

"The tragedy is that you'll never live in a house that good again," is how alumnus Dave Munroe puts it, and he is still hanging around Thorsen at age 41.

When Frederick Law Olmsted designed Piedmont Way as a grand boulevard on the upper edge of the

College of California in 1865, he didn't know that it would become fraternity row. Neither did Julia Morgan, who followed along to backfill it with elaborate homes behind garden setbacks.

The college then became a university, the Way became an Avenue, and most of the homes were chopped up, made over and paved under for student living. Only Thorsen House, completed in 1910, is as it was.

"People stop and stare and say, 'Ooh, it's so pretty,'" Bentley says. "They're not sure whether it's a fraternity or a sorority."

It's neither. Thorsen is owned by Sigma Phi, an all-male society, as opposed to a fraternity, meaning its mission is not to trash the place. The 15 live-in members spend every Sat-

NEIGHBORHOODS

urday morning patching and polishing, and Saturday afternoon showing it off.

Thorsen is two doors away from Memorial Stadium, where the California Golden Bears will play their last home game Saturday against Washington. Any fan can detour under the wrought-iron entryway to Thorsen House and up the clinker-brick steps for a friendly tour.

This is a generous offer, as proved by Friends of the Gamble House (a Greene brothers society). They came up from Pasadena in the summer of 1996, decorated it and got 15,000 visitors to pay \$12.50 each to walk through the only "ultimate Bungalow" Charles and Henry Greene built in North-central California.

"I've come down in my bathrobe: 'Hey, come on in. Let me show you around,'" Bentley says. "What they really like to see is that it's not a museum. It's lived in."

Coming out the door, Bentley, Munroe and the house Lab, Max, begin any neighborhood tour in the median strip. Set in the dirt is a state landmark plaque that most people walk over. It describes Olmsted's first residential landscape plan, done during his triumphant 20-year work on Central Park.

The strip runs five short blocks from Dwight Way to the north end of the stadium. To get the full impact of what Berkeley residential architects aspired to in the late 1920s, you have to go a little farther to see Bowles Hall, the Gothic castle on Charter Hill. Designed by UC architect George Kelham, it opened in 1929 as the first public-university-owned dormitory in California. Bowles is on the National Register of Historic Places, as is the International House (Kelham, 1932) and Thorsen House, which occupy opposite corners of Piedmont and Bancroft.

Near the new Haas School of Business sits the old Sigma Phi house. In 1943, the university seized

it for Boalt Hall law school. The Sigma Phi got \$35,000, crossed the street and paid \$29,000 for the home of lumberman William Thorsen. That turned out to be a deal no lawyer could pull off, because Thorsen House was recently appraised at \$3.2 million.

Next door is the Chi Psi house, which some know as the fraternity of Jerry Mathers (a.k.a. the Beaver). Others know it as Mark Bingham's house. Nobody knows it as a Julia Morgan — one of seven on Piedmont — because it is unrecognizable. The gardens were carved out for a parking lot with a sand volleyball court on top. The facade was turned into a crude flat front of aluminum, thanks to the generosity of a brother who was a Kaiser heir.

"It's cool," says Bentley, trying to be diplomatic. "except for the fact that it's structurally unsound and they've ruined a piece of historic architecture."

Things are worse with Olmsted's median, which has been denuded to a strip of dead grass with a low chain-link fence around it. Also clear-cut is Channing Circle, where the tour ends in front of the red-brick Fiji house, built in 1928 to look as a fraternity should.

"That's thought of as being the most significant house on the street," Munroe says, "after Thorsen House."

Last summer, Friends of Piedmont Way organized to pay for burying the power poles that have replaced the trees. Sigma Phi has helped by hosting two screenings of the new documentary film "Greene & Greene: The Art of Architecture," in the living room where it was filmed.

"It's a lifetime commitment," says Bentley. "Yeah," adds Munroe regretfully, "but you don't get to live there for a lifetime." ♦

E-mail Sam Whiting at swhiting@sfchronicle.com.

together to restore the street to its original design, conceived in 1865 by landscape architect Frederick Law Olmsted.

"As a Berkeley resident, several of us got together because we got tired of construction of the parkway. The whole area was supposed to be an artery of trees, a calming device for the fraternities, sororities and the university," said Bill Robbins, director of Friends of Piedmont Way, at the ceremony unveiling the plan Thursday. When completed, the street will be restored to its original design, which, according to a pamphlet put out by Friends of Piedmont Way, called for "a grand over-arching canopy of foliage along Piedmont Way set within a complex landscape of foreground, middle ground and distant visual elements."

Over time, the street has deteriorated into its present condition. Overhead power lines and frequent construction damaged and uprooted many plants, as did increased residential growth. The strutting and the cuts have also suffered much wear and tear.

I came to the university in 1986, and it's been disheartening to see it deteriorate. I've spent a lot of money for Friends of Piedmont Way, said the biggest hurdle to the restoration will be pulling the utility lines underground. When completed, the unsightly poles along the street will be replaced with trees.

The total cost will be about \$3 million, according to Robbins. Undergrounding the utilities will cost \$1 million, and restoration and upkeep of the trees will

cost \$2 million.

The university is financing one-third of the costs, and the city will pay for the repairing and restoration of the cuts and gutters. The rest of the money is being raised by Friends of Piedmont Way through private fund-raising and grants.

The actual construction work will begin in 2004 when the street will be repaved, which, according to Jim Hayes, assistant to the city manager, will lower the street five to six inches.

"The project will make the Greek community look better," said Thairi Patel, a spokesperson for the Interfraternity Council. "The fraternities, sororities and co-ops will be in an active role because obviously when there is construction, there will be a lot of dust and noise. He said that students will try not to park on the center median to prevent further damage."

Olmsted is known for first exploring and developing the concept of residential landscape design, integrating the environment into his design. Piedmont Avenue was Olmsted's first residential project. It served a crucial role in his career, being the first thought of a parkway that he had in mind when he designed the new town of Cambridge, Mass.

At the time, Olmsted's designs were often commissioned to design landscapes including Capitol Grounds in Washington, D.C., Central Park in New York City and the Stanford University campus.

PIEDMONT AVENUE at the corner of Channing Way, as it looked in 1914. Friends of Piedmont Way, the city and UC Berkeley are seeking to restore Piedmont Avenue to its original design from 1865. The restoration would include trees arching over the street, as well as repaving and



Piedmont Avenue is getting a new makeover to look old. Friends of Piedmont Way, a community organization, and the university are joining the city of Berkeley and the city of Berkeley to restore the street to its original design, conceived in 1865 by landscape architect Frederick Law Olmsted.

by CORINNE CHEN
CONTRIBUTING WRITER

PIEDMONT AVENUE at the corner of Channing Way, as it looked in 1914. Friends of Piedmont Way, the city and UC Berkeley are seeking to restore Piedmont Avenue to its original design from 1865. The restoration would include trees arching over the street, as well as repaving and

REPORT

PART A

PROJECTED IMPROVEMENT

OF THE ESTATE OF

THE COLLEGE OF CALIFORNIA,

AT

BERKELEY, NEAR OAKLAND.

BY

OLINSTEAD, VAUX & CO.,

LANDSCAPE ARCHITECTS.



New York:

Wm. C. Bryant & Co., Printers, 41 Nassau St., over Liberty.

1866.

21 39E

21 39E

REPORT.

To the Reverend S. H. Wilbur,

Sir:

Chairman of Committee:

The portion of the estate of the College of California, for the improvement of which a plan is required, lies immediately below the steep declivities of the coast range, north and east of that which has already been laid out in rectangular blocks and streets, and sold in village house lots by the Trustees. No change is proposed to be made in the existing public roads and streets, with which, therefore, any improvements to be made are required to be conventionally associated.

When I first visited the ground at your request, it was proposed that the buildings to be erected for the Institution should be placed upon a site which looked down upon the surrounding country on every side except that which would lie to their rear, and that the remainder of the property should be formed into *Yards*, for which it was desired that I should furnish a plan.

After some preliminary study, I advised you that whatever advantages such an arrangement might have in a different climate and soil, it would in my judgment be inappropriate to your site and inconvenient to your purposes, while it would permanently entail burdensome expenses upon your Institution.

My objections to the original project having been deemed correct, I was requested to review the whole question of the placing of the College buildings and the disposition to be made of the tract within which it had been determined that a situation for them should be selected. The general conclusions to which I was brought by this review having been verbally presented to your Committee, I was instructed to draft a plan in accordance with them. This I have done, and in the present report I have to show how this plan is adapted to serve the main purposes of your Corporation, as well as some others of public interest.

The question as to the local circumstances that would be most favorable to the attainment of a College, is mainly a question of adjustment between a suitable degree of seclusion and a suitable degree of association with the active life of that part of the world not given to the pursuits of scholars. The organic error in this respect of the institutions of the middle ages and the barrenness of monastic study in the present day, is too apparent to be disregarded. Scholars should be prepared to lead, not to follow reluctantly after, the advancing line of civilization. To be qualified as leaders they must have an intelligent appreciation of and sympathy with the real life of civilization, and this can only be acquired through a familiarity with the higher and more characteristic forms in which it is developed. For this reason it is desirable that scholars, at least during the period of life in which character is most easily moulded, should be surrounded by manifestations of refined domestic life, these being unquestionably the ripest and best fruits of civilization. It is also desirable that they should be free to use at frequent intervals those opportunities of enjoying treasures of art which are generally found in large towns and seldom elsewhere.

Such is the argument against a completely rural situation for a College.

On the other hand, the heated, noisy life of a large town is obviously not favorable to the formation of habits of methodical scholarship.

The locality which you have selected is presumed to be judicially chosen in respect to its proximity to San Francisco. Although it has the advantage of being close by a large town, however, the vicinity is nevertheless as yet not merely in a rural but a completely rustic and almost uninhabited condition, two small families of farmers only having an established home within half a mile of it. This is its chief defect, and the first requirement of a plan for its improvement is that it should present sufficient inducements to the formation of a neighborhood of refined and elegant homes in the immediate vicinity of the principal College buildings.

The second requirement of a plan, is that, while presenting advantages for seclusion and domestic life, it shall not be calculated to draw noisy and disturbing commerce to the neighborhood, or any thing else which would destroy its general tranquility.

The third requirement of a plan is, that it shall admit of the erection of all the buildings, the need of which for college duties can be distinctly foreseen, in convenient and dignified positions,

position in regard to feudal social forms, has also been frequently followed in a cheap and shabby way by many in America, especially in the Southern States, yet no argument can be needed to show its utter inadequation, even with profuse expenditure, to the commonest domestic requirements of our period of civilization.

The incompleteness of all these arrangements is easily traced to the ordinary inclination of mankind to over-estimate the value of that which happens to have been difficult to obtain or to have seemed to be so, and to overlook the importance of things which are within comparatively easy reach.

It is only by reference to some general rule that will satisfy the common sense, that the comparative value of one or the other of the possible conditions of a residence can be safely estimated, so that those things which are essentially important, may not be sacrificed to matters which are of value only as they gratify a temporary personal fancy or caprice of taste.

Such a general rule may, I think, be stated as follows:

The relative importance of the different provisions for human comfort that go to make up a residence is proportionate to the degree in which, ultimately, the health of the inmates is likely to be favorably influenced by each, whether through the facility it offers to the cheerful occupation of time and a healthful exercise of the faculties, or through any more direct and constant action.

Every civilized home centres in an artificial shelter from the elements; a contrivance to shut out rain, and wind and cold. But little judgment is required to make a shelter inefficiently large and awkward. To accomplish this in a way that will be compatible with a due provision of sunlight and fresh air, however, is more difficult. In fact, perfect shelter at all times and as free a supply of fresh air and sunlight as is desirable to be used by every human being at intervals, is impossible. Yet, as their use seems to be always free to the poorest and least intelligent of men, it seldom occurs to such as are intent on making good provision in other respects for the comfort of their families, to take great care to make the use of sunlight and air easy and agreeable. The consequence is that their houses are really no better in this respect than those of careless and indolent men; often not as good, the advantages of the latter in this one particular being sacrificed by the more prudent to more complete arrangements for accomplishing the primary purpose of shelter.

More unhappiness probably arises from this cause, in houses which

and have free a sufficient space of ground for such additional hillings as experience may hereafter suggest, as well as for exercise grounds, gardens, &c.

I proceed to a consideration of the means of meeting the first of these requirements.

San Francisco is so situated with regard to the commercial demands of various bodies of the human race, that it may be adopted as one of the elements of the problem to be solved, that many men will gain wealth there, that the number of such men will be constantly increasing for a long time to come, and that a large number of residences will be needed for these settled to a family life in accordance with a high scale of civilized requirements. If these requirements can be more completely satisfied in the neighborhood of the college than elsewhere, it may be reasonably anticipated that it will eventually be occupied by such a class as is desired.

We have to consider then, what these requirements are, and whether, by any arrangements you can make or initiate, they may be provided for in an especially complete way, on the property which you have to dispose of.

We shall gain but little light in this matter, by studying the practice of those who have had it in their power to choose the circumstances of their residences, the difference in this respect being very great, and leading to no clear, general conclusions. Some, for instance, as soon as they are able to withdraw from the active and regular pursuit of their business in towns, seem to have cared for nothing but to go far away from their friends, and to rid themselves of the refinements of life and the various civilized comforts to which they have been previously accustomed. Others can only make a choice among lofty structures, the windows of which look out on busy streets, so that the roar of tolling, pushing crowds, is never escaped from, while for any enjoyment of natural beauty, the occupants might as well be confined in a prison.

In England, the prevailing fashion of wealthy men for several centuries, has been to build great stacks of buildings, more heavily represented by some of our hotels, than anything else we have, and to place these in the most isolated positions possible, in the midst of large domains, with every sign of human surroundings not in a condition of servility or of friendly obligation to themselves, carefully obliterated or planted out.

This fashion, growing as it doubtless has, out of a conservative dis-

are in most respects luxuriously appointed, than from any other which can be clearly defined and guarded against.

Attractive open-air apartments, so formed that they can be often occupied for hours at a time, with convenience and ease in every respect, without the interruption of ordinary occupations or difficulty of conversation, are indeed indispensable in the present state of society to the preservation of health and cheerfulness in families otherwise living in luxury. The inmates of houses which are well built and furnished in other respects, but in which such apartments are lacking, are almost certain, before many years, to be much troubled with hangry, dullness of perceptions, nervous debility or distinct nervous diseases. The effort to resist or overcome these tendencies, except by very inconvenient expedients, such as traveling abroad, or others of which it is impossible to make habitual use without a sacrifice of the most valuable domestic influences, leads to a disposition to indulge in unwholesome excitements, to depraved imaginations and appetites, and frequently to habits of dissipation.

It may be thought that this is a defect which, in most houses with private grounds about them, might be so easily remedied that it is hardly credible that I do not exaggerate to the degree in which it mars the happiness of families who are so fortunate as to live out of the midst of towns. But it is a great mistake to suppose that it is a simple matter to make it convenient and agreeable, to delicate women especially, to spend much time healthfully in the open air. Lord Bacon, three hundred years ago, suggestively observed:

“God Almighty first planted a garden, and indeed, it is the purest of human pleasures; it is the greatest of refreshment to the spirits of men, without which buildings and palaces are but gross handicrafts: and a man shall ever see that when eyes grow to coddle and degenerate, men come to build stately houses, than to garden, *fructus as y’ gardening were the greater profitation.*”

In the formation of country residences of the smallest pretensions far greater study and a far larger proportionate expenditure is generally made in England, and in most countries where civilization has been long established, upon matters of out of door domestic convenience than in America. Yet the difficulties to be overcome and the need to overcome them, are incomparably greater in America, and especially in California, than in England. The truth is they are so great that they are commonly regarded as insurmountable, and a deliberate effort to make sure that the out of door part of a residence shall

to conveniently indistinct and enjoyable is not thought of. The "garden" and "grounds" are regarded merely as ornamental appendages of a house, marks of the social ambitions of the owner, like the plate and carvings within, rather than as essentials of health and comfort, like the bath and baths. Yet the frequent action of fresh sun-lighted air upon the lungs for a considerable space of time is unquestionably more important than the frequent washing of the skin with water or the perfection of nightly repose.

Another class of civilized requirements frequently forgotten by men who have earned, by their skill and industry in providing for the wants of others, the right to live luxuriously, consists of those which can only be met by the services of numerous persons who are not members of the family requiring them, such, as purveyors of various articles of food and bodily refreshment; artisans, mechanics, nurses, seamstresses, and various occupational servants. (Physicians, teachers and clergymen might be added, but the absence of these from a neighborhood is less frequently overlooked.) Towns-people who have been accustomed to find those able to render such services always within ready call are particularly apt to neglect to consider how much of their comfort is dependent on this circumstance, and often discover it only after they have, by a large expenditure, made a home for themselves in which they are obliged to live in a state which, by comparison with their town life, seems one of almost savage privation.

The first of the two classes of requirements to which I have referred, it is obvious, can never be satisfactorily provided for in a town house, as towns are usually laid out. Hence, as statistics testify, families living in such towns, except where individual resort is had to parks or gardens, or to annual journeys in the country, constantly tend to increasing feebleness of constitution, and generally become extinct from this cause in a few generations. The second class can not be provided for in an isolated country house. Hence, in a great measure the frequency with which wealthy men who have spent enormous sums to provide themselves country houses abounding in luxury, are willing, after the experience of a few years, to dispose of them at great pecuniary sacrifice.

It is true, that by great expenditure, many of the usual inconveniences and deprivations of a residence in the country may be made of small account. But often it is found that with double the current

and the surrounding circumstances are favorable, a space of private ground of many acres in extent, is entirely undesirable.

If the surrounding circumstances are not favorable—if there are dirty roads, ugly buildings, noisy taverns, or the hums of drunken or disorderly people near by, ground which it would otherwise be undesirable to hold may be wanted in which to plant them out of sight and hearing; if the country in the neighborhood is not agreeable to walk, ride, or drive through, a large space may be wanted in which to form extended private walks, rides, and drives, which shall be artistically agreeable; if one's neighbors are of early, hot-blooded, undisciplined, quarrelsome character, he will want to buy them out of their land in order to have them at a greater distance, and to be free from the danger of their return. If he is himself of an ostentatious, romantic, and dramatic disposition, he may require, more than any other luxury, to have a large body of servile dependents about him, and may want to dignify the fact of his actual insignificance among his neighbors by establishing his home at a distance from anything that he can not think of as belonging to himself or subordinate to his will. But the great majority of men who have the ability to gain or hold wealth in America come under neither of these heads, and in the choice of a place of residence will find it best, at the outset, to avail, if they have the opportunity to do so, all such conditions as have been enumerated.

A respectable college could not be established in any locality without bringing to it a certain amount of neighborhood advantages, while if it is not positively repellent to, it at least can have no direct attraction for, the more common constitutions of a bad neighborhood, that is, for those things which every man must wish to keep at a great distance from his house. If, then, you can make your neighborhood positively attractive in other respects, especially if you can make it in important particulars more attractive than any other suburb of San Francisco, you can offer your land for sale, for villa residences, in lots of moderate size, with entire confidence that you will thus cause to grow up about it such a neighborhood as is most desirable, with reference to your first purpose.

What, then, are the requisites (exterior to private ground) of an attractive neighborhood, besides good neighbors, and such institutions as are tolerably sure to be established among good neighbors? The most important, I believe, will be found in all cases to be that of good *out-goings* from the private grounds, whether with reference

expenditure in a country house of the most luxurious equipment, the same variety of civilized enjoyments can not be obtained as are to be had in town houses of a much more modest description. There are certain very desirable commodities, indeed, that very poor families can enjoy when living in or near large towns, that even the very rich commonly dispense with when they live in the country. These constitute a large part of the attractions which such towns have for poor and rich alike.

There can be no question, that, as a general rule, people of easy circumstances, especially those who have the habits of cosmopolitan, if they want to make the most of life, should not undertake to live where they will be necessarily dependent in any degree much greater than is usual in towns for the supply of their every day material requirements upon labor performed within their own walls, nor where they can be deprived at any time of year, much more than they would be in towns, of good roads and walks, and other advantages for exercise, and easy, cheerful use of whatever advantages there may be near them for social intercourse. Yet it is equally certain that if they fail to secure fresh air in abundance, pleasant natural scenery, trees, flowers, birds, and, in short, all the essential advantages of a rural residence, they will possess but a meagre share of the reward which Providence offers in this world to the exercise of prudence, economy, and wise foresight. But if we see thus compelled to seek the site for a residence "out of town," and to take care that all effort to secure comfort in it is not exhausted in the plan of the new home, or shelter from the elements, we must also remember that to keep extensive private grounds in good repair, and perfectly fresh and clean, requires more skill and labor, as well as administrative ability, than all the rest of the ordinary housekeeping affairs of a moderate family. And as, unless they are so kept, extensive private grounds are not simply useless, but absolutely noxious, when associated with a family residence, and as it is hardly possible in America to maintain for any lengthened period a large body of efficient domestic servants, however extravagantly disposed a man may be in this particular, the folly of attempting to imitate the aristocratic English custom which has been referred to is evident.

It may be laid down, then, as a rule, to which there will be but few exceptions, and these only in the case of families not only of very unusual wealth, but of quite exceptional tastes, that for the daily use of a family, no matter how rich, if the site be well chosen,

to social visiting, or merely to the pleasure and healthfulness of occasional changes of scene, and more extended free movement than it is convenient to maintain the means of exercising within private grounds.

For the purpose the common roads and walks of the immediate neighborhood, at all times of the year, must be neither muddy nor dirty, nor rough, nor steep, nor excessively exposed to the heat of the sun or the fierceness of the wind. Just so far as they fall in any of these respects, whatever is beneficial in the neighborhood—houses ever so useful—churches, schools, and neighbors included—becomes in a certain degree disagreeable, and a source of discomfort and privation. No matter what a neighborhood may be in all other respects, therefore, if it fails in these it must be condemned as unfit for a civilized residence. It is folly to suppose that compensation for the ill-health and the vexations that will daily arise from a poor provision in this respect will be found in such other circumstances as a beautiful prospect from a house, or a rich soil, or springs of water or fine trees about it, or any other mere private or local possession, for the lack of these can generally be remedied in large degree by individual wisdom and expenditure, while the lack of good out-goings cannot.

The desideratum of a residence next in importance will be joints in the neighborhood at which there are scenes, either local or distant, either natural or artificial, calculated to draw women out of their houses and private grounds, or which will at least form important objects before them when they go out. It will be all the better if many are likely to resort to these joints, and they thus become social rendezvous of the neighborhood.

Next to points at some distance from a house commanding beautiful views, it is desirable to be able to look out from the house itself upon an interesting distant scene. This is generally not too little upon too much thought of the location of many houses being determined by regard for this circumstance alone, and things of far greater importance being sacrificed to it. It will be found that when this is the case—when, for instance, a house is placed in a lonely, bleak position, on the top of a hill difficult to ascend—the most charming prospect soon loses its attractiveness, and from sensation with privation and fatigue becomes absolutely repulsive. Nor is it desirable that a fine distant view should be seen from all parts of the house, or of the grounds about it. This, indeed, is impossible, if the house and grounds are in themselves completely

agreeable. The first and most essential condition of a home, is domestic seclusion. It is this which makes it home, the special belonging of a family. If it is not attractive within itself, and chiefly and generally within itself, and made so by, or for the sake of the family, it is no home, but merely a camp; an expedient of barbarian made use of to serve a temporary purpose of a civilized family. Yet, it is a good thing to take at times, without going far, within or without the house, to take a seat from which, while in the privacy of the comfort and freedom from anxiety of a home, a beautiful or interesting distant scene can be commanded. It is not desirable to have such a scene constantly before one. If within seclusion, it should be held only where it can be enjoyed under circumstances favorable to sympathetic contemplation.

The class of views most desirable thus to be had within easy reach, is probably that which will include all well balanced and complete landscapes. The general quality of the distance should be natural and tranquil, but in the details there should be something of human interest. No matter what the character of the distant outlook, however, it is always desirable that the line or space of division between that which is interior and essential to the home itself and that without which is looked upon from it, should be distinct and unmistakable. That is to say, whenever there is an open or distant view from a residence, the grounds, constructions and plantations about the house should form a fitting foreground to that view, well defined, suitably proportional, natural, elegant and finished.

It may be observed that such an arrangement is not compatible with what some writers on landscape gardening have said of "appropriation of ground;" but it need hardly be argued that a man is going wrongly to work to make a home for himself when he begins by studying how he can make that appear to be a part of his home which is not so.

Even if the appropriated ground were public ground, to look at it from a private home without seeing a well defined line of separation between it and the family property, or without a marked distinction of character between the two, in the details of the scenery, would be to have the family property made public rather than the public property made private.

It is desirable that the distinction between the character of the ground which forms a part of the home and of that which forms a part of the neighborhood beyond the house, should be thus emphasized, it is also desirable, and for a like reason, that there should be a

somewhat similar gradation between that which constitutes the neighborhood and that which is more distant. In other words, a neighborhood being desirable, the existence of a neighborhood should be obvious, and for this reason the scenery which marks the neighborhood should be readily distinguishable. The view from the window or balcony should, in short, be artistically divisible into the three parts of: first, the home view or immediate foreground; second, the neighborhood view or middle distance, and third, the far outlook or background. Each one of these points should be so related to each other one as to enhance its distinctive beauty, and it will be fortunate if the whole should form a symmetrical, harmonious and complete landscape composition.

Of these three desiderata, the first only can be supplied by private effort. A site for a residence, therefore, should be selected, if possible, where the other two are found ready to hand.

For the purpose of ascertaining what was necessary to be supplied upon your ground to give it the advantages which have been described, and others, generally recognized to be essential to a neighborhood of the best form of civilized homes; I visited it under a variety of circumstances, in summer and winter, by night and by day, and I now propose to state what are its natural conditions; what are the artificial conditions required, and how these may be best secured.

First.—In respect of soil, exposure, natural foliage and water supply, your ground is, to say the least, unsurpassed in the vicinity of San Francisco.

Second.—There are few if any suburbs which command as fine a distant prospect. The undulations of the ground and the difference of elevation between the higher and the lower parts give the advantage of this prospect in its main features to a large number of points of view, so attended that the erection of buildings and the growth of trees at other points will be no interruption to it.

Third.—With respect to climate and adaptation, to one of our occupations, persons who had resided upon the ground or who had had frequent occasion to cross it, having stated that the sea-winds which nearly everywhere else near San Francisco are in summer extremely harsh, chilling and disagreeable to all, and often very trying to delicate persons, were far at this point very little, I gave this alleged advantage particular consideration.

During the month of August I spent ten days on the ground, chiefly coming from San Francisco in the morning and returning at night. The climate of San Francisco was at this time extremely disagreeable, while that of the Orléans property was as fine as possible.

One morning, when I left San Francisco at nine o'clock, though the air was clear, a light but chilling north-west wind was blowing. The same wind, somewhat modified, prevailed at Oakland. At Berkeley the air was perfectly calm. Ascending the mountain side a few hundred feet, I again encountered the wind. Descending, it was hot, and the air remained calm until I left at five in the afternoon; the temperature being at least a third more agreeably mild. During all the day I observed that San Francisco was enveloped in fog and that fog and smoke drifted rapidly from it over the bay and over Oakland. At five o'clock, in returning to San Francisco, after driving two miles toward Oakland, I had need to put on my overcoat. In the cabin of the ferry boat, with doors closed, I saw women and children shivering, and heard the suggestion that the boat should be warmed in such weather. At San Francisco I found a mistering damp wind and my friends sitting about a fire. The following day there was in the morning a pleasant, soft breeze at Berkeley, but late in the afternoon it fell to a complete calm. I determined to remain on the ground for the purpose of ascertaining whether this would continue or whether it preceded a change of temperature and a visit of the sea-wind after night-fall. At sunset the fog-clouds were rolling over the mountain tops back of San Francisco, gorgeous in rose and golden light; the city itself was perfectly serene, and, except for the fog-banks in the southwest, which soon became alive and very beautiful in the moonlight, I never saw a clearer or brighter sky. It remained the same, the air being still of a delightful temperature, till morning, when the sun, rising over the mountains in the east, gave a new glory to the constant clouds overhanging the heights on each side of the "Golden Gate." Going back in the afternoon to San Francisco, I again found the temperature in contrast to that of Berkeley disagreeably chilling, though the day was considered there an uncommonly fine one and the wind was less severe than usual.

I have visited the other suburbs of San Francisco and studied them with some care, and, without being able to express a definite estimate of the degree of difference between their climate and that of Berk-

ley, and without being able to assert from any limited observation, that the immunity of the latter from the chilling sea-wind is absolutely complete and constant, I think that I am warranted in endorsing the opinion that the climate of Berkeley is distinguished for a peculiar serenity, cheerfulness and healthfulness.

I know of no entirely satisfactory explanation of the fact, that it may be observed that it lies to the northward of the course of the northwest wind which draws through the Golden Gate and which sweeps the peninsula to the southward of the city and the Contra Costa country south of Oakland, and that there are to the northwest and northward of it several spurs of the Monte Diablo range, the form of which is calculated to deflect currents of air setting down the bay from the northward. The form of the trees on the top of the nearest of these hills indicates an upward deflection of the north-wind.

It will be seen that the natural advantages which led to the choice of the locality for the college, adapt it still more for a neighborhood of luxurious family residences.

The disadvantages of the site, as compared with districts in other parts of the world, which are considered to be of choice character for rural or suburban residences, are those which are common to all the country near San Francisco, and most of these it possesses in less degree than any other I have seen, while, at the same time, there are in the local conditions, unusual advantages for overruling them. If, therefore, these advantages are made use of in a large, bold and resolute way, the neighborhood will ultimately possess attractions, especially for those with whose memories of childhood the rural scenes of the Atlantic States, or of most of Northern Europe are associated, with which there will be nothing else to compare in the vicinity. I say this, not out of regard for the charm which such scenes would have from mere association with youthful pleasures, but for the fact that there is a real relationship of cause and effect between the conditions which are necessary to the enjoyment of these scenes, and those which are required to contribute to the comfort of mankind. For instance, the ground will not often be found hard, nor harsh, nor sticky, and neither will nor dust will cause annoyance when a ramble is taken over surface all of which is either sheltered by foliage, or covered with turf. Again, in a country of thick, timber-groves, pendulous woods, coppices and thickets, protection from

where winds, and from the direct rays of the sun every where appears to be intense at hand, and we find ~~the~~ ~~scenery~~ ~~distinctly~~ distinguished to venture forth freely in it. Moreover, when these elements of scenery are found in profusion, the scene before us, as we move in any direction, is constantly interrupted by the bodies of foliage, and re-arranged into new combinations and those often have a proportion and relation of parts which satisfies the requirements of an æsthetic feeling, and which, in a complete realization, constitutes what is technically termed a composition. For this reason, although it may not command our wonder, or any profound feeling, it gives promise of constant interest, and cheerfully induces the imagination. There will be greater interest also, in the details of such scenery which must be closely observed, than in any other. Birds and flowers, for instance, will be more evenly distributed over it, so that even in their absence, we never know that we may not, at the next moment come upon them.

But let any one go out into the country near San Francisco, in any direction, and he will rarely find his interest thus stimulated. At one season he will every where find abundant flowers, and in some of the gulches he may always find bushes and birds. Looking at the distant hills from a high position again, he may see a certain beauty of scenery, yet it can seldom be said that he has before him a completely beautiful landscape, probably never in any place otherwise suitable for a home, and during any considerable part of the year. The center part of the natural landscape will nearly everywhere be unweary, tame, raw; grand or picturesque possibly, but never beautiful or appropriate to a home. Nor, however great the beauty, in certain stages of the atmosphere, of the distant hills and water, is there anything in nature which seems to invite or welcome one to ramble. The surface of the ground beyond the immediate foreground commonly assumes hard, bare, dead and bleak; what few trees there are appear stiff and rigid, and are as dull and monotonous in color as they are ungraceful in form. Even the atmosphere, when it is not foggy and chilly, is colorless and toneless. Only in the far distance is there any delicacy and softness.

Thus, however grand it may be, and whatever interest it may possess, the region about San Francisco, is peculiarly destitute of what I may denominate domestic beauty, and of that kind of interest which is appropriate to domestic occupation.

It would be needless to suppose that even in a neighborhood of

right, third, to command of occasional distant views and complete landscape.

To meet the second of these requirements, the borders of the roads should be immediately next to, even nice; there should be no raw banks or bare neglected looking places, nor drift of rubbish by their side.

Thus, in the climate of the locality, implies one of two things, either that the whole roadside is watered daily during several months of the year, or that it is densely thinned and draped over with living foliage.

The latter might be undesirable if there were pleasant open scenery along the road; but where, as it must be supposed will be the case here, there will generally be within a distance of a hundred feet, or more of the road, only a choice between a thicket, thorn scrub, or, at present, or a private garden (it may be a vegetable garden), or a continuous grove, it will be the more agreeable as well as much the cheaper arrangement.

I can think of nothing to which the imagination turns with more eagerness in the bleak and open scenery, and the exceeding and all-pervading lightness of the day-light of California, than to memories of shady old lanes running through a close and over-arching hovey of foliage, and such an ideal should be fixed before whatsoever is placed in charge of your improvements. Until the experiment has been tried on your soil, perfect success cannot be predicted, perhaps, with entire confidence, unless you should conclude to lay on water in such a way that it would be applied freely and without fail by mechanical action, to your road borders. That the ideal might be thus perfectly realized will be evident to any one who will follow up the water-courses in the ravine a few rods below the Simpson House, near the point where a bridge is indicated on the plan. Here water stands near the surface of the ground during the entire summer, even when it disappears farther down the ravine, and trees in the row beside the undergrowth, which is consequently thick, luxuriant, luxuriant, rich, and graceful, completely sheltering the visitor from the sun, and all the ordinary unkindness of the surface of the ground is lost.

But I do not suppose that any artificial application of water would be necessary on any of the ground where in the plan roads are laid down, to secure a high degree of the desired effect, if properly selected alprins are once well established on the soil and backed up with trees such as have already spontaneously grown in it, in many cases to good use.

a mile or two in extent, these defects could be completely remedied, or that they could be remedied in any notable degree in a very short time, or without much judicially applied labor. But, if what is proposed to be accomplished, is modestly conceived, and the requisite effort is made and sustained for a sufficient period, it is unquestionable that the more striking elements of the existing scenery may be reduced in importance, and its more attractive features presented to much greater advantage than they are under merely natural circumstances, or under any artificial conditions yet in existence. It may also be confidently anticipated that the result will be perfectly home-like and grateful in contrast to the ordinary aspect of the open country of California.

For instance, if we imagine the greater part of your property to have passed in tracts of from two to five acres into the possession of men each of whom should have formed as a part of his private residence, a proper foreground foliage to his own home outlook, it follows, from what I have before remarked, that one of the chief defects of the scenery would be in a great degree remedied. For these bodies of soil and eventually nurtured foliage would form part of an artistic middle distance to all other points in the vicinity which would overlook them, and would so frame under the more distant prospect from these exterior points of view, that a strong gradation of aerial perspective would occur, and the fact will be observed that if the range of the eye is but little carried to a certain distance, especially to the westward or southward, the view is everywhere exceedingly beautiful, both in respect to the form of the hills and their beauty of color and tone, under all atmospheric conditions. Even in stormy weather, there is great grandeur in the movements of the clouds rolling over their southern slopes and declivities, and I remember a single scene of this kind as one of the most impressive that I have ever witnessed. But on ordinary occasions the view to the westward, if the eye does not regard the dullness of the nearer part of the landscape, while it is one of great depth and breadth, is also one of peculiarly cheerful interest.

The main requirements of a plan, then, for the improvement of this region, with reference to residence, must, by first, so to arrange the roads upon which private property will front as to secure the best practicable landscape effect from the largest number of points of view; second, so to arrange the roads and public ground as to give the owners of the private property satisfactory outlooks, in respect, first, to convenience of use; second, to attractiveness in their borders;

The course of the roads, as laid down in the plan, generally follows the natural depressions of the surface, and I am strongly of the opinion that in these situations, if not on the more elevated parts of all the ground included in the plan, there would soon be a natural growth of trees and shrubs if perfect protection were secured for a few years from the action of fire and the close cropping of animals, and I can have no doubt that when the ground shall have been well trenched, nearly all the trees and shrubs which grow naturally in the more favored sections of the Coast Range, as well as many others, if planted and carefully tended for two or three years, would thereafter grow healthfully, rapidly, and in princely forms.

It will be seen, by reference to the large drawing, that all the ground, not required for other purposes, is laid out in a number of divisions, varying in length and breadth, but each of such a form that it could be easily subdivided by simple lines into lots, each of one to five acres in extent, of suitable shape and favorably situated in all respects for a family home. The relative position of the houses created, and trees grown upon the different lots, may be such that the best view from each site will remain not only uninterrupted, but rather improved by that below it. The divisions are separated one from the other by lanes bordered, as already explained, on each side by continuous thick groves, and access to each private lot from these lanes is arranged by short approaches branching from them. The lanes are arranged in these divisions is 125 acres, (including nearly 90 acres belonging to private owners between the college property and the adjoining public road), and might with advantage be occupied by from 50 to 100 private families.

The lanes are arranged with reference to continuations to the northward and southward, should additional accommodations of the same character be hereafter found desirable. Connection is also made by shaded roads with the village already laid out in the vicinity, and a public garden, containing a children's playground, with a series of shaded walks and arbors about it, is provided for, adjoining this village.

Between the garden and the village, a street is widened so as to form a small plaza or village market-place.

There are three entrances to the series of lanes from the general direction of San Francisco. One of these is intended to be approached by a projected street railroad, and also by a direct avenue from the proposed steamboat landing at that point of the bay which is nearest

of the scenery." The second approach, although the middle of the village, the third is by a new approach. I recommend should be made out as a pleasure drive from Oakland. This road would be to the southwest of, and run parallel with the present Telegraph road, until after it has passed the vicinity of the new Cemetery, where it would curve upon a long radius to the left, and passing to the eastward of some of the lowest foot hills, cross the Telegraph road near the foot of the mountain, and approach Berkeley on a line parallel with the range, passing along the east side of the public ground, and reaching the vicinity of the College without entering the village, as shown upon the plan. Such a road would form a drive much more attractive than any now in use out of Oakland, and would lay open a most desirable region for residences all along the foot of the mountains.

One of the neighborhood lanes is extended easterly to the mouth of the valley or gorge in the mountains, which is a part of the property of the College, but which it would be inconvenient to show upon the drawing. This lane is intended to be extended up the gorge, first, however, crossing to the other side, not far beyond the point at which it terminates in the drawing. Thence it is intended to follow up the course of the brook as I have verbally explained to you, and as close upon its banks as is practicable, until the point is reached at which the branch enters from the left. There the lane should fork, being carried up the branch to the left, with such curves as will be necessary to reach the small table land at present occupied by a greater house. From this it would return on the left bank of the easterly branch of the stream to the main alley, crossing near the fork by a bridge.

There should be a convenient stopping place for carriages upon the table land, from which a walk should be formed to the highest point of the knoll around which the lane passes. At this point there is a very interesting view through the gorge and out upon the bay, and it would be a suitable place for a small summer house or pavilion. The lane within the gorge would have to be formed by excavation in the hill side, and a thick plantation should be carefully established on the upper slope so as to confine attention to the damp ravine below and the opposite bank, which to a considerable height (abundantly covered with native foliage of a very beautiful character).

As the road follows a stream of water from the open landscape of the bay region into the midst of the mountains it offers a great

Each, while in the central portions of it a perfect living green sward should if possible be formed.

For this purpose, after the thorough under drainage of all parts of the ground, it should be trench plowed as deeply as possible, or trenched with a spade to the depth of two feet or more; manure or rich horse soil being placed at the bottom. The surface should then be worked very fine and assorted grass seeds of the kinds which experience in Oakland and San Francisco indicates to possess the most enduring vitality in the climate, should be sown very thickly—at the rate at least of three bushels to the acre. The surface should then be rolled with a heavy roller. As soon as the grass has grown to an average height of two inches, it should be mown and rolled again with a lawn machine, drawn by a horse with its feet muffed. The mowing and rolling should be repeated at intervals of from three to ten days, whenever the grass is growing fairly, and it should never be allowed to reach the height of three inches or to form seed. With this treatment it will probably form a firm sod which will remain green, soft and velvety during the greater part of the year. At the height of the dry season, however, it would, I presume, require daily watering; and for this purpose there should be a series of hydrants connected in the driveway around it, and others at intervals in the middle of it, the latter being set entirely below the surface of the ground in cases covered with a small carpet, by fitting which the butt of the hose could be inserted.

I would strongly urge that not the least ground should appear outside of the necessary walks and roadway anywhere within your property, which can not be hidden from sight by the foliage of trees, shrubs or vines, except as much as you feel confident you can afford to treat in the summer which I have thus suggested. The expense of such a treatment is so great and it is so unlikely to be constantly maintained through a long series of years that I have reluctantly omitted any green sward at all in the plan. I am, therefore, to do so, however, by neglect not only for your original desire for a much larger extent of it than is now proposed but for the very great addition to the general beauty of the neighborhood, which would be gained by such an arrangement and by a consideration of the advantages which would come from it to the institution, by applying a suitable field for athletic games and other agreeable exercises; and the effect which it would thus have upon the health and spirits of the students and those who would be associated with them.

change of scenery within a short distance, and will constitute a unique and most valuable opportunity to the general local attractions of the neighborhood.

The plan, as shown in the drawing, encroaches slightly upon the land which does not at present belong to your corporation, on the westward and northward, but you advised me to assume that you would be able to acquire possession of this land if desirable.

The extent of the system lanes which I have described, exclusive of the village streets, would be about five miles. At several points the mountain gorge, would be about five miles. At several points upon them there would be very fine distant views, each having some distinctive advantage. The local scenery would also at some points be not only quite interesting, even without any effort to produce special effects by planting, but it would have considerable variety, much more so than might be supposed from the drawing. The road is designed to be laid out in such a way as to make the most of the natural features, while preserving their completely system and novel character, being carried with frequent curves in such a way as to make the best use of the picturesque banks of the ravines and the existing trees upon them. These are sometimes allowed to divide it into two parts. Notwithstanding the varied curves which the arrangement involves, the general course of the lanes will be found simple and the connection between the more important points sufficiently direct. This is especially the case with the approaches to the College site from the points nearest it at which the neighborhood is entered.

A tract of low, flat ground, 97 acres in extent, pleasantly surrounded on three sides by moderate elevations, two of which return so as to form a long bay or dell, is proposed to be formed into a small park or general pleasure ground. The site is naturally more moist, fertile and meso-climatic than any other in the vicinity and a considerable number of old and somewhat quaint and picturesque oaks are growing in a portion of it. This occurrence, with a thick growth of underwood and of rank, herbaceous plants, leads me to think that if it were thoroughly drained, cleaned and tilled, trees would naturally grow upon it in more unobtrusive and elegant forms than elsewhere, and that turf could be more easily formed and maintained upon its surface. I recommend that it should be surrounded by a thick plantation similar to that proposed to be formed by the side of the lanes, and that in the front of this, trees should be planted singly and in small detached groups, as they are often seen in open pastures in the

If this part of the plan should not be approved on account of the expense which would be required to properly carry it out, then I would suggest that at least so much turf should be formed and kept as would be contained in the strip immediately in front of the central college building, in the line of the Golden Gate. Arrangements could be made by which this might be all supplied with very little labor. The remainder should be planted with trees, except an area a little south and east of the centre, to be made perfectly level and used as a ball-ground. The whole of the ground not covered with turf should be very thoroughly cleaned by repeated plowings and harrowings, then covered with three or four inches of gravel from which sand and clay, as well as all particles larger than a small olive, should have been removed by a double screening. This should be heavily rolled, and every spring afterwards it should be scuffed, dressed with salt and again rolled until hard enough and smooth enough to be swept with a common curb-sweep. It might, in this way, probably be kept clean enough for use, and, surrounded or overhung by trees, it would not be offensive to the eye.

A part of the ground (1) reserved for general college purposes on the high land to the westward of the park may be used for sporting if required, or if the plan neither of a park nor of a glade of turf extending to the westward, before the college site, should be approved, a garden would more appropriately occupy that position than private residences, or a road or walk with Egyptian border. A garden, however, of the same extent, whether a scientific garden or an ornamental flower garden, would be even more expensive to maintain than good turf, while it would add nothing like so much to the beauty and interest of the neighborhood and would be less directly useful to your students.

The main features of the plan have thus been sufficiently explained to show how it is intended to meet the principal requirements, namely, to offer improvements which will draw about the College a neighborhood of refined and elegant houses.

The second requirement of a plan was stated to be that, while preserving domestic attractions, the improvements proposed should not be of a character to draw about your college a noisy, disturbing commerce, or anything calculated to destroy the general tranquillity of the neighborhood. It will be observed, that with reference to this

direct routes of communication between the different parts of the neighborhood, they would be inconvenient to be followed for any purpose of business beyond the mere supplying of the wants of the neighborhood itself—that is to say, it would be easier for any man wishing to convey merchandise from any point a short distance on one side of your neighborhood to a point a short distance on the other side, to go around it rather than go through it. As a further protection, when it shall be found necessary, the property may be enclosed and gates established at the entrance, so as to exclude from the house whatever it may be thought undesirable to admit. This precaution would probably be unnecessary, however, for many years to come.

As you have been unable to instruct me what college buildings should be introduced, I have been obliged to trust to my own judgment of your probable requirements, and from a general building plan accordingly, taking care, however, that the area and the shape of the ground proposed to be reserved for the purpose, while fitted to such an arrangement as I conjecture will be satisfactory, should at the same time leave you with considerable freedom to vary from it.

I have thought it best to assume that two considerable buildings would be required at an early period of the history of the college. One designed to contain its library, records, and scientific collections, and therefore constructed of brick, stone and iron, and as nearly fire-proof as you could afford to make it. The other to contain a general hall of assembly, and a series of classrooms, lecture rooms, and rooms for the use of your faculty.

Whenever it should be found necessary in the future, to enlarge the library accommodations, the scientific collections might be removed to a new building, to be erected especially for that purpose, and the whole of the original building thus devoted to the library, or if less than this should be required, a smaller building might be erected for a special division, or for certain departments, of the scientific collection, as has been done at Amherst College, a single large building being then devoted to a special class of fossils, while the general geological collection remains in another. Whenever, also, the accommodations of the second building should be found insufficient, a new one may be erected for the purpose of general assembly, and the classrooms be enlarged by the addition of the space occupied by the assembly hall in the original building.

With regard to dwellings for the students, my conjectures had me

to believe that the experience of eastern colleges is equally applicable with regard to the old plan of large barracks and commoning and to the plan of treating that the students will be properly accommodated with board and lodging by arrangements with private families or at hotels. Establishments seem likely to be finally preferred, in which buildings erected by the College will be used, having the general appearance of large domestic houses, and containing a respectably furnished drawing-room and dining-room for the common use of the students, together with a sufficient number of private rooms for accommodation from visitors to large lodgings.

If a similar plan should be adopted at Berkeley, there need never be any very large buildings erected there in addition to the two central ones which have been proposed, and so it would be equally convenient for all purposes, as far as I can see, and much more consistent with the character of scholarly and domestic seclusion, which it is desirable should pervade the neighborhood. I should contemplate the erection of no buildings for college purposes, whether large or small, except as detached structures, well designed by itself, and as would be found most convenient for the purpose to which it was to be devoted. In other words, I would propose to adopt a picturesque, rather than a formal and perfectly symmetrical arrangement, for the two reasons that such an arrangement would better harmonize artistically with the general character desired for the neighborhood, and that it would allow any enlargement or modification of the general plan of building at present adopted for the college, which may in the future be found desirable.

I may observe that in the large Eastern colleges the original design of arranging all the buildings of a growing institution in a symmetrical way has in every case proved impracticable and been given up, while as far as it has been carried out it is a cause of great inconvenience and perplexity to those at present concerned.

With these views, having fixed a centre with which the different buildings to be hereafter erected as from time to time shall be found necessary, may be expected to have convenient connection, I propose to reserve from sale for private residences, as much ground in the vicinity of the centre as is likely to be needed for all purposes by your corporation in future.

The central buildings are introduced to be placed upon an artificial plateau at the head of the dell before described. This site, while moderately elevated, yet appears slightly embayed among the slopes of the hills on all sides except that toward the

park, over which the outlook to the westward is unconfined and reaches to the horizon of the ocean. The west front of this plateau is designed to take the form of an architectural terrace from which two broad walks between the lines of a formal avenue lead directly to the head of the dell in the park. At the foot of these walks appropriate entrances are provided from a carriage way.

The general arrangement is shown more fully in a working plan drawn to a larger scale than the principal drawing.

The construction of the necessary piazzas upon the site proposed will not be an expensive undertaking as the working plan will show, and the terrace may be finished, if desired, very plainly and cheaply.

At the same time the introduction of a high degree of art, at any time in the future, will be practicable, in the form of statues, fountains, and a highly decorated pavement with tile and marble pavement upon the terraces, and on each side of the broad-walks, the intermediate quadrangle and the stair and entrance ways.

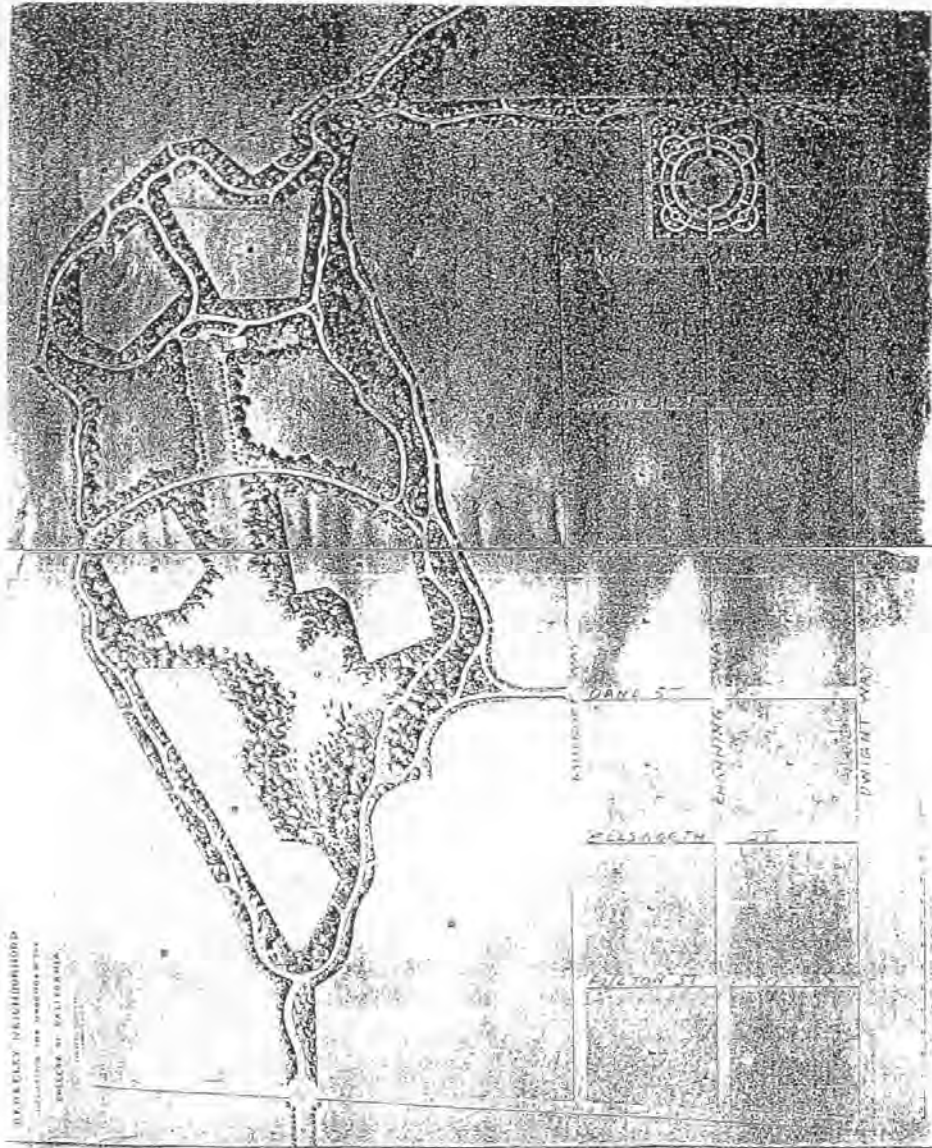
Respectfully,

FRED. LAW OLMSTED.

OLMSTED, Vaux & Co.,
Landscape Architects.

110 Broadway,
New York, June 29th, 1866. }





Berkeley Historical Society
 Spring 2004 Walking Tours
 May 15, 2004

Today we turn back the calendar to 1865, 139 years ago, when Frederick Law Olmsted was hired by the College of California trustees to prepare a survey and map for a college site on Strawberry Creek that 13 years later would become part of the new City of Berkeley. We will review Olmsted's plan for the neighborhood adjacent to the college site, walk through some of the areas involved, and hear of plans to restore some of Olmsted's inspired vision. The name for this plan was the Berkeley Property Tract.

Many fine historical accounts of the Berkeley Property Tract have been provided by local scholars. The printed material provided today will draw upon this material. Of particular are the following source materials:

The book "Berkeley Landmarks" An illustrated guide to Berkeley, California's architectural heritage by Susan Dinkelspiel Cerny, Section 6, Southeast, items 1-7

Several publications of the Berkeley Architectural Heritage Ass'n with contributions by Anthony Bruce, Leslie Emmington, Susan Cerny, Fredrica Drotos, Susan Wikander, Sheron Entwistle, John Beach, Robert Judson Clark and others. These include:

41 Walking Tours of Berkeley, 1992

Newsletters Spring 1995 and Spring 2003

Much has been written about Frederick Law Olmsted. Two publications are particularly recommended:

"A Clearing in the Distance," Frederick Law Olmsted and America in the Nineteenth Century by Witold Rybczynski, Scribner 1999

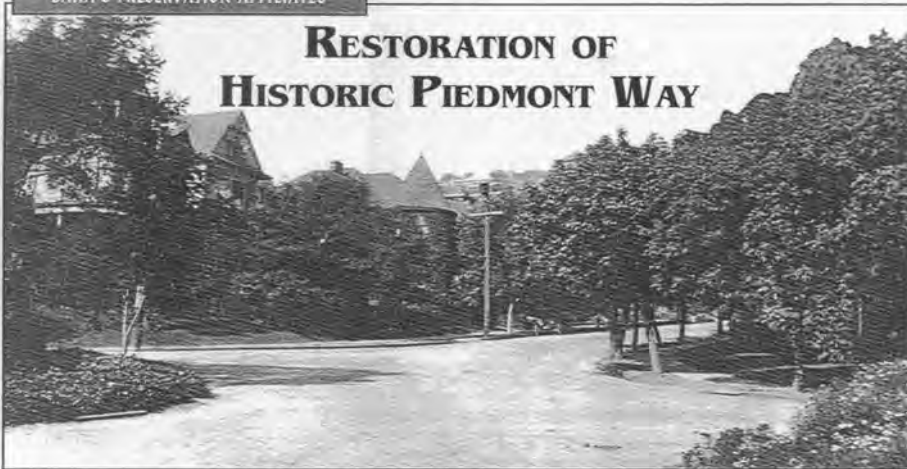
"The Papers of Frederick Law Olmsted," Volume V The California Frontier 1863-1865 by editors Victoria Post Ranney, Gerard J. Reulok and Carolyn F. Hoffman, The Johns Hopkins University Press 1990

The route of today's walk will be south from International House along Piedmont Avenue (Way) across Dwight Way to the Clark Kerr campus. After a stroll through the Clark Kerr campus we proceed north to Hillside, Hillside Court, Prospect Street, Memorial Stadium and Gayley Road back to the starting point.

Paul Grunland

BAHA'S PRESERVATION AFFILIATES

RESTORATION OF HISTORIC PIEDMONT WAY



Channing Circle, in about 1920, showing the "overbowing" trees. Where Channing Way crosses Piedmont Avenue a circular park (seen at the left) distinguishes this broad intersection.— Haven Collection, BAHA.

BY
FREDRICA DROTOS
President, Friends of Piedmont Way

THERE MAY BE SOME in Berkeley who remember Piedmont Way, "Berkeley's most beautiful street," as the show place it once was—the finest of residential planning along a gracious parkway, lined with large overbowing trees, all laid out by Frederick Law Olmsted in 1865. That picture postcard view would have to be as long ago as the 1950s. Because, since then, from year to year, bit by bit, the once beautiful street has gradually fallen from grace, sadly to become a civic embarrassment, but *not* beyond restoration.

In order to play a stewardship role in restoring this rich piece of suburban landscape, a new group was formed last year, calling itself the Friends of Piedmont Way. Recently, the Friends have filed to become a 501c(3) non-profit corporation with the support of BAHA, presently serving as its fiduciary agent. Recognizing that the historic parkway and residential environment now suffer from years of neglect, blight, and traffic impacts, and that the parkway is an integral part of the City's, the University's, and the nation's cultural heritage, the Friends

will endeavor to educate the community as to the value of Piedmont Way, and to seek funding, in supplement of any City and University dollars, to restore, preserve, and protect Piedmont Way into perpetuity.

It is exciting to know that Piedmont Way and the Berkeley Property Tract were Frederick Law Olmsted's first foray into residential planning. Olmsted was in California only for a short time (1863-1865). This was after the period when he and Calvert Vaux had designed the great plan for Central Park, but before he went on to become America's foremost landscape architect of many more grand public parks, university campus plans, great estates, and suburban residential developments. Even though he left California before his Berkeley Property Tract was physically realized, Piedmont Way became a prototype for his suburban planning, featuring a main road of gracious proportions and natural features. (Olmsted actually, however, first conceived a divided road for gentle "comings and goings" when he planned the roadway through the floor of Yosemite Valley, inspired then to

minimize the effect of traffic upon the splendor of nature's wonders.)

For many years Olmsted's 100 foot wide, gently curving, landscaped thoroughfare, situated close beside the young University of California campus and culminating in a *cul-de-sac* beside the banks of Strawberry Creek, was only traversed by an occasional horse and carriage. Today, in contrast, it is often filled with bumper-to-bumper traffic. While Olmsted envisioned a rich landscape of native, drought tolerant plants lining the street and an "over-bowery of trees," enhanced by the garden set-backs of well appointed homes, very little has survived. Only one of the locust trees, "planted by the truck-load" in 1900, remains. By late last year, due to the constant impact of heavy delivery trucks, SUVs, and, even, buses parking in the center median, this parklike amenity had been reduced to a rutted quagmire. In response, the Friends have worked with the City to install the recently placed bollards around the medians. This has, quite naturally, caused a huge outcry of protest, but it is considered a vital first step toward restoration. The Friends want to assure Berkeleyans that the bollards are a temporary measure; meant to protect what remains of Frederick Law Olmsted's original vision, until a proper restoration can be implemented.

The Friends are planning a four phase landscape restoration process of Piedmont Way based upon the principles and practices devised and tested by the Olmsted Center for Landscape Preservation in



An SUV is seen here parked on the grassy center median of Piedmont Avenue between Channing and Durant. A recent epidemic of heavy vehicles—even tourist buses—using this public amenity for private parking has caused enormous erosion and general degradation to the area. Photo by Fredrica Drotos, 2002.

Brookline, Massachusetts. The first phase to protect, stabilize, and document existing landscape features has already begun. The second phase will involve extensive historic research of the parkway (helped by historic postcards). Olmsted's vision wasn't realized overnight; it took many years for the planted landscape to resemble his ideals. So, in the third phase, through photographic and written records, the period that best reflects Olmsted's intentions will be identified and a restoration plan will be devised for replanting the lush landscape to Olmsted's ideal of meshing the social and cultural advantages of a city with the restful and peaceful qualities of the country. Finally, since the restored landscape is a living, growing organism, the fourth phase involves mapping maintenance guidelines for the restored landscape as much as 100 years into the future.

The Friends encourage active participation in this tremendous restoration effort, financially or otherwise. If you are interested, please write the Friends of Piedmont Way, c/o BAHA, P. O. Box 1137, Berkeley, California 94701.



These residences, long ago destroyed, stood at the corner of Piedmont Avenue and Haste Street and were designed by a little-known architect, Albert Dodge Coplin. The Hathaway House at the right was built in 1902 and must have been one of the largest houses in Berkeley; only a small portion is visible here. The Mission Revival house, seen in the distance, was constructed with steel netting, diagonal sheathing, and reinforced chimneys and foundation in the summer of 1906 for a Mrs. Ramsey, who specified an "earthquake proof" house. "Residences, Berkeley, California," postcard No. 1838 published by Edward H. Mitchell.

Friends of Piedmont Way
May 15, 2004 Update

On October 17, 2003, with Mayor Tom Bates, Assistant City Manager Jim Hynes, Vice Chancellor Ed Denton, Yez Patel (Interfraternity Council), David Munroe (Thorsen House), and various friends in attendance, the sign memorializing the partnership and restoration effort was unveiled in the median in front of the International House at Bancroft Way. Jim Hynes made an eloquent speech in support of the restoration, followed by words of support by the Mayor and the Vice Chancellor. The sign reads:

FREDERICK LAW OLNSTED'S PIEDMONT WAY
RESTORATION PROJECT
California Historical Landmark
#986: designated 1989

The restoration of historic Piedmont Way is a partnership project of the City of Berkeley, the University of California and the Friends of Piedmont Way. The restoration effort will be carried out within the guidelines of The Olmsted Center for Landscape Preservation in a four phase process, the first of which entails the installation of temporary bollards to protect the medians while restoration plans are finalized.

For more information about this project please contact the Friends of Piedmont Way 2299 Piedmont Avenue, Box 201, Berkeley, Ca. 94720-2320 www.piedmontway.org.

In July 2003 notification was received of the granting of 501(c)3 status thus permitting the receipt of tax-free donations without the aid of a fiscal agent. Approximately \$3 million will be needed for the project. The City of Berkeley has allocated approximately \$275,000 of this sum for curbs and gutters while the University of California has pledged to finance one-sixth of the budget (\$500,000). The current statewide fiscal crisis places all such projections in jeopardy. However, assuming the allocations above, the remaining amount to be raised is \$2,225,000, of which \$1,000,000 will go for undergrounding utilities. Undergrounding utilities has been established as a first priority; this year the Friends plan to meet with various neighbors and landowners to solicit support for an assessment district. It is hoped that PG&E will give the project a high priority.

Alternate sources of funding will be needed. A Historic Resources Study will be commissioned to enable the development of a realistic and detailed restoration plan. An application will be made to the National Trust for Historic Preservation for a grant to hire a grant writer who will seek out funding. Thanks to David Munroe, former resident and current business manager of the Thorsen House, several Thorsen House residents who are undergraduates in the School of Architecture and Landscape Architecture, have begun working on drawings depicting a restored Piedmont Avenue.



This is one of at least four postcards of the highly photogenic Piedmont Avenue issued by The Albertype Company. The view is from the driveway of the Hicks House (Julia Morgan, 1906) looking west to the intersection with Durant. Three other houses designed by Julia Morgan are visible. At the left, the roof of the Greenleaf House (1905) can be seen and next to it the gables and chimneys of the Tacheira House (1914). On the corner behind the tall eucalyptus trees is the shingled house built for Prof. Charles Mills Gayley in 1905. Postcard: "Model Homes, Berkeley, Cal." Published by The Albertype Co.

PIEDMONT WAY AND THE BERKELEY PROPERTY

BY

SUSAN DINKELSPIEL CERNY

It is the home, however, that preeminently distinguishes Berkeley. People come here to live. Here they find an equable climate which is enjoyable for 365 days in the year; where indoors and outdoors is almost equally agreeable; . . . where beauty of the landscape has an ever present charm; where the bounties of nature, in fruits, in all varieties of food, in flowers, make life healthy and pleasant; where the streets are well paved and well lighted; where the municipal government is efficient and clean; where the social life is simple and delightful; where the intellectual life affords a constant stimulus to mental improvement; where, above all, the moral atmosphere invites and tolerates only the best.

But the striking feature of the city is the number of individual private residences, with lawns and gardens full of flowers blooming at all seasons of the year. Here one may find ideal homes for rent or purchase and magnificent building sites. Or he may tell an agent what he wants, and a house will be constructed for him, of size, style and location to suit his taste.

Berkeley, California, A City of Homes, 1905. Conference Committee of the Improvement Clubs of Berkeley

BERKELEYANS bestowed upon their town the sobriquet "A City of Homes." The city prided itself on being livable, free of the noise, dirt, and congestion of the metropolis across the bay. Early real estate promotions were often aimed at San Franciscans who sup-

posedly yearned to leave behind the hustle and bustle and reside in peace and tranquility in Berkeley. Even as early as the latter part of the 19th century there were those who commuted to San Francisco while preferring to live in Berkeley.

The residential tone of Berkeley was set by the founders of the private College of California, which evolved into the University of California. Berkeley's first exclusively residential subdivision was commissioned by the College Trustees and called the Berkeley Property. This residential district was part of the plan developed between 1864 and 1866 for the new college grounds by Frederick Law Olmsted, who would become known as the "father of landscape planning in America" and the primary force in the creation of garden suburbs across the United States and Canada.

Olmsted was already famous for his design for Central Park in New York, but his plan for the Berkeley Property was his first residential subdivision that would become a reality. Olmsted's plan differed from the grid

pattern that was the standard way of laying out towns in the United States in the nineteenth century. He created a wide, divided boulevard, with rounded corners, that gently curved along the undulating hillside. Olmsted linked the Berkeley Property with the earlier College Homestead Tract of 1864, which was laid out in a grid.

As well as creating an aesthetic, the founders of the College also set a moral tone for the city. After all, they had selected the rural expanse of Berkeley for the college site in order to escape the influence of the saloons and dance halls of downtown Oakland! The envisioned town of Berkeley was to be different. The most tangible legacy of this time was the "one mile limit." Well into the mid-20th century, the sale of liquor was forbidden within one mile of the University. "This patent purity of the community makes the place an ideal spot for a wholesome and well ordered home," claimed the promotional brochure quoted above.

The wide, divided boulevard that Olmsted designed is Berkeley's most beautiful and historically important residential street, Piedmont Way (later, Piedmont Avenue), the centerpiece of the Berkeley Property Tract. In a report Olmsted sent to the Trustees in 1866, he outlined his theories and vision for the "establishment of a neighborhood of refinement and tranquility adjacent to a respectable college of scholarship." Olmsted designed Piedmont Way "to make the most of the natural features, while preserving their completely sylvan and rural character, being carried with frequent curves in such a way as to make the best use of the picturesque banks of the arroyos and the existing trees upon them . . . sometimes

allowing [the road] to divide into two parts."

Olmsted also suggested that the homes to be built here should express the "manifestations of a refined domestic life," with "garden set backs" enhanced by sidewalks lined with plantings that were "thick intricate, luxuriant, rich and graceful, completely sheltering the visitor from the sun." The Berkeley Property was meant to provide a respite from "the heated, noisy life of a large town."

The Berkeley Property Tract was not built up immediately. During the 1870s and 1880s a number of impressive Victorian homes were built in the vicinity of Bancroft and Piedmont Ways on the large "villa" lots that Olmsted had created. But it was not until after 1900 that the neighborhood became fully built. In 1900, Olmsted's design was formalized by Town Engineer Charles L. Huggins, who regraded the street, redefined the planted median, and replaced some of the elderly street trees. A new generation then built grand homes designed by architects such as Julia Morgan, the Greene Brothers, and Walter Ratcliff, which sat side-by-side with those of their Victorian predecessors.

Soon Piedmont Way became the residential boulevard that Olmsted had envisioned. The wide and curving divided street was lined with a profusion of flowering shrubs and shaded by a bower of trees. The homes and gardens of the Piedmont Avenue neighborhood became a very photogenic subject for a series of postcards.

Excerpted from the chapter, "A City of Homes and Neighborhoods" from Picturing Berkeley, A Postcard History, Burl Willes, editor, published by the Berkeley Historical Society and the Berkeley Architectural Heritage Association, 2002. The book is available from BAHA; call (510) 841-2242.



In 1900, residents watched the removal of the old walnut trees along Piedmont Avenue, as the dirt road with its cobblestone gutters, the original manifestation of Olmsted's design, was soon to be regraded. The work was completed in March, 1901 when "a cartload of trees and shrubs" arrived from San Jose. When this view looking south from the Thorsen House was taken in 1915, the median was overflowing with flowering plants, and the trees were beginning to "embower" the street once again. Postcard: "Residences, Berkeley, Cal." Published by The Albertype Co.

Frederick Law Olmsted's Berkeley Legacy—



PIEDMONT WAY

and
The Berkeley Property Tract



Piedmont Way was conceived in 1865 by Frederick Law Olmsted, America's Foremost Landscape Architect as the Centerpiece of a gracious residential community close beside the College of California. Olmsted envisioned a roadway that would follow the natural contours of the land and be sheltered from sun and wind by "an overarching bowery of foliage." This curvilinear, tree-lined parkway was Olmsted's first residential street design. It served as a model for similar parkways across the nation.—text of plaque on Piedmont at Bancroft, California State Historical Landmark Site #986

INTRODUCTION



BY 1864, THE TRUSTEES of the College of California had purchased from five pioneers, Messrs. Orrin Simmons, Francis K. Shattuck, George M. Blake, William Hillegass, and James Leonard, an extensive tract of undeveloped land to the south and east of Strawberry Creek to be a future college site, some miles north of the downtown Oakland College campus. Frederick Law Olmsted, the great American landscape archi-

tect and designer of Central Park, was in California at the time. While his stay in the state was for only a brief period, from October 1863 to October 1865, Olmsted's intellect and talents were sought after by those early leaders dedicated to the "advancement of human morality and happiness." Among the various projects Olmsted was called upon to undertake were a proposal for Yosemite Valley and Mariposa Big Trees, a park plan for the City of San Francisco and a plan for Mountain View Cemetery in Oakland. The Trustees of the College of California also asked him to conceive a plan for the new college campus ("Campus park") and to lay out a "Berkeley Neighborhood"—the Berkeley Property—so as to encourage residences of the finest quality.

During his California years Olmsted was still not certain himself that he was to be considered a man of the "sylvan art." Yet, his observations of the European grand parks and boulevards in his youth, his formative farming experiences on Staten Island, his passion for creating an urban park in the midst of New York City, and his concern for the survival of democratic ideals in a rough, unformed nation—all had given him cause to pursue the intriguing questions of man's development upon the



BOARDMAN'S 1868 MAP OF THE BERKELEY PROPERTY. This is the map prepared by County Surveyor W.F. Boardman, based on Olmsted's 1865 map, and filed at the County Recorder's Office on May 26, 1868. Notice that Durant, Haste, and Waring Streets had not yet been created, and that some of the original "villa lots" were as big or bigger than a city block! Consequently, some sections of the Berkeley Property Tract were later re-subdivided, new surveyor's maps filed, and new names given to these sections. Today within the boundaries of the Berkeley Property Tract you will find: University Terrace (1888) east of Prospect; the Batchelder Tract (1889), being both sides of Hillside Avenue; the Benton Property (1893), lot 46 of block A of the original map, the area bounded by Piedmont, Bancroft, Prospect, and Channing; the Simmons Estate (1902), being property at the north end of Piedmont that was bought back by Orrin Simmons' family; Block 8 of University Terrace (1905), a re-subdivision of University Terrace that created Hillside Court; and the Ellsworth Tract, the property belonging to Oliver Ellsworth between Channing and Haste. —courtesy of The City of Berkeley.

natural landscape. By the time he left California, to begin work on Prospect Park in Brooklyn, there was no doubt that his calling was to be "Landscape Architecture." While the greatest achievements of Olmsted's career are considered to be his large parks and park systems, he deserves, as well, full appreciation for the legacy of his suburban planning ideals, and it is our fortune that his first residential design was formulated in Berkeley.

Olmsted's "Campus park," which was never realized, was overshadowed by the fact that there was no ready capital to implement any design for new college buildings. The Trustees hoped, therefore, that they might raise the needed money by selling real estate from the large acreage they had assembled. The sloping terrain east of College Avenue and north of Dwight Way, then known as the Simmons property, was set aside for Olmsted to plan. West of College Avenue the Trustees had already subdivided the College Homestead Association

tract—but without Olmsted's genius at hand the tract was mapped in the standard grid plan.

It was in March of 1865 that Olmsted wrote of viewing the Berkeley site, accompanied by Edward C. Miller, the Central Park surveyor and engineer whom he had brought to California in 1864: "I had a hard day's work with Miller yesterday, riding over the hills of the college property under very heavy squalls of rain and snow and I am very stiff from it." During the month of August he spent ten days "on the ground, usually coming from San Francisco in the morning and returning at night." Then, in September as he was developing his plans he was pressed by Rev. Samuel H. Willey, a longstanding promoter of higher education in California and the acting head of the College, to prepare his residential layout as soon as possible in order to sell to a "Mr. Palmer of Folsom."

I have written him that I will inform him immediately on the receipt of the proper map from you setting forth streets, dimensions of that particular vicinity.



SAMUEL WILLEY HOUSE. The College of California began selling lots right away. In 1865, Trustee Samuel Willey built the first house, at Dwight Way and College Avenue. Willey was a determined "pioneer," as the area was remote and did not attract many home-builders until after the University opened here in 1873. This picture was taken from the Wilkinson House on Dwight Way and Etna looking northwest in about 1885. The house is to the left and the barn to the right. In the 1920s, when this "first village house" was to be torn for the Bishop Berkeley Apartments, Charles Keeler recommended to the City that it be preserved as a museum. This was the first instance in Berkeley of many subsequent failed efforts to preserve historic buildings, until a landmarks ordinance was adopted in 1974. —Courtesy of The Bancroft Library.

Mine [lot] being in the corner I have gone on and located my house and dug my well. Others are looking that way with the idea of purchasing as soon as we get the map . . . for the other parts we are in no haste.

On October 3, 1865, the Trustees were:

presented the draft [Map] of a portion of the Survey, from Mr. Olmsted, conveying that portion of the Simmons tract lying immediately East of the College Homestead Grounds, Showing the Park and the Piedmont Way as grounds reserved for public purposes.

The "Map" defined a residential subdivision of generous lots distinguished by Piedmont Way, the "park way," an innovative curvilinear road 100 feet in width.

On that same day, "By vote the Map was adopted" and the first deed of sale approved—Rev. Willey's lot measured off from Piedmont Way. Shortly after, on October 13, Olmsted set sail for New York, never to return to the state.

Still, from New York City, in 1866, Olmsted wrote a treatise for the Trustees entitled, *Report*

upon a Projected Improvement of the Estate of the College of California, at Berkeley, Near Oakland, which included a drawing, "Study for Laying Out the Berkeley Neighborhood Including the Grounds of the College of California." He hoped that the completion of the booklet would bring him payment for his services. The "Report" presents a lyrical picture of the Berkeley site and its natural amenities, setting forth social considerations, "requirements," and suggested landscape features for the establishment of a neighborhood of refinement and tranquility adjacent to a "respectable college" of scholarship activity.

The original "Map" has been missing since the late 1860s. However, it is almost certain that it did reside in the offices of William F. Boardman, a pioneer surveyor and the Alameda County Surveyor at that time, who submitted the map of record for the Berkeley Property in 1868, with the credit in its legend "as laid out by F. L. Olmsted."

The Berkeley Property tract was a pivot



CLINTON DAY, RESIDENT ARCHITECT. In 1875 the Palmer brothers built their homes north of Bancroft Way, commanding the slope above Piedmont. These imposing Eastlake-style houses were often photographed and published to promote Berkeley's desirability. Their architect, Clinton Day, best known for his Stanford Memorial Chapel, City of Paris Building, and Berkeley's landmark Golden Sheaf Bakery, built his own home across the way, where it stood until 1965. Day designed many homes in the Tract and some of the early, as yet undocumented houses may be his. As prominent families of the town sought to live here, so did members of the gown, and homes of such well-known professors as LeConte, Christy, Gayley, and Hilgard graced the Berkeley Property.

—Clinton Day Collection, BAHA.

design for Olmsted and for the planned suburban community in America. It was his first residential commission, with almost fifty subdivisions and community projects following through the mid 1890s. His romantic spirit and quest to integrate natural beauty with daily living and community needs were initially expressed in the Berkeley Property plan, then repeatedly adapted to varying conditions, from Riverside, Illinois to Atlanta's Druid Hills or from Cushing's Island, Maine to a company community in Dayton, Ohio. The work of his firm continued under the direction of his two sons into the 20th Century, influencing Duncan McDuffie's Berkeley subdivisions of Claremont, San Pablo Park, Northbrae, and, as late as 1937, Park Hills.

The suburban concepts envisioned in the Berkeley Property were essentially threefold. The first was to develop integrally with a park or public space, in this case to be realized by the "College park" campus, so as to have all the advantages of naturalistic surroundings "that it should present sufficient inducements to the

formation of a neighborhood of refined and elegant homes." The second concept was the "parkway" that was to serve both as connector and as "pleasure drive," separate from the bustle of business traffic. Thus, Piedmont Way was

designed to be laid out in such a way as to make the most of the natural features, while preserving their completely sylvan and rural character, being carried with frequent curves in such a way as to make the best use of the picturesque banks of the arroyos and the existing trees upon them. These are sometimes allowed to divide it [the road] into two parts.

Olmsted fully envisioned that Piedmont Way might connect with his other "park," Mountain View Cemetery, "lay[ing] open a most desirable region for residences all along the foot of the mountains."

The final concept was how the arrangement of the residences or "villas" might express the "manifestations of a refined domestic life," which were "unquestionably the ripest and best fruits of civilization". "Large domestic houses" with "attractive open air apartments" were suggested, to be constructed on ample lots with "garden set backs" enhanced by sidewalk bou-



THE BERKELEY PROPERTY ABOUT 1885. From the beginning, the Berkeley Property, and Piedmont Way in particular, was Berkeley's preferred residential section. It was not only the most elevated property, but was also close to the new University, and the area was quiet and secluded. Piedmont Way ended in a cul-de-sac at its north end and there was no through traffic. Seven early homes and one fraternity house within the boundaries of the Tract can be seen in this view looking west from the top of Bancroft Way.

—Clinton Day Collection, BAHA.

levards and drought resistant plantings that would become "thick intricate, luxuriant, rich and graceful, completely sheltering the visitor from the sun." All was meant to provide a respite—"the heated, noisy life of a large town is obviously not favorable to the formation of habits of methodical scholarship." It was thus that Olmsted's ideas were formulated for the "Berkeley Neighborhood," ideas that were to become continuing themes, only to be strengthened with time upon the American landscape.

Circa 1910, the Berkeley Property was in its full glory, with the most splendid houses and gardens. As it happened, after Olmsted submitted his "Map" and after his "Report" was published, the Trustees did not immediately succeed in selling the subdivided lots. Thus, entire blocks of the Property were sold as capital investment opportunities to individuals who, in turn, sold off the lots later. Not until the 1880s, well after the establishment of the first College buildings in 1872, did the neighborhood finally begin to

gather the noted town and gown families of the period, the LeContes, Hilgards, Morgans, Christys, Rickards. It was not until 1900 that the City had the neighborhood streets macadamized, formalizing the curbing along the boulevards and the median on Piedmont Way. At that time the neighbors *did* grieve to see the removal of the old walnut trees, but welcomed the elms, locusts and deciduous oaks arriving from San Jose that would grow in time to become the stately "overarching bowery of foliage." In 1906 another improvement, privately funded, was made in the form of handsome stonework along the eastern edge of Hillside and Prospect streets and across Derby Creek, an area resplendent with native oaks. So it was that the blooming natural beauty of the neighborhood, built along the contours of the sloping hills, attracted a new generation of fine houses. Olmsted's vision had been realized—the layout designed by the great landscape architect had been self-fulfilling, even if his name was lost upon the lips of the community.

During the 1920s an unexpected dynamic developed between the town and gown that would



Piedmont Way in 1915. In 1900, residents reluctantly watched the removal of the old walnut trees along Piedmont Way. The dirt road with its cobblestone gutters, the original manifestation of Olmsted's design, was to formalized by City Engineer Charles L. Huggins. His map, still at City Hall, shows that the street was graded and paved, curbing installed, and the "parking" in the center was landscaped. The work was completed in March, 1901 when a "carload of trees and shrubs" arrived from San Jose. This view was taken from the Thorsen House, looking south.—*Courtesy of The Bancroft Library.*

alter the character and atmosphere of the Berkeley Property forever. At that time, the University made the fateful decision to place the Memorial Stadium at the north end of Piedmont Way. The decision was bitterly opposed by many citizens of the town, including local architects such as Henry Gutterson, to no avail. The massive arena ended the peaceful isolation the neighborhood had always known, as lively throngs marched through during football season. Additional institutional expansion further impacted the scenic parkway and the dignified neighborhood when the International House was begun in 1928. Due to these changes, some of the grand family homes were sold to fraternities or sororities, joining the Greek residences already built. By the 1940s Piedmont Way was called "Fraternity Row," but it continued to reflect an appreciation for it as a place of architectural grandeur and gracious ambiance.

More recently, the changes to the Berkeley Property have been countless, both on an insti-

tutional scale and on a property-by-property basis. What was laid out to be a gracious parkway free from bustle, is now daily congested with automobiles. Even the once resplendent overarching trees are few and far between. And, as the 21st Century approaches, the issues of the day appear far more complex than in 1865. The undeveloped land, turned into an idyllic spot for domestic tranquility and academic inspiration, is now a neighborhood fraught with urban problems. However, still to be found within the Berkeley Property are some of Berkeley's most memorable vistas and gardens, and handsome buildings and interiors. And, still, Piedmont Way remains, despite the years of abuse, as a "pleasure drive" for the student, the professor, the capitalist, the international visitor, and the hurried, or the evening stroller. Frederick Law Olmsted's inspired ideals, both in detail and in broad stroke, are a legacy to which we can respond.



HEARST HALL. The shining hour in the neighborhood's history was the arrival of Mrs. Phoebe Apperson Hearst in the fall of 1899. "For her residence, one of the most delightful homes of Berkeley was secured [the Penroyer House at Channing and Piedmont]." Mrs. Hearst had commissioned Bernard Maybeck to design a reception hall next door to accommodate events relating to the International Competition for the Phoebe Hearst Architectural Plan for the University. At Hearst Hall "for all this winter season its gracious hostess has dispensed the most bountiful and queerly hospitality to the whole University." For those special few weeks, a continual procession of dinners, receptions, and entertainments was held for the students and the Competition jurors. When it was over, Hearst Hall, designed so as to be disassembled, was moved to the campus to become Hearst Gymnasium. It burned in the summer of 1922. The Channing Way site has been home to the Gamma Phi Beta sorority since 1912, when its Elizabeth Austin-designed house was built (now replaced by a 1937 building by William Wurster). —*Courtesy of University Archives, The Bancroft Library.*

THE STORY OF THE ROCK WALLS



The Hillside Avenue/Hillside Court area northeast of Prospect and Dwight has two special features—one natural, one man-made. The north fork of Derby Creek flows out of a deep canyon where the University Terrace and Bachelor Property Tracts meet and crosses Hillside Avenue, as at one time it crossed Prospect and Warring, too, before meandering through Berkeley and Oakland to the Bay.

In 1896 a group of residents, including John F. Sims, Charles D. Ford, and Brewton Hayne, requested that the City build a bridge over the creek at Prospect Street. Their petition was denied and the creek was culverted and the street filled in.

Several years later the City proposed the same treatment for the crossing at Hillside Avenue, but this time the residents' protest was successful and the City built a bridge instead, leaving the creek to flow freely through various properties before entering the Prospect Street culvert.

City plans for the bridge show a simple concrete arch—but the bridge was faced with local rock at the urging of (and expense to) Hillside Avenue property owners. The leader of this neighborhood effort to bridge the creek was William Henry Smyth, who owned most of the property southeast of the creek.

After the 1906 Earthquake destroyed his San Francisco business, Smyth decided to retire and to turn his attention to landscaping his property around "Fernwald," his home. He hired an Italian stonemason, whose name we still have not discovered, to help him build the stone walls; he then convinced his neighbor, Charles Crocker Hall, and all the property owners of a "naturally adaptable little cul-de-sac street or court" to build similar stone walls, walks, and terraces in 1907.

The rock used was a volcanic rhyolite found locally on the hillsides and is no longer available as a building material. In a letter to his parents in England, written in 1907, Smyth describes the stone walls and praises the beauty of the rock.

Besides its own inherent beauty of Persian coloring in rich if subdued tones of reds, purple, yellow, and browns, every stone is gardenized and lawned in grey lichens and velvet green mosses. Honey-comb, the rock is commonly and very appropriately named. It is of exceedingly hard close-grained structure shot through in every direction with a network of chrysaline quartz which flashes prismatically in the sun-light. As its name suggests its surface is sponge-like, deeply and fantastically pitted, the result either of volcanic or weathering action, for it is gathered from the hillside on which it is loosely and promiscuously scattered.

Mr. Smyth, in his flowery prose, then continues:

Thus had they lain, these gnarled rocks, age after age in the bright summer sun and warm Winter rain, since before California or even England was. So when your grey old castles were new and raw from the hands of the old builders, Nature had long finished her chiseling on our honey-comb rock, and the moss and the lichen had already softened harsh surfaces to the harmonies they now present.

The stonemason Smyth hired was a skilled craftsman: the stones are joined in a natural way, the mortar which gives the walls strength is not visible on the outside, and the capping adds an elegant touch. The neighborhood tries hard to preserve the walls. A spring project this year for Lothlorian, the student co-op at the corner of Prospect Street and Hillside Court, has been to remove the ivy and many years' accumulation of soil that had covered the wall on the lower part of the Court.

—Photograph, circa 1907, is courtesy of Mary Hall Offutt.

"UPPER DWIGHT WAY"

An Introduction to The Kerr Family Compound

In *Far Afield, Number Five*, a little book written in 1952 by Frederick Folger Thomas, Jr., a brother of John Hudson Thomas, we get a glimpse of the southern part of the neighborhood that is welcoming BAHA today. "Upper Dwight Way, in 1899," writes Thomas, "was a quiet street, and pleasant . . . well traveled by the 'poet-expressman' Boyd, self-styled 'bold baggage-buster of Beautiful Berkeley' . . . At Piedmont Avenue, Mrs. Goodrich . . . had a *porte-cochère* and did her best to maintain the tone of the neighborhood. . . To some extent the houses reflected their occupants: unpretentious but substantial, comfortable, established and well kept up.

"Upper Dwight," continues Thomas, "was a neighborhood—in the sense of place, and also in the quality of neighborliness . . . The families were genuinely friendly, without being either effusive or intrusive. There were the LeContes and Goodriches, Madame Paget, the Suttons and the Bunnells, the Merrills, the Perrys, the Greens . . . and, at the northeast corner of College Avenue, the Shepards had settled after the destruction by fire of their large home on San Pablo Avenue," near Temescal Creek in Oakland.

Now a parking lot next to the Bishop Berkeley Apartments, 2703 Dwight Way had become home to the Shepard family in 1899. These were J.L.N. Shepard, of Judson & Shepard Chemical Works in San Francisco—"Uncle John"—and his wife "Auntie Shepard" . . . he with his reddish-gray beard always kept trimmed, as became a man of affairs, she enthroned in her great chair by the fire, her white hair topped by a lace doily called a 'cap.' Two of the unmarried daughters [Frances Louise and Evelyn] were living at home," and the family was cared for by two Scandinavian house-servants and a Canadian coachman. "The backyard was cut off from the avenue by a high cypress hedge, so thick a young neighbor could walk and play among the upper branches, fifteen feet above the ground. . . Quarrels were few [in this neighborhood] and those few lay in the field of ideas, as befitted a college town."

Another Shepard daughter, Kate, and her husband Mark B. Kerr, a civil/mining engineer, lived as part of the Shepard household and knew the neighborhood well. By 1905 they are listed as owners of four Bachelor Tract parcels, between Prospect Street and Hillside Avenue. Between 1907 and 1914, some of Berkeley's most renowned architects built for the Kerrs on each of these parcels, and the Shepard-Kerr "family compound" was formed.



Kerr House No. 2

2428 HILLSIDE AVENUE

JOHN GALEN HOWARD, ARCH'T, 1912

First to be built was the double-gabled house appeared in a 1910 issue of *House Beautiful*. It seems that Mark and Kate Kerr lived here only briefly, from 1911 to 1912. Perhaps they were just biding their time, for their next abode

was John Galen Howard's 2428 Hillside Avenue house, completed in 1912, the same time the house next door at 2422 was completed for the other two Shepard sisters.

As seen from the street, 2428 does not resemble its next-door neighbor at 2422, but once one arrives at the huge front door and goes inside, Mr. Howard's eye and hand are immediately apparent: large and spacious entry hall, graceful library on the left with magnificent ceiling moldings, and a very large, airy living-room, which in both dimensions and details is

reminiscent of its "cousin" at 2422.

The McCones, the second family to own 2428 (he was a partner at Mason-McDuffie Co.), made some changes to the house, adding marble facing to the library and dining-room fireplaces, and probably adding the library panelling and bookcases, but many of the original features are intact.

The mantelpieces of both houses are similar; also remarkable in both houses are the size of the doors and windows and solid elegance of the woodwork.



SHEPARD HOUSE. Looking from the stairhall to the music room; living-room at left.—*Courtesy of the Bancroft Library.*



Shepard House

2422 HILLSIDE AVENUE
JOHN GALEN HOWARD, ARCH'T, 1912

At the same time the Kerr House was being built, Mr. Howard was also busy with 2422 Hillside Avenue for Kate's sisters, Louise and

Evelyn Shepard. A carriage stone with the name "Shepard" identifies the house, but except for its massive front door at the top of what

must be the narrowest front porch ever built, the Dutch Colonial exterior gives no hint of what Mr. Howard created inside. There are spacious proportions and massive woodwork—like those of 2428 next door—huge single-paned windows, maple floors throughout, and many sets of steps and stairs and landings that lead palace-like to various sections of this multi-level and very grand house.

Perhaps the most surprising element is the imposing lower level music/living-room which spans the entire width of the house. As you listen to today's musicians, imagine yourself a guest at a recital given by the Shepard sisters. You probably would have entered through the massive lower-level door (almost a Howard

signature, if one thinks of the huge oak doors of his great campus buildings) designed as entrance for just such events.

Although Louise and Evelyn Shepard never left their home at 2422 Hillside Avenue, their widowed sister Kate occasionally lived with them here. At Evelyn's death in 1943, the house was deeded to Kate's son John and then sold to Stephen and Marian Herrick. Except for the short period, 1912-14, when the Kerrs lived there, the 2428 Hillside Avenue house seems to have been rented until 1927, when Kate moved in again, making it her residence until her death in 1942. Uncommon for Berkeley, both houses have known only three owners.



Kerr House No. 3

2423 PROSPECT STREET
HENRY H. GUTTERSON, ARCH'T, 1914

This is the last house built in the "compound" and it was originally connected to the two Hillside Avenue houses by a brick path that ran alongside the creek. Part of it is visible outside the stairway that leads to the second story. This was home to the Kerrs and their sons Mark, Jr., John, and Ralph from 1916 to 1918 (Mr. Kerr died in 1916) and from 1922 to 1926. Like many of this neighborhood's residents at the time, Kate Shepard Kerr and her family were peripatetic, never seeming content to settle into just one of their houses!

There is something of a mystery about the evolution of this house and its upper story, which is open for today's tour. The 1914 building permit states that the structure was to be a one-story, five-room dwelling. However, a 1939 permit identifies the house as a two-story dwelling, with no mention of apartments. Then, a 1956 permit calls for installing a "new entrance

through closet to serve [outside] stairs to second floor," and for converting a closet into a kitchen by "changing sloping roof to dormer." So what is the origin of the wonderful low-ceilinged main upstairs room, panelled entirely in wood? A hideaway studio for Mr. Kerr, the engineer? Surely not maid's quarters for there was no bathroom originally, and surely not the elegant attic of a one-story house. We may never know.

The tiny fireplace with its original coal-burning stove (now converted for wood) adds to the importance of this room and the mystery of its origins.

The garden of this house remains a lovely spot from which to glimpse Derby Creek before it disappears under Prospect Street, and to view the first Kerr House to the north, which was oriented on its lot to face this garden.

HILLSIDE COURT

The seven houses on Hillside Court were built within a relatively short period—1906 to 1914—after the street was opened in 1905. Except for the addition of the garages of the Maxwell and de Niedman Houses, and the maturity of the trees, you see the street as it appeared eighty years ago when the last two houses were completed. Few areas in Berkeley from this time are so well-preserved; one finds here a reflection of the sophisticated but rustic spirit that characterized the life and architecture of that era.

Mr. Smyth's legacy is prominent here: the rock wall lines the entrance and uphill side—a unifying feature of the street. Also prominent on the Court now are large specimens of California native trees. Note the enormous California Bay by the garage of the Maxwell House; a Giant Sequoia at the street steps of No. 19; the Coast Live Oaks at the turn-around and by the creek; and numerous redwoods. Joseph LeConte, whose Julia Morgan-designed house is at No. 19, was one of the pioneer explorers and mountaineers of the Sierra. He spent his summers surveying the high country, was a director of the Sierra Club from 1898-1940, and succeeded John Muir as its president in 1915. The Maxwell family also spent summers in the mountains, and the two families carried back plants for their gardens. The Giant Sequoia was probably brought as a seedling on one of these trips.

You may wish to take advantage of this tranquil setting and rest after your uphill climb. Ice water will be available at the far end of the Court, near the display of old pictures.



Greene House 11 HILLSIDE COURT A.W. BALDWIN, BLDR., 1909



To begin the story of this shingled cottage, one must go back in time to 1883, when Clinton Day designed a house on a large lot at the southeast corner of Piedmont and Channing for a George H. Maxwell. This house had become the home of local real estate entrepreneur Fred Clark, and in about 1906 he moved the house to 2405 Prospect Street and continued to reside in it. The barn or carriage house may have been moved along with the Maxwell House from Piedmont and placed at the back of the lot. Then, in about 1909, the rear third of the lot seems to have been resubdivided. This brings us to 11 Hillside Court and Florence and B.D. Marx Greene, who purchased this new, small lot and hired A.W. Baldwin in 1909 to transform whatever was on the site—the old barn?—into a two-story house. The Greene House is

technically in the back yard of the former Maxwell House, which is still standing although altered, but it has been positioned to have a Hillside Court address. By 1910 the Greenes were living there with their baby daughter and a boarder.

The house is entered through the original trellised gate set within the rough stone walls. Notice that the garden, here, as at the Paget House, has many original plantings. Look for yellow and white Lady Banks roses and a *Kerria japonica* hedge. The glass front door opens directly into the large living-room, which with its bookcases and fireplace gives the impression of a studio. But the Greene House is deceptively large and complex. To the right of the fireplace, over a stile-like landing leading to the stairs, is the dining-room, rich with wood

panelling and built-in cupboards. Part of this room is below grade, and low-growing plants can be viewed at eye-level through the high-placed windows. At the west end of the living-room a door leads to a small study. Many of the original kitchen cupboards remain, and upstairs you will find a very large original bath and a former sleeping porch.

There seems to have been a pattern of people moving from house to house in this neighborhood (not to mention the houses themselves moving!). In 1925 the Greene House was purchased by Ethel Sims Abadie, who had lived since 1892 as a child and then very young mother nearby on Warring Street. Mrs. Abadie lived here until 1973 and much of the neighborhood lore that we know today came from her.

GREENE HOUSE. A c. 1920 view showing Clinton Day's Maxwell House on Prospect in the background—before it was altered. The trellised garden-gate still stands.—Courtesy of Sarah Abadie Essman and Barbara Hamilton.



Maxwell House 15 HILLSIDE COURT JOHN HUDSON THOMAS, ARCH'T, 1907

Prof. S.S. Maxwell was head of the Physiology Dept. at the University and apparently no relation to George Maxwell. The story of the house is best told by his daughter:

The house was designed about 1907 by Hudson Thomas, who was not as expensive as Maybeck. The builder, whose name I have forgotten, was a fine upright pillar of the Church who made the house a foot or two shorter from north to south in order to make a little extra on lumber, etc!!!

My father and my brother, who was then in high school, did the panelling upstairs. Some of my toys got nailed in the cross pieces and must be still there. The copper lights in the living and dining rooms were made by my brother at Arts & Crafts. Prof. and Mrs. Meyers, who founded the College, had something to do with the design of the fireplace and the settle cum woodbox. The shaft that the chimney is in was made extra large to contain falling bricks in

case of an earthquake, and the whole house has proved to be quite flexible, but safe, during one.

The second owners made several changes—the most obvious being the garage, which replaced most of the garden. Before the driveway was constructed, terraced gardens with brick walks sloped gently down to the Greene House. At this time, too, a small bay window was added at the foot of the stairs, and the addition of attic stairs changed the shape of the entire stairwell. Hinged doors that could separate dining-room from living-room were removed, but they are still in the house. Not so the handmade copper lights in the dining-room, which hung down over a heavy library table—they were removed and replaced by recessed lights in the ceiling.

Architectural historian, John Beach, summed up the Maxwell House in 1983:

This is a tall house on a steep site. The design of the trellis and front opening of the house help retain the domestic scale of that elevation and make the house seem less intimidating and more welcoming; the entrance hall is dropped so that the front door is lower and the front door is recessed so that the actual opening is even lower, and even this height is disguised by the still lower trellis. Having the entrance hall on a lower level also gives the then-higher living-room an almost stage-like quality, a feature that Thomas continued to use to give visual drama to his houses. He also liked setting up a formal system and then evading it—note the symmetrically placed living-room windows, with the fireplace inglenook off-



MAXWELL HOUSE. Living-room about 1910.—*Courtesy of John and Mary Wehausen.*

axis with these. The panelling of the interior represents that halcyon era of turn-of-the-century California, when one could build an elegant house cheaply. Redwood boards like the 18" ones that form the ceiling of the living-room were readily available and inexpensive.



de Niedman House

21 HILLSIDE COURT
[A.H. BROAD, DESIGNER], c. 1906



This is the one true "mystery" house on the Court, as its original owner, architect, and date of construction are unknown. Using what scant information is available, a few educated guesses can be made. Because of the Earthquake, city and county records are meager for 1906 and 1907. Tax records show an improvement on the lot by 1907, and the owner during those years is a Bertha de Niedman, of whom nothing is known.

This house was open for a BAHA walking tour in 1983, and by that time it had been ruthlessly cut up into five apartments. The present owners are undoing the damage, and

what you will see is an exciting "work-in-progress." The house shares a stone entrance with the next-door Hall House and, in fact, the property lines runs up the middle of the steps.

As you climb the steps along the front of the house beneath the center projecting window bay, enter at the north corner, and find yourself on the interior stairway, you may feel a sense of *déjà vu* if you saw Maybeck's Boke House on a recent BAHA tour. As you reach the living-room at the level of the first landing and are struck by the warmth of the enveloping redwood walls and ceiling, and notice that this is a large L-shaped room, terminating in an over

sized dining alcove, the feeling returns. The inspiration for this house is almost surely the Boke House of 1901, standing nearby on Panoramic Way.

The Boke House seems to have had many admirers. Not only was it reproduced in Oakland and in Aberdeen, Washington, but A.H. Broad, who worked with Maybeck on many projects and was the builder of the Boke House, designed and built a similar house next door to it on Panoramic at the same time. Another builder, Carl Ericsson, was impressed with the then-unique chalet imagery of the Boke House, and designed his own version the following year for Warren Cheney here in the Berkeley Property Tract. The Boke House was later the inspiration for his own house and several others

he built in Berkeley.

It seems likely that A.H. Broad was the designer of this house. Of all local builders he seems to have best captured the spirit of *The Simple Home*, as is evidenced in two other houses seen on BAHA tours: his Capt. Miller House of 1904, and Maybeck's McGrew House of 1900 (which may be partly Broad's design). Before leaving, notice some other "Boke House" touches that are present here: the placement of the fireplace opposite the bank of windows, which in this house are French doors opening onto the world's tiniest balcony—eleven inches wide!—and the two heavy timbers acting as columns separating the dining area from the living-room proper (in the Boke House a single column is placed in the center of the opening).



FREDERICK HALL HOUSE. The newly-completed house stands at the southern end of the Court flanked by the northern entrance to "Fernwald" on the right, and the de Niedman House on the left. Stone walls and steps are visible in front.

—*Courtesy of Marie Hall Offutt.*



Hall House

23 HILLSIDE COURT
WALTER H. PARKER, ARCH'T, 1910

This house was designed by Walter Parker, California State Architect and designer of the Twentieth Century Club on Derby Street. It was built and engineered by Charles Crocker Hall (see 2425 Hillside Avenue in the Appendix) for his son Frederick and his wife as a wedding gift. The house is large—there are four levels, twelve rooms, three baths, two porches, two stairways, and an extraordinary swivel-front window. Of special interest is the roof of sheet metal, molded and painted to simulate Spanish tile—a popular light-weight substitute that is still manufactured.

Like the de Niedman House, this house is being meticulously restored. The floor plan is

similar to the de Niedman House, also to best capture views and light. Its more stylized Arts and Crafts interior is a feast for the eyes.

The original Hall family lived here for fifty years, using the west front area as entrance and 2411 Hillside Avenue as the street address. What architect Walter Steilberg referred to as "Sunny Gulch" Creek, and Mr. Smyth as "Fernwald," (a northern tributary of Derby Creek) is full and melodic in the rainy season, and its banks and the network of stone paths and steps were kept up by gardeners until the 1960s. Now, as it was then, it is a haven for raccoons, opossums, skunks, deer, and birds.



Peters House

14 HILLSIDE COURT
JOHN HUDSON THOMAS, ARCH'T, 1914

With the construction of the Peters Houses in 1914, the Court was complete. Starkly different in style from their brown-shingle neighbors across the street, the two houses, and their coating of unpainted cement plaster, nonetheless perfectly complement their surroundings. The fact that their front walls were built on the property line gives this quiet *cul-de-sac* the feel of a narrow lane in an old European city. The houses were built for members of the same family and face a shared entrance court, the only level area of the hillside site which is not built upon, and both can be entered through this courtyard. The houses show some of the best features for which John Hudson Thomas is now

known—use of stucco, overscaled elements, and the successful combination of diverse fragments into a unified whole. John Beach had this to say about No. 14:

With its small groundfloor plan, this is a house of a size that appears endlessly and anonymously over the American middle class landscape of that period—but this one is made striking by Thomas' emphatic sense of proportion; the heaviness of the fireplace mantel, the size of the pillar in the stairhall, the massive proportions and the cave-like quality of the small street porch—features which give the house a sort of weight and presence that houses of that size don't normally have.

Thomas knew somehow where to thicken walls—particularly at entrances and in stairhalls, so that



what you walk through doesn't read as what it really is—a hole in a four inch stud wall—but as something grander. At the entrance, the added thickness is pulled out from the house. Similarly, other sections of the structure are expressed by advancing or receding the wall plane from the primary house enclosure. Thus, very shallow changes in surface plane transform a simple, essentially single mass into a complex cubic composition. From a totally rational, and materials- and labor-efficient point of view, this building is unnecessarily complex, but it is precisely the play with details of these kinds that gives small buildings convincing qualities of spatial sculpture and importance as objects.



PETERS HOUSE. 14 Hillside Court in 1950.—Donogh Files, BAHA.

The interior has a consistent set of motifs, derived, perhaps, from the shaft of an arrow, which appear in the molding and panelling of the major rooms, and in the stair railings. The rooms are also unified by the

way the detailing is done—e.g., the planed ceilings with the coved edges above the plate-rail. This is unusual for Thomas, who often treated each room as if it were out of a different house.



Peters House

18 HILLSIDE COURT
JOHN HUDSON THOMAS, ARCH'T, 1914



Photographs and discussion of No. 18 have appeared in books on Bay Area architecture. In *Building with Nature* (1974), Leslie Freudenheim and Elisabeth Sussman cite the house as an example of pueblo style building and Mr. Peters had referred to it as "Hopi style." The book includes a photograph of the mural showing Indians on horseback that was originally on the living-room's north wall. The arrow motif used in the wooden moldings (here the head of the arrow; in No. 14, the shaft) reinforce the inspiration of the American west. In *Bay Area Houses* (Sally Woodbridge, ed., 1976), John Beach mentions influences of other architectural styles on both No. 14 and 18, and

especially notes the similarities between aspects of No. 18 and the work of the Austrian Secessionists. He discusses the unusual staircase, which, although of Thomas' usual dramatic proportions, is not even visible from the main areas of the first floor. The two Peters Houses share many motifs: the four- and three-square patterns, various geometric designs, and a double axe-blade pattern used upstairs in both houses.

Looking back at the house from the street, be sure to notice its most eccentric feature—and a feature that marks this house as truly of the twentieth century—the built-in garage with an angled corner door!



Thorsen House

2307 PIEDMONT AVENUE
GREENE & GREENE, ARCH'T, 1909

Charles and Henry Greene were Southern California architects. By 1908 they had built a house in Pasadena for Mrs. Thorsen's sister, Mrs. Robert B. Blacker, which was "the first monumental statement of the Greene Brothers' mature style, complete with furniture and gardens." By November of 1908 sketches had been prepared for the Thorsens' house, and working drawings are dated March 1909. The house was completed in 1910.

The most significant quality of this house is the complete integrity of architectural and decorative elements within an overall scheme. Fully-realized, totally-integrated designs, as in the mature work of the Greene Brothers, are extremely rare. Everything in the design has been carefully considered down to the smallest detail. Every piece of lumber, every piece of wrought iron, each door, each window, every light fixture was designed, milled, forged, crafted



THORSEN HOUSE. This house had just been completed when this picture was taken in 1910. Sparsely-settled Panoramic Hill can be seen in the background. —Courtesy of the College of Environmental Design, Documents Collection.

for this house. The structural or architectural design of the house, as well as its decorative elements including hardware, lighting fixtures, wood panelling, wall treatments, and fireplace surrounds are each individually as well as collectively pieces of exceptional craftsmanship and design. It is an exquisite culmination of the philosophy of the Arts and Crafts movement.

The design scheme begins at the lot line, the edge of the sidewalk. A roughly textured, unevenly and overfired "clinker" brick is used to define the boundary between public and private space and is used for garden walls as well as the massive chimney stacks.

The house is organic in that the design elements present on the exterior are present as well on the interior. In this case this may not be entirely structural. There is no sharp contrast

between interior and exterior; for example the finally crafted smoothed and rounded edges of the exposed wood members are used throughout, not only at the front door but at the service entrance as well. Different types of exotic wood are used on the interior adding subtle contrasts in color and texture, but the design scheme remains consistent.

The soft and restful colors of natural wood tones are enhanced by the Tiffany glass light fixtures and the creamy, painted "canvas" walls. Henry Greene, the artist of the two, painted the lovely floral panels himself.



Society

The Berkeley Historical Society gratefully acknowledges permission from The Berkeley Architectural Heritage Association to reprint the above material taken from the Spring 1995 House Tour booklet, Frederick Law Olmsted's Berkeley Legacy - Piedmont Way and The Berkeley Property Tract. To quote from the House Tour Brochure "The Introduction was written by Leslie Emington Jones from her own research; quotations were taken primarily from The Papers of Frederick Law Olmsted, Vol. V, The California Frontier, 1863-1865, including "Report Upon a Projected Improvement of the Estate of the College of California, at Berkeley, near Oakland." Much of the Hillside Court material and "The Story of the Rock Walls" was researched and written by Susan Wikander. Sharon Entwistle wrote about the Kerr family houses and Anthony Bruce wrote the remaining text. Material previously written for BAHK by John Beach and Robert Judson Clark, as well as Susan Cerny's description of the Thorsen House, has also been used."



VIEWS OF PIEDMONT AVENUE

This Berkeley street adjoins the University and owes its beauty to the plan made as far back as 1865 by the elder Olmsted (compare the plan, p. 106). It is a fine example of what Olmsted calls "good outgoings." Note how the roadways to the right and left of the central planting follow different levels, thus taking account of the hillside. The white column is one of the columns marking the Highland Drive. That intelligent effort toward beautification brings rich returns in cold cash is indicated by the fact that Piedmont Avenue, remote as it is from any business center, shows the highest front-foot values for purely residential property in the entire extent of the East Bay cities.

Report No. 6 City Plan for the Municipalities of Oakland and Berkeley
Werner Heisterkamp
1915



While Warring Wilkinson, first superintendent of the State School for the Deaf, Dumb, and Blind in Berkeley, was preparing to open the institution in 1869 he commissioned Clinton Day, first locally raised and college-trained architect, to design and build this residence. It stood on Dwight Way near the corner of Warring Street, which was originally Asylum Street.

Berkeley: The Town and Gown of it
George A. Pettit
Howell-North Books 1973
Page 25

A Walk on Piedmont Way and Environs
Berkeley Historical Society
Landmarks

In 1974 a City of Berkeley Landmark Ordinance was established. Twenty years later 186 buildings or sites had been designated as Landmarks or Structures of Merit. Six of these Landmarks are on the route of the walk today:

- Piedmont Way
State of California Historic Landmark
Frederick Law Olmsted 1865

Piedmont Way was designated a California Historical Landmark in May of 1989. A plaque was placed at the intersection of Bancroft and Piedmont in 1990 and bears this inscription:

Piedmont Way was conceived in 1865 by Frederick Law Olmsted, America's foremost landscape architect, as the centerpiece of a gracious residential community close beside the College of California. Olmsted envisioned a roadway that would follow the natural contours of the land and be sheltered from sun and wind by "an overarching bower of foliage." The curvilinear, tree-lined parkway was Olmsted's first residential street design. It has served as the model for similar parkways across the nation. California Registered Historic Landmark No. 986
Plaque placed by the state Department of Parks and Recreation in cooperation with the friends of Frederick Law Olmsted Papers, April 26, 1990.

Although Olmsted's original nine-by-five-foot subdivision map is missing, his written report describing Piedmont Way still exists, as does a map drawn by Alameda County Surveyor, William Boardman, in 1868. The legal property descriptions of the Willey and Palmer property were measured off from Piedmont Way as it was delineated on the survey map that was presented to the Board of Trustees by Olmsted in 1865. These property descriptions concur with the current alignment of the street and prove that Olmsted's subdivision map, as presented to the trustees, contained the one-hundred-foot curvilinear right of way which exists today.

In 1878, when the city was incorporated, Piedmont Way was added to the city. However, it was not until 1900 that the street was paved under the supervision of town engineer C.L. Higgins. Piedmont Way (at this time renamed Piedmont Avenue) and most of the major city streets were being paved for the first time.

Piedmont Avenue is the most clearly defined surviving feature of Olmsted's 1865 plan for the College of California. By the first decade of the twentieth century, Piedmont Avenue had become what Olmsted had envisioned: a graceful curving street lined with impressive houses designed by prominent architects and set in lush gardens. The homes generally were built by well-to-do merchants, manufacturers, and bankers rather than University professors.

With the building of Memorial Stadium in 1922, and International House in 1929, the exclusive residential neighborhood began to erode. Although today the homes along Piedmont Avenue are mostly used for student housing, the appearance of the street, with its green median and overhanging trees, retains the qualities which Olmsted envisioned.

Piedmont Avenue is the first residential street that Olmsted designed and where he had an opportunity to develop and express his ideas about natural roadways and urban design on undeveloped land. His designs for Eastern Parkway in Brooklyn, the Buffalo Parkway system, and Boston parkways had their beginnings in Piedmont Way. During the next thirty years Olmsted designed hundreds of parks and residential subdivisions where the most important feature was the preservation, enhancement, and use of the surrounding natural features. Olmsted's legacy can be seen in residential subdivisions across the country featuring streets curving along the contours of the hills and homes set in gorgeous gardens.

- Kappa Sigma Fraternity House Site
2220 Piedmont Avenue
William C. Hays 1922
Demolished 1992
Landmark #129, 1990

The former Kappa Sigma House was built in 1922 and designed by William C. Hays, a professor of architecture at the University.

When the house was built, Piedmont Avenue ended in a turnaround to the north where the steep Bank of Strawberry Creek prevented continuation of the road. Four pre-cast concrete Neo-Grecian pilasters framed the imposing central entrance to this Neo-Georgian red brick three-story structure with its gable roof, and dormer windows. Flanking the entrance were tall French doors, each with a fan light above. The interior of the residence was paneled with oak. In 1992 the University demolished the building a few hours after a restraining order, obtained by the preservation community, expired. Nothing of the building was saved.

There are five houses still standing on Piedmont Avenue north of Bancroft Way:

2222 Piedmont Avenue (1908) is an English-style half-timbered house designed by architect Fred V. Voorhees for Charles and Miriam Bancroft. Charles Bancroft was the brother of Hubert Howe Bancroft, whose collection forms the nucleus of the Bancroft Library.

2224 Piedmont Avenue (1909) was designed by architect William Knowles for Charles N. Noble, a professor of mathematics at the University of California.

2232 Piedmont Avenue (1909) was designed by Julia Morgan. It is an English-style stucco-sided house with leaded windows and natural wood trim. It was built for Walter Kellogg and later occupied by Judge William Olney.

-3-

2234 Piedmont Avenue (1909) was designed by William C. Hays for Dr. E.P. Well. The Craftsman-style shingle house was moved from the site of International House.

2240 Piedmont Avenue (1923) was built for the Sigma Epsilon Fraternity and designed by architect Gwynn Officer. It was moved from Bancroft Way in 1949 to make way for Boalt Hall. It is Neo-Tudor with half-timbering.

These houses, the Warren Cheney Houses, and 2251 College Avenue (1910) are all that remain of the residential neighborhood that grew up around the early University. Surrounded by large mature trees, these houses are important to the visual diversity of the campus environs and provide a welcome contrast to the nearby institutional buildings. The houses further serve as a reminder of the early University community and the individuals who contributed to its growth and reputation.

- Thorsen House
2307 Piedmont Avenue
Charles Greene and Henry Greene 1909
Listed on the National Register of Historic Places
Landmark #4, 1975

California architects Charles and Henry Greene established such significant new directions for residential building following the turn of the century that their acclaim was immediate. Most of their work was in Southern California, primarily in Pasadena, and Berkeley is fortunate to have one major example of these architects' works, the Thorsen House, now the Sigma Phi Fraternity House. The presence of a house of such high quality reflects the elegant Piedmont Avenue neighborhood in 1909 when the house was constructed. The Greene Brothers had built a house for Mrs. Thorsen's sister, Mrs. Robert B. Blacker in Pasadena, which was the first house in the Greene Brothers mature styles. It is said that Mrs. Thorsen was so impressed by her sister's house that she wanted one like it. By November of 1908 sketches had been prepared for the Thorsen house, and working drawings are dated March 1909. The house was completed in 1910. Architects Charles and Henry Greene developed a personal handcrafted and artistic expression in wood construction which echoed the ideals of the American Arts and Crafts Movement. The Thorsen house is an exquisite culmination of the philosophy of this movement in a fully-realized and completed design which is extremely rare. Both architectural and decorative elements within an overall scheme, have been carefully considered down to the smallest detail. Structural members and decorative elements are pieces of exceptional craftsmanship and design. The design scheme begins at the lot line, the edge of the sidewalk. A roughly textured, unevenly and overfired clinker brick is used for the garden walls that define the boundary between public and private space, and for additional garden walls, entry floors, foundations, and massive chimney stacks. The design elements on the exterior are present on the interior as well. The finely crafted, smoothed, and rounded edges of the exposed wood are used throughout, not only at the front door but at the service entrance.

-4-

Different types of exotic wood are used on the interior, adding subtle contrasts in color and texture. The soft and restful colors of natural wood tones are enhanced by the Tiffany glass light fixtures and painted canvas walls. Mr. William Thorsen was a retired lumberman when he built the house. The house next door, designed by Julia Morgan, is a reinforced house built for a cement contractor.

- Sigma Pi Fraternity
2395 Piedmont Avenue
Frederick Reimers 1928
Landmark #136, 1990

The Sigma Pi Fraternity House (since 1938 the Phi Gamma Delta Fraternity House) takes full advantage of its prominent location on the northeast corner of Piedmont Avenue and Channing Way overlooking Channing Circle. It is a wide L-shaped building in a freely eclectic Mediterranean Revival style, featuring brick veneer and a red tile roof. A central entry pavilion is flanked by two wings that each contain a triple set of large arched French doors opening onto the balustraded front terrace. The architect was Frederick Reimers, a 1915 graduate of the University's School of Architecture. The Sigma Pi house replaced a turvated Victorian house built in 1894 for an Oakland attorney. After the construction of Memorial Stadium, fraternity houses began being built along Piedmont Avenue; during the 1920s and 1930s they were designed to fit the existing residential neighborhood. The Sigma Pi House gives the impression of a grand home. Some large single-family homes, such as 2311, 2328, and 2336 Piedmont Avenue, all designed by Julia Morgan between 1905 and 1914, have all been converted to student housing.

- Colby House
2901 Channing Way
Julia Morgan 1905
Landmark #95, 1985

This large three-story house is an important example of Julia Morgan's work during the early period of her career and merges the Craftsman/Simple Home philosophy of Charles Keeler and the Hillside Club, with the training she received at the Ecole des Beaux Arts in Paris as its first woman graduate. This merging of the informal and academic is the basis of the First Bay tradition, a philosophy of design that produced a distinctive regional building type at the turn of the century. This house has had no major alterations and its interior has been restored. The house was built for William E. Colby, an 1898 graduate of Hastings College of Law, who practiced mining law in San Francisco. He joined the Sierra Club in 1898, and in 1900 was elected as the Club's secretary, a post he held until 1940. In 1901 he and John Muir established the Sierra Club's annual high country trips into the Sierra and he continued to lead these trips after the death of Muir in 1914. His contribution to the Sierra Club was documented in the Sierra Club's Spring 1992 issue of its magazine commemorating "100 Years of the Sierra Club."

-5-

California Schools for the Deaf and Blind

State Architects Office 1929-1957
 Founded 1860
 2601 Warring Street
 Listed on the National Register of Historic Places
 (Landmark #42, 1981)

The Asylum for the Deaf, Dumb, and Blind (in 1905, the California Institute for the Deaf and Blind; in 1921, the California Schools for the Deaf and Blind) was founded in San Francisco in 1860, and originally supported by private donations. In 1866 the state legislature began providing full support and also allocated funds for new buildings. The Berkeley site was selected because of its proximity to the future state university campus. The school opened in 1869 in a large stone building which was destroyed by fire in 1875. When the campus was rebuilt, it was decided that several separate buildings were safer than a single large one. By 1887 there were twelve buildings on the campus and a student body of approximately one hundred.

Beginning in 1929 the nineteenth-century brick buildings were replaced by new reinforced concrete and stucco buildings in the Mission Revival style. They have red clay tile roofs and are arranged in a series of garden courtyards. The campus' design is attributed to State architect, Alfred Eichler.

Warring Wilkinson was the superintendent of the school from 1865 until 1909. He is credited with moving the school from San Francisco to Berkeley and for changing the name from "asylum" to "institute" in 1905 to emphasize the educational nature of the school. Several graduates went on to notable careers. Theophilus Hope d'Estrella, a deaf-mute orphan, grew up and attended the University of California and later taught there. Douglas Tilden became a nationally recognized sculptor.

In 1980 the California Schools for the Deaf and Blind moved from Berkeley to Fremont, after a long struggle by the University to acquire the 130-acre campus. The schools' location in Berkeley had been the site of one of the oldest and most esteemed of the State's institutions. It is now part of the University of California and named Clark Kerr Campus, after a former President of the University.

Source: Berkeley Landmarks
 An Illustrated Guide to Berkeley, California's Architectural Heritage
 Text by Susan Sinkelspiel Cerny
 Published by The Berkeley Architectural Heritage Association
 1994

To give some perspective on Olmsted's work in Berkeley the following quotations have been chosen from "The Papers of Frederick Law Olmsted," Volume V The California Frontier 1863-1865, The Johns Hopkins University Press:

The chief landscape feature of Olmsted's plan for the private residences at Berkeley was a densely painted green background that would hide the bleak middle distance and heighten the beauty of distant views of water, hills, and clouds. This concept of foreground treatment was fundamental to Olmsted's design approach in semiarid regions. The most ingenious aspect of his approach at Berkeley - and he repeated it on other hillside sites - was that the foreground of one residence became the green middle distance of residences further up the hill. Thus, the requirements for landscape beauty of foreground, middle distance, and distant prospect were fulfilled. Page 456.

"I need not say that the great puzzle of our profession for the future, for your period," he told his son, "is going to be how to deal satisfactorily with the difficulties of the more arid parts of our continent." The man who solved that problem, Olmsted was convinced, would be at the head of the landscape architecture profession. Page 464.

The landscape design reports in this volume also present the first stage of Olmsted's development of his ideas on the style of planting and planning that should take place in the semiarid American West. His sense of what was "appropriate;" the importance of respecting the "genius of the place," which he had learned from English writers, was already leading him to abandon the English-inspired style in which he had previously designed in the West. Charles E. Beveridge, Page 469.

Portion of a letter to the Reverend S.H. Willey dated June 29, 1866 ... The locality which you have selected is presumed to be judiciously chosen in respect to its proximity to San Francisco. Although it has the advantage of closeness to a large town, however, the vicinity is nevertheless as yet not merely in a rural but a completely rustic and almost uninhabited condition, two small families of farmers only having an established home within half a mile of it. This is its chief defect, and the first requirement of a plan for its improvement is that it should present sufficient inducements to the formation of a neighborhood of refined and elegant homes in the immediate vicinity of the principal College buildings. Page 549.

What, then, are the requisites (exterior to private ground) of an attractive neighborhood, besides good neighbors, and such institutions as are tolerably sure to be established among good neighbors? The most important, I believe, will be found in all cases to be that of good "outgoings" from the private grounds, whether with reference to social visiting, or merely to the pleasure and healthfulness of occasional changes of scene, and more extended free movement than it is convenient to maintain the means of exercising within private grounds. Page 554.

-2-

For this purpose the common roads and walks of the immediate neighborhood, at all times of the year, must be neither muddy nor dusty, nor rough, nor steep, nor excessively exposed to the heat of the sun or the fierceness of the wind. Page 554.

The desideratum of a residence next in importance will be points in the neighborhood at which there are scenes, either local or distant, either natural or artificial, calculated to draw women out of their houses and private grounds, or which will at least form apparent objects before them when they go out. Page 555.

Next to points at some distance from a house commanding beautiful views, it is desirable to be able to look out from the house itself upon an interesting distant scene. Page 555.

The first and most essential condition of a home, is domestic seclusion. It is this which makes it home, the special belonging of a family. If it is not attractive within itself, and chiefly and generally within itself, and made so by, or for the sake of, the family, it is no home, but merely a camp; an expedient of barbarism made use of to serve a temporary purpose of a civilized family. Page 555.

For the purpose of ascertaining what was necessary to be supplied upon your ground to give it the advantages which have been described, and others, generally recognized to be essential to a neighborhood of the best form of civilized homes; I visited it under a variety of circumstances, in summer and winter, by night and by day, and I now propose to state what are its natural conditions; what are the artificial conditions required, and how these may best be secured.

First. - In respect of soil, exposure, natural foliage and water supply, your ground is, to say the least, unsurpassed in the vicinity of San Francisco.

Second. - There are few if any suburbs which command as fine a distant prospect. The undulations of the ground and the difference of elevation between the upper and the lower parts give the advantage of this prospect in its main features to a large number of points of view, so situated that the erection of buildings and the growth of trees at other points will be no interruption to it.

Third. - With respect to climate and adaptation to out of door occupation, persons who had resided upon the ground or who had frequent occasion to cross it, having stated that the sea-winds which nearly everywhere else near San Francisco are in summer extremely harsh, chilling and disagreeable to all, and often very trying to delicate persons, were felt at this point very little, I gave this alleged advantage particular consideration.

I have visited the other suburbs of San Francisco and studied them with some care, and, without being able to express a definite estimate of the degree of difference between their climate and that of Berkeley, and without being able to assert from my limited observation, complete and constant, I think that I am warranted in endorsing the opinion that the climate of Berkeley is distinguished for a peculiar serenity, cheerfulness and healthfulness. Pages 556, 557, 558.

-3-

The main requirements of a plan, then, for the improvement of this region, with reference to residences, must be, first, so to arrange the roads upon which private property will front as to secure the best practicable landscape effects from the largest number of points of view; second, so to arrange the roads and public ground as to give the owners of the private property satisfactory outgoings, in respect, first, to convenience of use; second, to attractiveness in their borders; and, third, to command of occasional distant views and complete landscapes.

To meet the second of these requirements, the borders of the roads should be absolutely neat or even nice; there should be no raw banks or bare neglected looking places, nor drifts of rubbish by their side.

This, in the climate of the locality, implies one of two things, either that the whole roadside is watered daily during several months of the year, or that it is closely lined and draped over with living foliage. Page 560.

The course of the roads, as laid down in the plan, generally follows the natural depressions of the surface, and I am strongly of the opinion that in these situations, if not on the more elevated parts of all the ground included in the plan, there would soon be a natural growth of trees and shrubs if perfect protection were secured for a few years from the action of fire and the close cropping of animals, and I can have no doubt that when the ground will have been well trenched, nearly all the trees and shrubs which grow naturally in the more favored canons of the Coast Range, as well as many others, if planted and carefully tended for two or three years, would thereafter grow healthfully, readily, and in graceful forms. Page 561.

Also, in the June 29, 1866 letter to the Reverend S.E. Willey Olmsted discusses the approaches to the proposed new campus in Berkeley. "There are three entrances to the series of lanes from the general direction of San Francisco. One of these is intended to be approached by steamer landing at that point of the bay which is nearest to the property. (Along the line of Addison Street) The second approach is through the midst of the village. (At Dana Street) The third is by a new road which I recommend should be laid out as a pleasure drive from Oakland.* This road would be to the southward of, and run parallel with the present Telegraph road, until it has passed the vicinity of the new Cemetery, (Mountain View) where it would curve upon a long radius to the left, and passing to the eastward of some of the lowest foothills, cross the Telegraph road near the foot of the mountains, and approach Berkeley on a line parallel with the range, passing along the east side of the public garden, and reaching the vicinity of the College without entering the village, as shown upon the plan. Such a road would form a drive much more attractive than any now in use out of Oakland, and would lay open a most desirable region for residences all along the foot of the mountains." Page 564.

Footnote 12. Page 572 expands upon Olmsted's plan for the road from Oakland. "This pleasure drive from Oakland would have reached the campus where Piedmont Avenue now joins it. Most of it was never built, but the northernmost section, from Strawberry Creek to Dwight Way, was on college property and Willey asked Olmsted to lay it out on September 22, 1865.

-4-

In August 1864 the college had bought from Orrin Simmons the tract of land through which Piedmont Avenue now runs; Willey had purchased a lot there and was preparing to build the first house in the Berkeley neighborhood. A Mr. Palmer was anxious to purchase a lot near him. Willey told Olmsted he had written Palmer "that I will inform him immediately on the receipt of the proper map from you, setting forth streets, dimensions, etc., of that particular vicinity." Planning these salable lots was more urgent than completing the overall plans for the college grounds. As Willey explained: "Others are looking that way with the idea of purchasing as soon as we get the map, i.e. the map of that particular part of the Simmons tract. For the other parts we are in no haste." Olmsted drew up a plan for this area, "showing the Park and Piedmont Way, as ground reserved for public purposes," which the trustees of the college adopted on October 3, 1865. (The "Park" was presumably the square that appears on the 1866 Berkeley Neighborhood plan as the "Public Garden.")

No map of Piedmont Avenue has been found which is signed by Olmsted or by Edward C. Miller, who surveyed the Berkeley grounds for him and left with him for New York on October 13, 1865. However, a map of the area south of Strawberry Creek and bounded on the west by Audubon and College streets and on the south by Dwight Way, and bearing in its title the attribution "as laid out by F.L. Olmsted," was adopted by the trustees of the college on May 5, 1868. This plan makes no provision for Olmsted's public garden: the area that he set aside for it is instead divided into house lots. The course of the 1868 plan's curvilinear "Piedmont Way" is similar to that of the pleasure drive in Olmsted's 1866 Berkeley Neighborhood plan, which is presumably closely patterned on the plan that he drew up for the area at Willey's request in late 1865. The provision for a hundred-foot-wide Piedmont Way on the 1868 map probably reflects the width of the strip "reserved for public purposes" as Piedmont Way in Olmsted's lost 1865 plan. (The right of way appears on the 1866 Berkeley Neighborhood plan as a rectilinear strip approximately 120 feet wide.) A right of way of one hundred feet or more would have been wide enough to construct a road varying from thirty to sixty feet in width, while still leaving sufficient room along the edges for the heavy planting with which Olmsted intended to screen the spaces beyond. Olmsted's planting scheme was not carried out, and eventually this section of Piedmont Avenue was constructed with a median strip that does not appear on either the Berkeley Neighborhood plan of 1866 or the map of 1868 (S.H. Willey to FLO, Sept. 22, 1865; History of the College of California, pp. 106, 131, 202; "Map of a portion of the Berkeley Property situated between the University of California and the state Deaf and Dumb Asylum, Oakland, Alameda County, as laid out by F.L. Olmsted, officially adopted by the Board of Trustees of the College of California, May 5, 1868, Surveyed May 1868, W.F. Boardman Co. Surveyor," filed in the Recorder's Office of Alameda County, May 26, 1868; College of California, Records of the Board of Trustees (1855-69), Minutes, October 3, 1865, p. 287, University Archives, Bancroft Library, University of California, Berkeley, Calif.)."

California Memorial Stadium
University of California Berkeley

The California Memorial Stadium is a historically significant structure that is in need of seismic strengthening and general rehabilitation. Although the University of California is constitutionally exempt from state preservation law it generally complies with the Secretary of the Interior Standards. The impact of proposed changes on a state-owned historically significant structure is subject to review under the California Environmental Quality Act (CEQA). The stadium is eligible for the California Register of Historic Resources and the National Register of Historic Places.

The stadium represents the nationwide boom in intercollegiate athletics - especially football - in the early 20th century. It was among the first dozen major stadiums built in the United States. The stadium also represents an important moment in the history of Town-Gown relations in Berkeley - its location and construction caused an early, serious, breach between the university and the city and community.

The stadium is significant as an example of a collegiate sports stadium; with 70,000 seats, it was among the largest in the country when built. It was important as an element in a campus plan - an example of Roman classicism, the work of distinguished designers including the architect John Galen Howard. In its stylistic relationship to other buildings, the design expresses the relationship of various aspects of university education and life to an ideal of education.

The impetus ^{to} ^{begin} to build in 1921 when California beat Ohio State 28 to 0 in the Rose Bowl. Subsequently, the "Wonder Teams" of 1920 to 1924 did not lose a game. A new stadium and football would bind students to their Alma Mater and represent the physical and moral basis for intellectual training. In addition to its primary purpose for football the stadium was planned to be used for public functions. Since it opened it has been used for graduation exercises, Charter Day ceremonies, and other events. Commencement exercises in 1948 in California Memorial Stadium were attended by President Harry Truman. In 1962, a Charter Day speech was given by President John F. Kennedy before 48,000 people, said to be the largest crowd ever assembled in person to hear Kennedy speak. The Chancellor of the Berkeley campus has the authority to make policy for the use of the Stadium. The policy of recent Chancellors has been to not use the Stadium for commercial rentals or other large non-campus events.

John Galen Howard had argued in 1922 for a stadium site in the southwest corner of the campus; his objection to the Strawberry Canyon site apparently contributed to his dismissal as the University's Supervising Architect after more than two decades of service. Memorial Stadium was thus not only his largest commission completed for the University, but among his last for the Berkeley campus.

Tensions arose between the university and the city in the planning of California Memorial Stadium. This was one of the early occasions when a significant "town-gown" disagreement occurred in Berkeley. Four sites were considered; the site which was chosen - the Strawberry Canyon site - may have cost less money to acquire, but as it turned out,

-2-

also involved substantial opposition from property owners whose houses were moved or whose views were ruined and from citizens who objected to the destruction of a beautiful natural place. In words still familiar in Berkeley, southside residents objected to the traffic congestion and parking problems which would be created by the stadium. In an embarrassment to the university, Professor of Philosophy, Charles H. Rieber, who lived at 15 Canyon Road on Panoramic Hill, sold his house, left the university, and moved to Los Angeles in protest of the new stadium.

The University of California football stadium was also built as a memorial to University of California alumni who had died during the First World War.

Several aspects of the stadium's design were directly related to its potential as a money maker. At that time, the Big Game was the only potential sell-out, but the likely receipts for that game were so great that it is not far-fetched to say that the stadium was designed for the Big Game. The stadium was oriented so "the sun in mid afternoon on November 20 (approximate date of the Big Game) will strike the field at right angles to the direction of play thus affording the best conditions for use."

The Strawberry Canyon site was very different from the other sites considered which were all on flat or nearly flat land. This site was at the mouth of a canyon at the base of the Berkeley hills. The site was uneven and was crossed by Strawberry Creek and by two fault lines. The different conditions of this site required fresh thinking about the nature of the stadium. Of the sites considered the Strawberry Canyon site was by far the most difficult to build upon. The natural topography was a narrow canyon mouth. Charter Hill (later called Tightwad Hill) rose steeply on the north side of the canyon and Panoramic Hill did the same on the south. Strawberry Creek ran west through the canyon and down through the main campus. The Hayward Fault runs north-south through the middle of the site and emerges at the northeast and at the southwest. A secondary fault runs east-west through Strawberry Canyon.

The stadium grounds consisted of 22 acres altogether, 16 acres of which were already owned by the university, and six acres of which were purchased from private owners. The area was much admired for its natural and domesticated beauty. The university land was part of a larger area that previously had been purchased for a reservoir and had been designated a bird and wildlife sanctuary. A botanical garden and nursery had been established there. This beautiful spot was a popular place for hikes and outings. To take advantage of the setting, a residential neighborhood of large houses was developed on the south and west of the site, on Panoramic Hill and along Piedmont Avenue. The private land which was purchased was between College and Piedmont Avenues on the north side of Bancroft Way. Six houses on this land were moved at a cost of \$268,000. Some of the houses were moved across the street to lots on Piedmont Avenue where they joined an existing enclave of residential properties. Eventually this area was also acquired by the university, but some of its houses still remain in a row facing the stadium.

-3-

To open a space large enough for the stadium and its grounds, to create a level site and to build up an earthen bowl for the stadium and its grounds required the removal of a huge volume of soil and rock. This was accomplished by blasting and hydraulics, the latter as was done in the gold fields before 1882. Lines of horse-drawn wagons carried away the material. An elliptical mound was built up around the field created. The lower half of all the seats and all the seats on nearly half of the stadium, encompassing its entire east side, rested directly on the mound created by the excavation contractors.

Drainage was recognized during the design stage as a critical feature of the stadium from both a financial and a technical point of view. This was because the usefulness of the stadium⁴⁸ depending upon the ability of Stanford and California to play their annual football game on it. Stanford had previously paid for its new stadium almost completely in its opening game with California.

Construction of the stadium was not delayed by the Berkeley fire of September 17, 1923 which destroyed some 600 homes in the North Berkeley hills and threatened the campus. The high pressure waterline provided for the excavation of the hillside at the stadium site proved helpful in fighting the fire. There was no reported damage to the stadium project itself. The stadium, including the land, was completed at a cost of \$1,400,000 in time for the first Big Game between California and Stanford on November 24, 1923. Attendance was 73,000, the largest ever to attend a football game in the Western United States.

In the decades after World War II many changes were made to the stadium and grounds. Artificial turf replaced grass only to be replaced by grass again. The Hess Press Box was built along the west rim. Spaces were enclosed beneath the seating on the west side for offices and special rooms. Piedmont Avenue, which had previously bent in a curve through the area where Kleeberger Field now stands, was realigned to connect directly with Gayley Road and provide a more direct driving route across the eastern end of the campus.

Source: Historic Structure Report
University of California Berkeley
California Memorial Stadium
Prepared for The University of California, Office of
Planning, Design and Construction
Sizel & Strain, Architects
1295 - 59th Street
Emeryville, Ca. 94608
September 23, 1999

The Golden Book of California, 1860-1936
California Alumni Ass'n 1937



Completed 1923



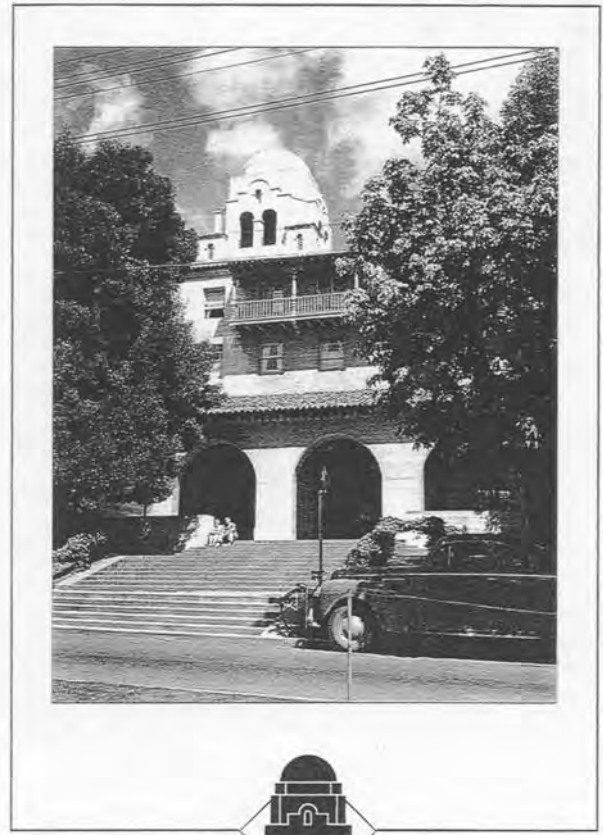
Strawberry Canyon
1890's



Under
Construction

International House Berkeley

— *An Informal History* —



Author: Joe Lurie, Executive Director

International House



"The World is a beautiful garden where truth, like flowers, unfolds in different ways."

Harry Edmonds,
International
House Founder

Captions: Far left: Harry Edmonds, Left: University of California campus. Top right: John D. Rockefeller, Jr. Bottom right: International House in construction, April 17, 1930.

"International House is like a ship. It does not belong to New York or Paris or any other great city in any part of the world, but it belongs to all of us who appreciate its purpose... Just as now, when we go on an adventure, we do not hamper ourselves with too many trunks and other pieces of baggage, so we do not carry onto this ship our trunks of worn-out prejudices and ideas about one another, but come on it free from encumbrances and ready for an adventure in living with folk."

Mrs. Florence Edmonds, 1928

ORIGINS

International House Berkeley was part of the larger "International House Movement," founded by Harry Edmonds who, as a young man working for the Young Men's Christian Association in 1909, had a chance meeting with a Chinese student. Edmonds' casual "Good morning" on the steps of the Columbia University library provoked the startled response: "I've been in New York three weeks, and you are the first person who has spoken to me." Moved by this experience, Edmonds investigated the situation of foreign students in New York City. Attempting to counter the loneliness and isolation of these students, Edmonds and his wife, Florence, started to have teas and Sunday Suppers in their home. By 1911, this practice led to the development of the Cosmopolitan College Club. By 1919, the Club included over 600 students representing more than 65 countries, and its activities consisted of excursions, social events and housing assistance.

Convinced of the need to find a place where foreign and U.S. students could live together and thereby promote international understanding, Edmonds encouraged John D. Rockefeller, Jr. to build International House in New York City. Funded by Mr. Rockefeller at a cost of \$3,000,000, it opened in 1924 as a residence and program center which served about 300 students. As its first director, Edmonds saw it as a place where people of diverse national and cultural backgrounds — without restrictions as to color, race, creed or sex — could share the common experience of everyday life; a place where person-to-person contact would contribute to combating ignorance, prejudice and misunderstanding.

The immediate and exciting success of International House New York spurred Rockefeller to extend the idea. In 1926, Edmonds traveled west to evaluate possible locations for a second International House. Berkeley, California was selected because the Bay Area was the U.S. point of entry



from the Orient and claimed the largest number of foreign students on the West Coast (in those days about 200).

John D. Rockefeller Jr.'s gift of \$1,800,000 to the University of California resulted in the establishment of International House Berkeley in 1930. In a letter to University of California President, Robert Gordon Sproul, Rockefeller outlined his reasons for the gift:

"The idea of the establishment of this institution on the Pacific Coast was suggested by the success of a similar one on the Atlantic Coast, in New York City,

which has become well and favorably known throughout the world. By bringing together in unfettered cooperation the educated young people of all lands, many of whom will in years to come be leaders in their several countries, and by giving them the full opportunity for frank discussion on terms of equality, there is being performed, I believe, a service for the well-being of the world, the importance of which it is difficult to over-value. International House is a laboratory for a new kind of experiment - the day-to-day practice of international fellowship among men and women."

The Berkeley House, while owned by the University, was leased to a separate corporation whose Board of Directors, men and women of standing in the community, would be responsible for seeing that the purposes of the institution would be fulfilled.

Later in the '30s, Rockefeller established similar institutions in Chicago and Paris. He hoped that contact between the Houses would facilitate an exchange of ideas and experiences that would assist the carrying out of a kindred purpose.

RESISTANCE TO
INTERNATIONAL HOUSE IN
BERKELEY

Allen C. Blaisdell, Edmonds' former assistant in New York, was appointed in 1928 to be the first executive director of the Berkeley I House. Blaisdell was a Phi Beta Kappa graduate of Pomona College, who developed his cross-cultural awareness during a teaching assignment in Japan. Soon after his appointment, Blaisdell encountered considerable resistance in the community. There was resistance to men and women living under one roof; there was hostility towards foreigners; and the notion that people of color would live with

"whites" in an integrated setting was, to many, simply incredible. Many Berkeley landlords protested the construction of the House, fearing an influx of foreigners.

More than 800 people gathered in Berkeley to protest racial integration in the proposed International



House. At that meeting, Delilah Beasley, a black reporter for the Oakland Tribune, passionately defended the concept to a disgruntled and stunned audience. And it was Beasley who stood up to the protests of property owners who feared that I House would cause Berkeley to be

overrun with Blacks and Asians. Allen Blaisdell noted that one of the purposes of the House was to draw foreign students — particularly Chinese, Japanese, Filipinos and Indians — out of their semi-ghetto housing situations and into an international community.

When Harry Edmonds came to Berkeley to establish a site, he chose Piedmont Avenue, in part, because it was the home of fraternities and sororities which then excluded for-

eigners and people of color. By proposing the site on Piedmont Avenue, Edmonds sought to strike bigotry and exclusiveness "right hard in the nose."

Originally the north side of the campus, an area ravaged by fire, was suggested, but Edmonds decided that this was the "back door" to the campus and insisted that International House must be at the "front door." Here on Piedmont Avenue, the House faced the Pacific and so brought a symbolic joining of West and East.

OPENING OF I
HOUSE BERKELEY

International House officially opened on August 18, 1930, with single rooms for 338 men and 115



women, primarily graduate students. It was the largest student housing complex in the Bay Area and the first coeducational residence west of the Mississippi (at the time the University itself would not officially recognize coeducational housing). But because I House was managed by a self-supporting corporation legally independent of the University, the coeducational concept became a reality.

11.2C.217 RESPONSE TO COMMENT LETTER C217

RESPONSE TO COMMENT C217-1

The comment does not cite the studies that demonstrate that traffic signals cause speeding and stop signs enhance a driver's ability to stay within the posted speed limit. The University notes, however, that in recent years several Bay Area cities have implemented signal timing plans that encourage drivers to drive the speed limit, either through coordinated timing along a corridor that allows drivers to "hit the green" if they travel at the speed limit, or through stand-alone intersections that have advance detectors that turn the light red if a speeding car approaches. The University will request that the City of Berkeley consider these methods of speed control when and if the signals at Piedmont/Bancroft, Piedmont/Durant, and Derby/Warring are designed and constructed. See also Thematic Response 9 regarding parking demand, and Thematic Response 10 regarding alternative transportation.

To: Chancellor Robert M. Berdahl
200 California Hall
University of California
Berkeley, California

From: Berkeleyans For a Livable University Environment
(Contact: Carl Friberg at (510) 548-5083 or at 1685 Arch St., Berkeley)

Date: June 10, 2004

Re: 2020 Long Range Development Plan Response

INTRODUCTION

My name is Carl Friberg; I've lived on Berkeley's NORTHSIDE for 38 yrs.

On behalf of *Berkeleyans for a Livable University Environment*, or **BLUE**, as we call ourselves,

I want to thank the City Council for the extended time you have granted us to respond to the LRDP.

We represent a new umbrella organization with members from all over the City:

Le Conte Neighborhood Association
Willard Neighborhood Association
Claremont-Elmwood Neigh. Assoc.
Northside Neighborhood Association
Summit Road/Grizzly Peak Blvd. Watch
Dwight-Hillside Neighborhood Assoc.
Panoramic Hill Neighborhood Assoc.
Benvenue Neighbors Association
McKinley Addison Alston Grand Neigh. Assoc.
Addison Alston Roosevelt Calif. Neigh. Assoc.

We want a *livable* university environment.

That is why many of us have chosen to make Berkeley our home.

However, we fear this is on the verge of disappearing;

it certainly will not exist in the future if the Long Range Development Plan is implemented as NOW envisioned.

UC has already had enormous detrimental effects.

And since the University has for all practical purposes been ignoring us individually.

As AN ORGANIZATION we felt we would be more effective.

We came together out of a need to convince **YOU**,

To defend our city,

To defend us,

And to defend our future.

The California Master Plan for Higher Education, the last Master Plan agreed upon **with** the communities in which UC and CSU have a presence; the University of California decided for the **good of both** to limit student enrollment at Berkeley Campus to 27,500 students.

BUT,

The University chose to *break* their promise to the City of Berkeley.

Now accommodating well over 30,000 students and with less emphasis on education and **much, MUCH more emphasis on research and development**; UC is looking more like an industrial park on a nice hillside, instead of a great institution of higher learning.

AND,

To no surprise, **we**, the relatively small community in which the large university makes its home, have a long list of contentious issues associated with the growth of the campus.

The LRDP projects over 2 million square feet of additional space-- and most of that beyond the perimeter of the campus park.

And, let us not forget, along with the University come other Tax Exempt institutions.

Why should the residents of Berkeley be subsidizing research?

The University knows many of their impacts are *significant*.

This is true, and then they add the word "unavoidable".

The "unavoidable" is **FALSE!**

The LRDP is severely deficient in analyzing, or even mentioning, alternatives for enrollment, sites for facilities, and transportation options.

For example: UC Extension, which brings a lot of cars into Berkeley, could easily locate facilities near a BART station in Oakland. (I believe there is an unoccupied building and lot there right now, between 11th and 12th on Broadway; adjacent to their property that houses the system wide offices, that our good neighbor Oakland would love to see occupied.)

The point is, there are ALTERNATIVES!

Until the LRDP shows movement toward the Kerr Master Plan for Higher Education, it is unacceptable.

Until the LRDP considers the many unmentioned **alternatives**, it is **unacceptable**. Period.

Somehow the great University of California must learn how to keep their **promises** to the City of Berkeley, and not walk away and forget us as soon as they get what they want.

In the 1960's UC agreed to work **with** the community, **Now**, just two weeks ago, the University's Office of the President was in Sacramento **fighting tooth and nail**, the efforts of **our** Assembly Person Loni Hancock to include modest and very reasonable provisions for State Institutions to *include* community involvement in their decision process.

Does this sound like cooperation to you?

OR,

Last week when they turned down **your** request for an extension to the 60-day comment period on something that is going to affect us for 60, or 100 years.

Does that sound like cooperation to you?

*(It sounds more like **them** telling us, what **they** want, and we get, like it or not!)*

And UC certainly has **NO** intention to magically stop growing in 2010 as they **also** promised you last Tuesday.

Unless Berkeley takes **STRONG** action **NOW**, we will see more of the same in the next 15 years, which we have seen in the past 15 or 30 years.

Do not get us wrong, we are **not** opposed to all development; you and the University will find a lot of community support for a project such as the Museum-Hotel-Conference Center in downtown Berkeley.

AGAIN,
THERE ARE ALTERNATIVES TO THIS LRDP, WHICH HAD **ZERO**
COMMUNITY IMPUT;
AND THIS, THE GENERAL PLAN, WHICH HAD OVER A 1000
HOURS OF COMMUNITY IMPUT;
THE CITY AND THE UNIVERSITY CAN WORK TOGETHER.

See appendix A for copy of letter requesting communication that was hand delivered to the Chancellor and Office of Community Relations: example of letter that has gone unanswered to this date.

See appendix B, *Berkeley Daily Planet*, for many alternatives to in lieu tax payment plans that have been used successfully.

Anne Wagley

BLUE Presentation on Neighborhood Environmental Impacts

(1) cumulative impacts inadequately addressed:

- This EIR is woefully inadequate. It does not disclose its responsibility for the now claimed "unavoidable" cumulative environmental impacts for ALL of the University development undertaken since the 1990 UCB LRDP.

C218-1

(2) traffic and housing impacts and mitigations not explored:
UCB promotes itself as an international leader on environmental issues, but here in its at-home setting, it is slow and recalcitrant.

For example, arteries and collectors are congested, noisy and air polluting & our neighborhoods are inundated with traffic and parking--all because the Regents have not planned employee jobs and housing near to each other, have not provided adequate student or faculty housing and have built little or no housing on campus in decades.

C218-2

housing—

Thousands more students and little UC provided housing has had the predictable effect of pushing working people out of Berkeley, reducing affordable housing as transient turnover takes units out of rent control and reversing the balance between permanent and temporary Berkeley residents--all impacts neither adequately disclosed nor appropriately mitigated

C218-3

Transportation -The University has not put its resources and knowledge into creating a sustainable transportation system: UC can mitigate with a "no net increase in cars" agreement, like other universities in Seattle, Boulder, Palo Alto & West LA, successful programs which prevent student cars on campus, reduce traffic & get employees onto public transit (using free staff EcoPass, Commuter Checks and other incentives). UC can pay for effective parking enforcement of RPP zones and can invest its parking permit funds in housing subsidies. Its transportation impacts are not unavoidable.

C218-4

(3) inadequate alternatives: This LRDP will lead to more development off-campus (1,350,000 gsf) than on (1,100,000 gsf) yet UC's

C218-5

significant and pervasive environmental neighborhood impacts are planned to worsen. Much of the system-wide increases and planned industrial research park development could have gone and still could go elsewhere in the State.

C218-5

The analysis of impacts and alternatives can not properly be limited to this campus but must be extended to the entire UC system. The Regents acts as though UCB is an institution alone, its impacts and alternatives unrelated to Lawrence Berkeley Lab or the other UC campuses when it's required to weigh alternatives available throughout California not just in Berkeley but has not done so.

C218-6

Concluding remarks: :

No more UC development unless UC cleans up its environment -- : we need effective noise, air & toxic pollution reduction, RPP enforcement, trash and Strawberry Creek watershed toxic cleanup and restoration, and sustainable population, housing, services, traffic and transportation solutions. We urge you to Stand up, use all of your resources and initiative. Sue if that's what it takes. The viability of Berkeley as a City is at stake. Be effective leaders in requiring UC to become the home town environmental leader. The City must do its job --serve and protect us, its citizens. No development without adequate and effective environmental mitigations solving impacts. Do not settle for less than what each Berkeley resident needs from UC as we will not settle for less than what we need from the City of Berkeley.



Good evening.

My name is David Nasatir and I have been a Berkeley voter since the times when Berkeley collected taxes from business located on Telegraph Avenue north of Bancroft Way. A time when students and faculty found affordable housing north of Bancroft Way on College Avenue and on Gayley Road; times of revenue and resources long gone due to University expansion.

I am here at the request of my neighbors to remind you of the adverse impacts we already suffer due to University expansion. I am here to remind you that we are already endangered by overflow parking from the Space Science Laboratory. Parking that requires residents, including school children, to walk in the traffic lanes of Grizzly Peak in order to reach public transportation. Overflow parking that makes access by emergency and service vehicles extremely difficult and egress by residents always difficult and, at times, impossible.

I am here to present you with a petition signed by nearly 200 residents of the Summit Road, Grizzly Peak neighborhood in just two days.

We ask that you respond to our concerns regarding the inadequacy of the EIR for the University's Long Range Development Plan. We provide a comprehensive, detailed list of those concerns, we suggest viable alternatives and we ask that you represent us effectively.

We ask that you reject the unstated assumption that only environmental issues should be of concern and we ask you to consider the adverse social impacts of the proposed development as well. We ask you to recognize that irreversible social impacts and economic compensation are not always fungible.

We ask that you show the steely resolve and the political will that we know you are capable of and that you take immediate, strong and positive action to prevent

the proposed development of 100 high-density housing units in the Grizzly Peak/Centennial Drive area.

Wendy
050-0000

BLUE Presentation on Neighborhood Environmental Impacts

(1) cumulative impacts inadequately addressed:

- This EIR is woefully inadequate. It does not disclose its responsibility for the now claimed "unavoidable" cumulative environmental impacts for ALL of the University development undertaken since the 1990 UCB LRDP.

(2) traffic and housing impacts and mitigations not explored:

UCB promotes itself as an international leader on environmental issues, but here in its at home setting, it is slow and recalcitrant.

For example, arteries and collectors are congested, noisy and air polluting & our neighborhoods are inundated with traffic and parking--all because the Regents have not planned employee jobs and housing near to each other, have not provided adequate student or faculty housing and have built little or no housing on campus in decades.

housing--

Thousands more students and little UC provided housing has had the predictable effect of pushing working people out of Berkeley, reducing affordable housing as transient turnover takes units out of rent control and reversing the balance between permanent and temporary Berkeley residents--all impacts neither adequately disclosed nor appropriately mitigated

Transportation -The University has not put its resources and knowledge into creating a sustainable transportation system: UC can mitigate with a "no net increase in cars" agreement, like other universities in Seattle, Boulder, Palo Alto & West LA, successful programs which prevent student cars on campus, reduce traffic & get employees onto public transit (using free staff EcoPass, Commuter Checks and other incentives). UC can pay for effective parking enforcement of RPP zones and can invest its parking permit funds in housing subsidies. Its transportation impacts are not unavoidable.

(3) inadequate alternatives: This LRDP will lead to more development off-campus (1,350,000 gsf) than on (1,100,000 gsf) yet UC's

significant and pervasive environmental neighborhood impacts are planned to worsen. Much of the system-wide increases and planned industrial research park development could have gone and still could go elsewhere in the State.

The analysis of impacts and alternatives can not properly be limited to this campus but must be extended to the entire UC system. The Regents acts as though UCB is an institution alone, its impacts and alternatives unrelated to Lawrence Berkeley Lab or the other UC campuses when it's required to weigh alternatives available throughout California not just in Berkeley but has not done so.

Concluding remarks: :

No more UC development unless UC cleans up its environment -- : we need effective noise, air & toxic pollution reduction, RPP enforcement, trash and Strawberry Creek watershed toxic cleanup and restoration, and sustainable population, housing, services, traffic and transportation solutions. We urge you to Stand up, use all of your resources and initiative. Sue if that's what it takes. The viability of Berkeley as a City is at stake. Be effective leaders in requiring UC to become the home town environmental leader. The City must do its job --serve and protect us, its citizens. No development without adequate and effective environmental mitigations solving impacts. Do not settle for less than what each Berkeley resident needs from UC as we will not settle for less than what we need from the City of Berkeley.

I am Dean Metzger,

When I was asked to be part of Blue I was impressed with the number and quality of people willing to participate. Their willingness to put in long hours to research and publish their findings is amazing. Then to come together with a common voice is even more amazing.

You have heard many of Blue's concerns.

If more time was allowed, more details could be presented.

Blue rose out of the concerns that the residents are not being heard by our elected officials – you, and the City staff we pay to provide the services and protection we need to shield us from the Universities' oppressive plans for our neighborhoods.

The neighborhoods surrounding the Central Campus are at a crossroads.

Either they survive as mixed residential or they become an extension of the Central Campus.

The Universities expansion will impact the whole City.

The detrimental physical impacts and reduced funding will affect all of us.

You, ^{our} ~~or~~ elected officials have the power to help us, if you have the will.

You must direct the Staff to deal with the University's plans in the context of the ~~city's~~ General plan.

If you don't and Staff continues to be a planning partner with the University,

our city will become the University City, if it hasn't already.

Blue has the political will to change the environment our neighborhoods have to live with.

You, our elected officials must decide if you represent the residents or the University of California.

Blue wants to work with all of you – The City Council, City Staff, and the University.

Blue would hope that legal remedies would not be necessary.

But if they are, you must have the will to use them. Blue does not accept the premise that the University is immune to this course of action.

If this is not possible, Blue will continue to work with all of the neighborhoods in Berkeley to make it happen. Blue will seek support from all of Berkeley's citizens.

The time is now, Blue hopes you will work for the residents of Berkeley who have given you the power and authority to represent us.

LRDP Presentation by BLUE (June 1, 2004)
Comments by Doug Buckwald

The suggestion has been made this evening that some members of our group are simply engaging in "UC bashing". This is not the case at all. We certainly are aware of and appreciate the contributions that UC makes to our community. The problem is this: Over the past years, we have all approached UC in good faith to try to resolve problems caused by University expansion and other UC activities, but our concerns have either been trivialized or ignored completely. We could bring in a thick binder filled with letters to UC officials that have been ignored. It seems that whomever we write to, the letters all seem to funnel down to the lowest common denominator—the office of community relations. And from this office, we get letters that may or may not respond to our requests for information, but never result in any action. We have not been able to meet with UC officials who have any decision-making authority about these quality of life issues.

That is why we have come together as a united front of neighbors from across the city. All of us have been systematically ignored by UC. And now we look to you, our elected representatives, to take a strong stand to protect the remaining quality of life in our community.

We applaud the efforts of Mayor Bates and Loni Hancock in Sacramento to try to pass legislation that will require UC to pay adequate compensation for certain negative impacts on our city. We also appreciate the efforts of City staff to work on responding to the LRDP. In fact, BLUE has already met with City staff about the LRDP, and the meeting was very productive. Members of BLUE spoke in general terms tonight about these issues because we know that City staff are preparing specific responses to the points in the LRDP.

I would like to focus on one particular concern of mine: Most of the work done so far by the City seems to be aimed at obtaining financial compensation for negative impacts. This will not be enough. If money changes from point A to point B somewhere, but we are still left with significantly degraded neighborhoods, then we have not been helped. We need changes in operations and land use by UC to restore the lost quality of life in our neighborhoods.

The City needs to ask for specific actions that UC must take to mitigate the damage already caused by past expansion, and also prevent further damage to our community. I have attached a list of twelve issues that the City should address in any negotiations with UC.

We need to get actual quality of life improvements from UC to address the harm that has already been done to many neighborhoods for years now. We need:

1. Open space to compensate for densification,
2. programs to prevent freshmen from bringing cars to campus,
3. programs to get employees, faculty, and staff onto public transit,
4. effective parking enforcement of RPP zones,
5. enforceable off-campus student behavior standards,
6. noise ordinance enforcement,
7. methods to deal with off-campus group housing that creates neighborhood blight and social problems,
8. effective construction mitigations to account for all the harm done to neighborhoods,
9. programs to reduce automobile traffic on major street leading to campus,
10. programs to handle all impacts of UC performances, sporting events, and other special events on local neighborhoods,
11. methods to reach mutually acceptable solutions on land use decisions that impact the community for decades,
12. and above all, a permanent forum in which all stakeholders are represented on issues that involve the university and the community around it.

We need financial accountability, certainly, but we need much more than that.

Sharon Hudson, June 1 City Council, LRDP speech

Good evening. My name is Sharon Hudson. I want to follow up on what my fellow BLUE members have said by describing how UC is helping to destroy one neighborhood—mine.

I live in North Willard near Dwight Way and College Avenue, by the Unit II dorms.

Let's start with traffic and parking, because this is of great concern to all Berkeleyans.

Like all of Berkeley, we get UC's traffic. But since Willard is unbarricaded, we get a lot of UC traffic on our small neighborhood streets. And unlike most of Berkeley, we also get all the extra traffic from people circling to find parking, as well as UC's own commuter parking overflow. I usually have to drive 6 to 12 extra blocks before being able to park within a block of my house. This is because about half of our on-street parking is taken up by UC students and staff. It is we residents who bear the costs and inconveniences of the preferential parking program. But UC is the only reason our neighborhood needs the program, so why isn't UC 100% responsible for enforcing it?

Meanwhile, due to the parking demand created by UC, some landlords on my block now (illegally) rent parking spaces to UC commuters, which raises the parking prices until their residents are forced to join the on-street parking crowd.

Bad landlords and their student tenants lower our quality of life in other ways, too. Our good landlords attract and keep long-term, stable tenants, but transient 20-year-olds preoccupied with school do not object to substandard living conditions. In fact, they often create them. Our block is plagued by litter, party noise, and other problems caused by UC students. All of which require more services from our underfunded City. What does UC do to help? Nothing.

We still have a few single family homes in our area, but what happens to them? Because of the student housing demand and high taxes, when they are vacated by families, they become unsupervised rooming houses. My neighbors down the street are now suing a UC student co-op for \$110,000. I guess the City did not have the resources to handle this public nuisance. Too bad UC didn't take any responsibility.

In addition, all over Berkeley, UC students drive a housing market for small units. Across the street from me, beautiful family units have just been converted into tiny student units. As UC's student population increases, will we have anyplace left near UC where families and older residents can live?

Thus long-term residents are driven away, and each time one leaves, the rent on his or her apartment doubles. Rent control has been Berkeley's best affordable housing program. But under vacancy decontrol, a transient student population drives rents to the high end of the market, where they stay forever. In addition, population density increases as new residents double up to pay the high rents.

Several long-term residents on Dwight Way have recently moved out because of the noise and parking problems created by UC's construction at Unit II. These stable tenants and affordable housing units are now lost forever. The construction may be temporary, but the damage it and the University of California has done to our neighborhood is permanent.



dbuckwald@hotmail.com

Printed: Wednesday, June 2, 2004 1:34 AM

From : <JThomas621@aol.com>
Sent : Tuesday, June 1, 2004 1:47 AM
To : JThomas621@aol.com
mayor@ci.berkeley.ca.us, lmaio@ci.berkeley.ca.us, mshirek@ci.berkeley.ca.us, dspring@ci.berkeley.ca.us,
mhawley@ci.berkeley.ca.us, bolds@ci.berkeley.ca.us, kworthington@ci.berkeley.ca.us, gwozniak@ci.berkeley.ca.us,
clerk@ci.berkeley.ca.us, opinion@berkeleydailyplanet.com, baha@rcn.com, mtbrcb@pacbell.net
Subject : City Council and UCB's Plan

Re: <<http://lrpd.berkeley.edu>>

Dear Mayor Bates and Members of the City Council,

The Draft Environmental Impact Report (DEIR) of UCB's Long Range Development Plan (LRDP) boldly announces "significant unavoidable impacts" in the areas of air quality, cultural resources, noise, traffic, and transportation. It tells us that implementing this LRDP will lead to more development off-campus (1,350,000 gsf) than on-campus (1,100,000 gsf). It acknowledges that existing development will be used more intensively. It asserts that more of the campus growth will result from 60.5% academic staff and visitors than faculty (12.5%) and students (5.2%).

In light of these conclusions, it is reasonable to insist upon a less environmentally onerous alternative than the proposed LRDP. At Tuesday's meeting and discussion of the document, please remember that the City could, and in my opinion should, make the case for alternatives to the project including "reduced enrollment and employment growth from 2020 LRDP levels", "no new parking and more transit incentives", or "diversion of some future growth to remote sites."

As discouraging as the DEIR conclusions might be, a careful look at the environmental analysis suggests that impacts have been underestimated still. With a more comprehensive description of the Campus Environs, impacts would have been even greater as a review of the LRDP with respect to Panoramic Hill will illustrate.

After four years of correspondence asking UCB administrators about the status of TV broadcast lights at Memorial Stadium, Panoramic Hill residents find our answer embedded in this thick LRDP text. We are told under "Areas of Controversy" that "light and glare impacts (will result) from future use changes at Memorial Stadium" (page 2-1) (comment in parenthesis added), but that "light and glare impacts" can be mitigated to be less than significant by using "shields and cut-offs."

To reach this conclusion, the following facts were omitted:

- (1) that the Stadium is at an elevation relative to most of the population of the City. In other words, this is not just the problem of a neighborhood with "low residential density".
- (2) that one of the neighborhoods immediately adjacent to the Stadium is located on a

hillside. As a result, some Panoramic Hill residents will be within the arc of light flooding the coliseum size stadium, which is an impact not mitigated by shields and cut-offs.

(3) that there are unidentified cultural resources within 50 feet of the Stadium, that are listed on the State Inventory of Historic Resources, specifically, the three houses at #1, 9, and 15 Canyon Road.

(4) that a solipsistic analysis and a campus-centric perspective failed to identify view impacts from public corridors on Panoramic Hill.

(5) that the Stadium is at the mouth of Strawberry Canyon and that "future changes at Memorial Stadium" including "noise" and "light and glare" will impact Hill Area biological resources.

(6) that the Memorial Stadium is bisected lengthwise by the Hayward Fault and by ignoring this reality underestimates threats to public safety. In Figure 4.5-1, the Campus Park, the Clark Kerr Campus and the Hill Area Campus are shown in relation to the three different faults while the 22-acre site of the Stadium is omitted. Figure 4.5-3 does little better in identifying the Stadium in relation to landslide and liquefaction hazard zones.

(7) that Memorial Stadium is within the watershed boundary contrary to the representation within Figure 4.7-1, and thus, the analysis fails to identify hydrology and water quality impacts from stadium use and construction.

(8) that the LRDP DEIR is impossibly vague and makes no distinction between an intercollegiate rugby field and a coliseum-size football field. A project specific review tiered off this document will for this reason and others misrepresent the impacts of the proposed project.

The University of California at Berkeley has made some choices in developing this plan. Their choices protect the Central Campus but at the expense of those living in the Campus Environs. Please represent the Community's interests by describing and documenting impacts, which have been unacknowledged by this University. Please demand one of the alternatives to the LRDP be implemented, including diversion of future growth to remote sites.

Thank you for your consideration.

Yours sincerely,

Janice Thomas

BLUE - a member of Berkeleyans for a Livable University Environment

Panoramic Hill Association - member

Berkeley Architectural Heritage Association - Director

Council of Neighborhood Associations - Director

Appendix A

NORTH BERKELEY NEIGHBORHOOD ASSOCIATION

Steering Committee ♦ Contact: Roger Van Ouytsel, 2611 LeConte, 94709 (510) 549-1231
Carl Friberg, 1685 Arch St., 94709 (510) 548-5083

October 10, 2003

Chancellor Robert M. Berdahl
200 California Hall
University of California, Berkeley

Mr. Kerry O'Banion
Principle Planner
300 Architecture and Engineering

HAND DELIVER

Dear Messrs Berdahl and O'Banion:

The Steering Committee of the North Berkeley Neighborhood Association would like to express our deepest concern about UC Berkeley's newest 2020 Long Range Development Plan. As citizens of Berkeley's north side neighborhood, we seek to maintain and enhance a high quality living area and healthy environment for our families, for now and future generations in the City of Berkeley.

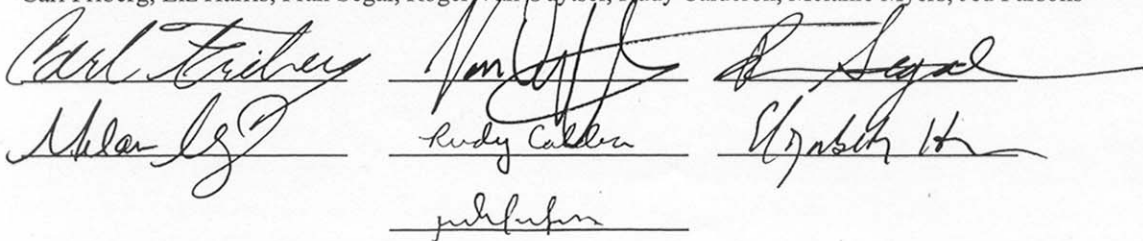
Our north side is already densely populated and under severe stress with parking, traffic congestion and accidents to pedestrians and bicyclists. We have no public open space in this area. Furthermore, our neighborhood's air quality and crime rate are already impacted by our proximity to the campus. We feel that UC Berkeley's 2020 Long Range Development Plan is so massive in scale that it is imperative that impacts be evaluated within the context of the long-term livability of our community. Recent development plans on the hillside above Hearst Ave. and in Strawberry Canyon, by the Berkeley Lawrence National Laboratory, will bring an additional unwelcome burden to our residents. As one of the world's leading universities, UC Berkeley should be part of the solution.

Therefore, we have serious concerns about UC Berkeley's 2020 Long Range Development. In order for all of us to understand these important issues for our community, for our city, and for our university, we urge you to embrace and champion new ideas by creating a clearer channel of communication for real input and feedback in the decision process between UC, LBNL, City of Berkeley and the neighbors in order to create a more livable city and campus community; and ease communications so that this relationship is one that is *truly valued*, one that can be looked upon as a model by the rest of the country.

Sincerely,

The North Berkeley Neighborhood Association Steering Committee

Carl Friberg, Liz Harris, Fran Segal, Roger Van Ouytsel, Rudy Calderon, Melanie Myers, Jed Parsons



Carl Friberg Rudy Calderon Elizabeth H.

Two originals and one copy to each member

Appendix B

[Text Only Version](#)

Berkeley Daily Planet

Quick

You Are in the Archives

Tuesday
May 11, 2004

Exit the archives:
[Return to today's edition](#)

[Today's News](#)

[Classifieds](#)

[Search Archives](#)

[Contact Us](#)

City Tax Burden Skips UC Properties

By RICHARD BRENNEMAN (05-11-04)



EDITOR'S NOTE: This is the first of a two-part series. Part two will appear in the May 14 edition.

In a state plagued by a crumbling infrastructure, troubled schools and an electorate increasingly unwilling to shell out more tax dollars, Berkeley voters are unique among California cities in their willingness to levy new taxes on themselves to fund schools, libraries and other civic improvements.

But that burden falls mainly on residential and commercial property owners—a dwindling majority in a city dominated by a massive property-tax-exempt University of California campus and a host of other exempt properties.

The city's last study on exempt properties, completed in December, 1994, stated the obvious: "Berkeley has an unusual number of properties which are tax exempt," ranging "from the University of California campus and properties, government owned properties, Alta Bates/Herrick Hospitals and properties, the Graduate Theological Union and properties, to properties owned by churches, private schools and other tax-exempt institutions."

The 1994 study estimated that the total tax loss caused by various exemptions on assessed property and even larger unlisted blocks, most notably the UC Berkeley campus, produced an annual property tax shortfall of \$23.4 million—nearly two thirds of the \$36.6 million collected that year from non-exempt property owners, most of them homeowners.

"In conclusion," wrote then-City Auditor Anna Rabkin, "Berkeley's tax exempt institutions create a massive, hidden fiscal impact on the community. The trend of shifting the tax burden onto residential property taxpayers appears to be increasing, both as a result of Proposition 13 and due to the apparent growth of tax exempt institutions."

That Prop. 13—a constitutional amendment passed by California voters in 1978—has inflicted considerable damage on local governments in California comes as no surprise to anyone familiar with its authors, Howard Jarvis and Paul Gann.

The flames of Proposition 13 were fanned by the soaring rise in California property values between 1975 and 1978—the same incendiary force that sent rents soaring and led to rent control in both Santa Monica and Berkeley.

Homeowners, stunned by whopping tax increases, eagerly embraced the proposals Jarvis had earlier floated without success. Proposition 13 put a one percent cap on annual tax increases and rolled back assessments to 1975—before the real estate spike that led to its passage.

Proposition 13 inflicted a double blow on local government by including commercial and industrial property under the same tax protections as residential property. By 1997, the Center on Budget and Policy Priorities was estimating that annual non-residential property tax losses to California cities and counties were running up to \$5 billion a year.

Today

[HUD Re
Probler
Section](#)

[Board 1
More M](#)

[Remem
Lipsco](#)

[Berkele
Calend:](#)

[Editor:
Boxer f](#)

[Briefly](#)

[School'
Dispute
Health](#)

[School
Council
for Der](#)

[Fire De](#)

[From S
Mother
Fear: N
Califor](#)

[Letters](#)

[Cars? I
a Bad N](#)

[Kill City
Panel, I
Coffers
Housin:](#)

[Reader
Eye at
Betwee
and Wa](#)

[Renaiss
Combin
Journal](#)

[Arts Ca](#)

[The Go
About /](#)

[The Go
About /](#)

Cities have responded by floating special fee and assessment districts—which, also thanks to Prop. 13, must carry by a two-thirds vote.

Cartoon

A preliminary compilation of non-UC exempt Berkeley property last July came up with a total value of \$354 million, with Alta Bates Hospital leading the list with exemptions of \$104.6 million, followed by the Graduate Theological Union with \$12.1 million, the Pacific School of Religion with \$7.7 million and the Herrick Foundation at \$4.3 million.

There is no formal estimate of the value of University of California exemptions, since state-owned property isn't appraised.

Not only are university-owned properties exempt, but so are properties leased by the university so long as they are used for educational uses. Conversely, university property leased to for-profit companies is taxable.

In Berkeley, the ongoing metastasis of the UC campus onto previously taxable properties led the drafters of the city's December, 2001, General Plan to incorporate Policy LU-35 into the Land Use Element, calling on the city "to discourage additional UC expansion (with the exception of housing) in Berkeley and also discourage the University from removing additional properties from the City's tax rolls."

Nonetheless, the city has bestowed its preliminary blessings on a major UC expansion into downtown—the museum and hotel complex recently vetted by a special Planning Commission task force. While the hotel and convention center would pay property taxes, the museums are exempt by law, as would any other educational uses in the complex.

Exemptions are a problem nationwide, and one partial solution adopted by the federal government and some states to offset losses from exempt properties is the PILOT program, short for Payment In Lieu Of Taxes. The purpose of this program is to provide funds to compensate for property taxes lost on exempt property owned by governments and non-profit and charitable institutions exempt from paying taxes on the real estate they own.

The federal Bureau of Land Management is the country's largest PILOT payer—though the acronym is PILT in federalesse—shelling out the lion's share of the Interior Department's \$227.5 million in fiscal year 2004 PILOT funding.

Federal military installations and the Department of Energy also make PILOT payments to local governments whose schools, roads and other infrastructure and service elements are impacted by their presence.

Rhode Island offers cities and towns payments amounting to 27 percent of the taxes lost from otherwise tax exempt state owned facilities. Vermont pays cities half of the estimated taxes on state-owned property. Massachusetts also offers PILOT fees to municipalities, though in recent years legislators have severely underfunded the program.

A 1960 Connecticut law mandates that the state pay PILOT fees equivalent to the full share of property taxes to towns hosting state prisons or where the state owns more than half the property in the municipality, and 40 cents on the dollar on state property comprising less than half of the municipality's real estate. A 1978 Connecticut law authorizes state-paid fees of 77 cents on the dollar to replace taxes lost from other all other exempt properties, including hospitals, private colleges and universities.

In reality, the Connecticut legislature typically underfunds the program, and PILOT fees are prorated based on the amount actually appropriated. For the current fiscal year, one university city—New Haven, home to Yale—pocketed \$32.7 million in PILOT fees, considerably less than its full statutory entitlement.

Connecticut's program was launched in 1968, and the original legislation authorized compensation to local government for taxes lost on state-owned property amounting to 100 percent for state prisons and 40 percent for all other state-owned facilities. A 1978 amendment added state compensation of 77 percent of lost property taxes and assessments for hospitals and private colleges and universities.

The Massachusetts PILOT fee program dates back to 1910, and compensates municipalities only from taxes lost on the land itself and not the considerably more valuable buildings and other improvements.

The statewide base for Massachusetts PILOT payments was land valued at \$1.86 billion, and authorized payments were based on a statewide rate of \$16.58 per \$1000 of

assessed land values. The total authorized by law was \$30.8 for all municipalities—but legislators only appropriated \$21 million, a move decried by state auditor Joseph DeNucci.

Rhode Island launched its own PILOT program in 1986 to reimburse municipalities for the lost property tax revenues on non profit hospitals and institutions of higher learning, with reimbursement fixed at 25 percent taxes owed on property of equivalent value. Two years later, state hospitals, veteran's homes, and prisons with more than 100 inmates were added to the list. In 1997 legislators upped the reimbursement rate to 27 percent.

Vermont's PILOT program pays municipalities \$1 per \$100 in assessed value on state-owned land.

Some institutions offer voluntary PILOT funds. In New Jersey, Princeton University voluntarily pays taxes on otherwise-exempt faculty and graduate student housing and for the president's estate.

But in California, the University of California, the state universities and community colleges are statutorily exempt from local taxes, and they have successfully resisted all efforts to require them to pay any compensation.

It's not that California state government doesn't provide any PILOT funds, observes Peter Detwiler, a consultant to the California Senate Local Government Committee. The most notable payments are made under the Williamson Act Subvention Program, created by the legislature in 1965 to encourage the preservation of "green belt" agricultural regions around municipalities.

Farmers and ranchers who sign contracts to keep their land developer-free have their property assessed based on its value for agricultural use rather than the higher values that would result from exploiting for commercial and residential development.

To make up for the resulting loss of taxes, the state offers compensation—\$38 million to counties and \$60 million to school districts in the current fiscal year.

Acknowledging that Berkeley might have the greatest property tax losses of any UC campus, Detwiler said that the benefits from sales tax and other revenues generated by the university's presence could significantly mitigate the impact of loss property tax revenues.

The latest proposal to offset some of the costs universities, colleges and other otherwise-exempt public agencies impose on local governments comes from California Assemblymember Lonnie Hancock, a former Berkeley mayor and the spouse of current Mayor Tom Bates.

Hancock's Assembly Bill 2902 would amend the state Public Resources code to ban public agencies such as UC from implementing plans for developments governed by the California Environmental Quality Act (CEQA) that would require other agencies to implement mitigations unless the implementing agency agrees to pay a fair share of the costs.

Both the UC and state university systems have announced their opposition, citing the City of Marina ruling—making the upcoming Supreme Court hearing all the more important for local governments, the state and taxpayers.

With UC Berkeley's recently unveiled Long Range Development Plan projecting an additional 1.1 million square feet of off-campus development by 2020, Hancock's measure becomes a matter of critical importance to Berkeley City officials.

[Text Only Version](#)

Berkeley Daily Planet

Quick

You Are in the Archives

Friday
May 14, 2004

Exit the archives:
[Return to today's edition](#)

[Today's News](#)

[Classifieds](#)

[Search Archives](#)

[Contact Us](#)

UC Tax Exemptions Rooted In Law and Court Rulings

By RICHARD BRENNEMAN (05-14-04)

EDITOR'S NOTE: This is the second of a two-part series on taxation issues between the City of Berkeley and the University of California. In the May 11 edition, we compared the Berkeley/UC tax relationship with similar relationships in other university cities around the country.

Under federal and California law, all state and federal property is exempt from taxation, as are public libraries and museums, aerospace museums, churches, hospitals, charitable facilities, nonprofit schools and colleges, nonprofit cooperative housing, nonprofit scientific institutions, burial plots and modifications to buildings to accommodate the disabled.

Berkeley's biggest non-taxpayer by far is the University of California, and therein lies the rub.

The key to UC's place in the realm of taxation can be found in two articles of the California Constitution:

- Article IX Section 9 grants the University of California system "full powers of organization and government," including the full control and management of property.
- Article XIII Section 3 specifically exempts state-owned property from all property tax liability. Two sections of the state Education Code define the UC Board of Regents as a state agency, thus allowing the UC system to qualify for the constitutionally-mandated tax exemption.

Questions involving special assessments levied to finance specific improvements that serve the university have a more complex history.

Just what other governments can and can't do to collect taxes and fees from the university system has been hashed out in a series of court decisions starting with the unanimous 1929 California Supreme Court ruling in the case of the City of Inglewood v. Los Angeles County.

Three county districts—flood control, sanitation and drainage—tried to collect special assessments from the city, but the state high court unanimously ruled that "while publicly owned and used property is not exempt from special assessments under the constitution or statutory law of this state, there is an implied exemption of such property from burdens of that nature."

Under that decision, local governments generally paid for the actual services they received, but not the taxes levied to build the facilities that provide them.

A series of decisions between 1979 and 1983—most notably another unanimous state Supreme Court ruling in 1981—led the State Legislature to make a change in the way government agencies pay such service fees.

In two appellate rulings, one in 1979 and the other in 1983, the judges ruled that UCLA was exempt from special assessment fees it had paid under protest to the City of Los Angeles for sewer facilities construction.

Today

Task Force For Lac

Cabbie: Union F

Berkeley Calend

Woznia Change Enforce

Editorial: Acrimo

Resident Long-R Plan

Survey for Berkeley

Confusion: University Zoning

Briefly

Artists: Proposition Shelter

Police I

Tireless: Awards the Year

Comm: Landmark Amos C

Under: Rethinking Assumption Oakland

Letters

Comprehensive Care Is Not A P

Berkeley Authority Section Housing

Why Ar

The July 21, 1981, high court ruling in San Marcos Water District v. San Marcos Unified School District laid out the definitive legal standard in striking down the water district's attempt to assess the school district for a capital improvement fee to improve sewer service: "Because the capacity fee is a special assessment that has not been authorized by the Legislature, we hold that the school district is not required to pay the fee."

In the wake of San Marcos, the Legislature enacted California Government Code sections 54999 through 54999.6, "Liability of Public Entities for Public Utility Capital Facilities Fees," which went into effect in March, 1988.

The new law specified that the San Marcos decision "should be revised to authorize payment and collection of capital facilities fees" from governmental agencies, though it set a higher standard for fees imposed on school districts, county education offices, community college districts, UC, the CSU system and any state agencies.

The law places the burden of proof on the taxing agency to justify the costs of the assessments.

Those statutes were reinforced by Proposition 218, a statewide ballot initiative passed by voters in November, 1996, which mandated that local, state and federal agencies can't be exempted from special assessments unless they offer "clear and convincing evidence" that they receive no benefit from the improvements financed by the fees.

An appellate decision in June, 2003, clarified Prop. 218, limiting assessments that can be collected to fees for "provision of water, light, heat, communications, power, or garbage service, for flood control, drainage or sanitary purposes, or for sewage collection, treatment, or disposal."

The decision came after the City of Marina sought funds to pay for increased traffic and fire safety facilities needed to meet the needs of the new California State University-Monterey Bay campus.

Though the CSU Environmental Impact Report concluded the new campus would impose fire protection costs and traffic congestion problems on the adjacent community, the university refused to pay anything toward the required improvements. The city sued to force the university to pay mitigation costs under the provisions California Environmental Quality Act (CEQA).

Marina won at the trial court level, but their was reversed by the State Court of Appeal.

The city has challenged the reversal, and the case now set for arguments before the California Supreme Court. Berkeley City Attorney Manuela Albuquerque signed the formal friend of the court brief—drafted by Assistant City Attorney Zach Cowan—siding with the City of Marina on behalf of the League of California City and the California State Association of Counties.

Assemblymember and former Berkeley Mayor Loni Hancock has launched a legislative attempt at an end run around the Marina decision in her Assembly Bill 2092, which would mandate that colleges, universities and other normally exempt institutions pay their fare share of impacts on other agencies in projects governed by the CEQA.

Whether an act of the Legislature can trump provisions enshrined in the state constitution is an issue that only the courts can decide. Judging from previous rulings by the state's high court, Hancock will be fighting an uphill battle.

The courts have also ruled that universities are exempt from building permit and inspection fees when the system is building facilities for educational uses—even on leased property.

In the unanimous 1978 decision Regents of the University of California v. City of Santa Monica, a Southern California appellate court unanimously ordered the city to refund fees it had assessed after the university installed an air conditioning system and moved wall partitions in a leased building in the city.

One area where the courts have consistently allowed local governments to levy taxes is on commercial activities conducted on land owned by colleges and universities.

In a 1975 decision, the appellate court ruled that Los Angeles could levy business taxes on a circus that held commercial performances at Devonshire Downs, owned by CSU-Northridge. The court ruled that a city could assess fees when the university crossed the

Surpris

Reader News F

The De to be S

Fire St More C

The Tr Delays

'Acis' C Berke Excelle

Notes f Underg Progra Musicia to Sing

Arts Ca

Jarvis J Bring C Govern

Marin's Is a Th 19th Cr

Cartoon

line "between governmental and proprietary activity."

The following year, a Northern California appellate court ruled that the City of Berkeley could levy a 10 percent gross receipts tax on Oakland Raiders pro games held at Cal Stadium. The court cited earlier decisions holding that cities were entitled to tax all business activities within their borders. >

[Today's News](#) | [Classifieds](#) | [Search Archives](#) | [Contact Us](#)

© 2000 - 2004 by Berkeley Daily Planet

11.2C.218 RESPONSE TO COMMENT LETTER C218

This collection of documents was originally presented to the Berkeley City Council. It includes several pages of observations which, although noted, do not directly address the content of the Draft EIR. Several appear to be notes for remarks directed to the City Council rather than UC Berkeley. The Thomas letter is a duplicate of comment C185, where responses are located. Some items are not comments on the Draft 2020 LRDP EIR but "...issues that the city should address in any negotiations with UC."

RESPONSE TO COMMENT C218-1

The Draft EIR evaluates the potential future environmental impacts of implementation of the 2020 LRDP. Projects implemented under the 1990-2005 LRDP are now part of the existing conditions, against which the potential future impacts of the 2020 LRDP are evaluated.

RESPONSE TO COMMENT C218-2

The writer's comments on traffic and parking congestion are noted, although the statement that the University has built little or no housing in "decades" is not correct. The Foothill housing complex was completed in 1990, Cleary in 1992, Manville in 1995, and the College-Durant apartments in 2003. Another 1,100 beds are presently under construction, and the 2020 LRDP envisions up to 2,500 additional student beds by 2020.

RESPONSE TO COMMENT C218-3

The additional University student housing now under construction and envisioned in the 2020 LRDP is expected to relieve pressure on the private housing market and make a greater percentage of the many new private units now underway and proposed available to non-students.

RESPONSE TO COMMENT C218-4

See Thematic Response 9, which includes a comparison of UC Berkeley to several other urban research universities including those mentioned by the writer.

RESPONSE TO COMMENTS C218-5 AND C218-6

Research is not a discrete enterprise apart from education at UC Berkeley. Rather, it is integral to both UC Berkeley's mission as a University and to the provision of both graduate and undergraduate education. See response to comment B7-20.

The rate of growth envisioned for UC Berkeley in the 2020 LRDP is comparable to that proposed for UCLA and UCSF, the other two urban campuses, and lower, often much lower, than other, less intensively developed UC campuses. The substantial increase in the college-age population of California has required a University-wide response in which all UC campuses must accommodate some growth. See Thematic Response 6 regarding the relationship of UC Berkeley to Lawrence Berkeley National Laboratory.

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Mr. & Mrs. Russell F. Burke 12 Hill Rd.
Signature Address

Berkeley, CA.
94708

Thank you, Ms.
Lawrence, for
alerting us to
this unacceptable
plan!

Susan Neuke

LETTER C220

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

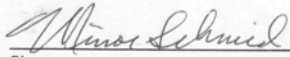
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature 11 Hill Road, Berkeley 94708
Address

LETTER C221

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

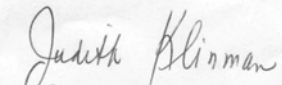
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


(1498 Olympus Ave)

LETTER C222

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Donald Rios 1221 Grizzly Peak Blvd

Signature

Address

LETTER C223

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Amelie Mel de Fontenay 11 Mosswood Rd, Berkeley CA
Signature Address 94704

LETTER C224

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Norma A. Fox 100 Hill Rd. Berkeley 94708
Signature Address

I agree to every word in this document. I am opposed to these UC Berkeley proposals.

LETTER C225

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Nadine Bayden 1491 Olympus Ave Berkeley
Signature Address

Nadine Bayden

LETTER C226

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Smuel Anderson 1389 GRIZZLY PEAK, BERKELEY 94708
Signature Address

LETTER C227

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Priscilla Singer 1286 GRIZZLY PEAK
Signature Address

LETTER C228

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Donald M. Kroner
Signature

116 Hill Rd. Berkeley 94704
Address

LETTER C229

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

[Signature]
Signature

1368 Grizzly Peak
Address

LETTER C230

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

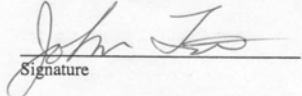
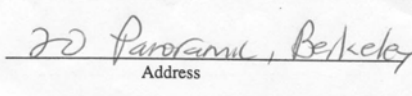
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

 _____
Signature
 _____
Address

LETTER C231

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

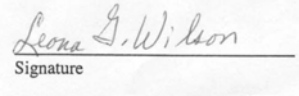
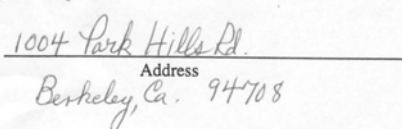
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

I am totally opposed to this dangerous threat to the environment!
Yours truly,

 _____
Signature
 _____
Address

LETTER C232

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Arlene Louoff
Signature

134 Hill Road, Berkeley
Address

LETTER C233

June 12, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Arlene Louoff
Signature

151 Avenida Drive
Address

LETTER C234

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

John E. Byrne
Signature
1338 Grizzly Peak Blvd
Address

LETTER C235

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Warren E. + Norma L. Byrne
Signature
23 Panoramie Way
Address Berkeley 94704

PS Wouldn't the students prefer to live closer to town?

LETTER C236

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Stephen C. Beck 1350 SUMMIT ROAD, BERKELEY
94708

Signature

Address

LETTER C237

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Joseph M. West 1260 Grizzly Peak Blvd, Berkeley
94708

Signature

Address

LETTER C238

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Donald A. Glaser (Donald A. Glaser)

Lynn Glaser (Lynn Glaser) 41 Hill Rd, Berkeley 94708
Signature Address

Why not use "Peoples Park", a long term scandal + waste

LETTER C239

June 6, 2004

RECEIVED

JUN 16 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Maureen Hogan
Signature

165 Panamint Hwy
Address

11.2C.219-239 RESPONSE TO COMMENT LETTERS C219 THRU C239

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C219 THRU C239

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



Gordon Wozniak
 <gordon.wozniak@sbc
 global.net>

To: "Lawrence, Jennifer" <2020LRDP@cp.berkeley.edu>
 cc: "Hegarty, Irene" <hegarty@berkeley.edu>
 Subject: 2020 LRDP DEIR

06/17/2004 05:11 PM
 Please respond to
 gordon.wozniak

Dear Jennifer,

I have several comments regarding the University of California at Berkeley's 2020 LRDP Draft DEIR.

Overall, I found the document both comprehensive and informative. The DEIR will serve a valuable reference tome for planning.

HAZARDOUS WASTE

First, I commend the University for the remarkable reduction in its hazardous waste generation. Over the last twelve years, the total amount of hazardous wastes produced by UCB has decreased by over 50%. This major reduction was not an easy task and is a major achievement that UCB should be proud of. I hope that in the next decade, UCB will continue its aggressive waste reduction policies and achieve even further reductions to offset the growth in its population.

BUILDING SPACE

Currently, UCB has about 13M ft² of building space and is proposing to add an additional ~2M ft² of additional space. Although it is beyond the scope of this letter to comment on the justification for the additional space proposed, I believe that it is important that UCB demonstrate that it is currently utilizing its existing space efficiently, before constructing large amounts of new space. Although constructing new space is very costly, reassigning underutilized space to new programs can be very difficult politically. However, many organizations have achieved substantial reductions in their space needs by imposing a space charge to all users (an effective rent). For example, Lawrence Berkeley National Laboratory (LBNL) charges a space charge for all laboratory and office space and as a result has achieved improved space utilization. In addition, there was a recent article in the New York Times describing how corporations have substantially decreased the size of offices that are assigned to employees to decrease their cost in renting space.

BEST PRACTICE - Thus, I would propose that UCB adopt as a best practice the policy of imposing a space charge for all assigned space similar to the one in practice at LBNL. In this manner, UCB would ensure that it is utilizing its existing space efficiently before constructing costly new space to accommodate new programs.

HOUSING

In the 2020 LRDP, the UCB is proposing to increase its headcount of students by 1,650 from the current 31,800 to 33,450 and the number of current employees by 2,870 from 12,940 to 15,810, increases of 5.2% and 22.2%, respectively. To house this proposed increase in the number of students and staff, one would expect that a similar increase in housing was needed.

STUDENT HOUSING

However, UCB is proposing to increase the number of student beds (under construction, design & proposed) by 4,870 beds. This total represents

C240-1

C240-2

over 3,000 beds more that are required to house the anticipated 1,650 increase in student headcount.

C240-2

STAFF/FACULTY HOUSING

In contrast, UCB is proposing to increase the number of faculty units by 230 and provide no housing for other staff, although the number of employees is increasing by 2,870.

This disproportionate response were almost twice as much student housing is being planned than is needed to accommodate the increase in the student population and less than 10% of the housing needed to accomodate the increase in staffing seems to be poor policy. Such a housing policy will have a major impact on worsening traffic in Berkeley. For example, since only 10% of the students drive, increasing the number of students that live in Berkeley will not substantially decrease the number of commuters. However, since 50% of the staff drive to work, planning to have 90% of the new hires live outside of Berkeley (50% of whom commute by car) will only increase the city's traffic problems. Furthermore, providing substantially more student housing than is required to meet the anticipated increase in student headcount will have a major negative impact on the private rental market in Berkeley which is currently accomodating this population with a high vacancy rate.

C240-3

C240-4

Thus, I would recommend that UCB provide or subsidize the purchase of housing for the proposed new staff in a similar proportion as is being provided for the increase in the student population.

C240-5

BEST PRACTICE- Plan to provide only 1,650 new beds of student housing to accomodate the estimated increase in student headcount. To minimize the transportation impacts of the substantial increase (2,870) in faculty/staff, provide, or subsidize the purchase of, sufficient housing in Berkeley to house the estimated increase in faculty/staff headcount.

C240-6

Sincerely,

Gordon Wozniak
Berkeley City Council, District 8

11.2C.240 RESPONSE TO COMMENT LETTER C240

RESPONSE TO COMMENT C240-1

There have been proposals at UC Berkeley to move toward a market-based system of space allocation. However, one problem with such systems is the disparity in resources among departments. Many UC Berkeley faculty perceive this disparity to be growing, as individual departments become more entrepreneurial to compensate for the continued decline in state support. Space allocation based on ability to pay could, over time, lead to significant inequities in facilities, which in turn could further worsen funding prospects for the leaner disciplines.

While a market-based system is something UC Berkeley may wish to consider in the future, the UC Berkeley Strategic Academic Plan offers an alternative that should be explored first.² In the final section, “The Path to Implementation”, Action A.12 proposes a more rigorous approach to asset stewardship for precisely the reasons the writer suggests. While A.12 has not yet been implemented in full (although several other actions have), it has the advantage of being an expansion of existing practices without the potential disadvantages of inequity. Note the first action item under A.12, “Guidelines and Required Findings for Location Priority” has been incorporated into the 2020 LRDP as section 3.1.16.

RESPONSE TO COMMENTS C240-2 AND C240-3

The growth in the number of students is one, but not the only, reason for the proposed increase in student housing. University student housing near campus also provides students with the community of peers and mentors, and the access to academic resources, they require to excel. The targets for student housing in the 2020 LRDP reflect the goals established in the Strategic Academic Plan.

Because the state provides no funds for housing, the entire cost of housing construction, maintenance, and operation must be supported by rents. This in turn requires a conservative approach to inventory expansion, to ensure the inventory does not outpace demand, since each vacancy places a greater debt burden on the balance of residents and drives up the rents required to service it.

While UC Berkeley has extensive experience with student housing, it has almost no experience with faculty or staff housing, and therefore must be cautious in the amount of resources it commits to this new market and product type. The rental faculty housing envisioned in the 2020 LRDP represents a first pilot venture into this market. If it succeeds – in terms of both financial feasibility and its benefits to the academic enterprise – further initiatives could be pursued.

These initial 100 units of housing are prioritized for faculty, rather than staff as the writer suggests, because faculty housing is an established goal of the Strategic Academic Plan. However, the economics are likely to be similar, and the experience with the initial 100 units would inform future initiatives in staff as well as faculty housing.

(Note the number of faculty units has been reduced from 200 to 100 as a result of deleting the units envisioned for the Hill Campus: see Thematic Response 8.)

RESPONSE TO COMMENT C240-4

See previous response. While Berkeley has recently experienced a significant amount of new, private rental housing construction in the campus vicinity, and rents have declined in part due to this increase in supply, history would suggest this is a temporary condition. Berkeley is a desirable place to live, and the University provides a stable and growing source of prospective tenants, both workers and students. In fact, to the extent new University housing is able to house a greater percentage of UC Berkeley students, more private housing would be available to accommodate the growing staff demand cited by the writer in the previous comment.

RESPONSE TO COMMENTS C240-5 AND 240-6

As explained above, UC Berkeley is not yet prepared to initiate a program of staff housing at the scale envisioned by the writer, although to the extent the modest program of faculty housing in the 2020 LRDP succeeds, more ambitious future initiatives would be explored. Such a program, however, would require amendment of the 2020 LRDP if undertaken directly by the University.

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RECEIVED
 JUN 17 2004
 PHYSICAL & ENVIRONMENTAL
 PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

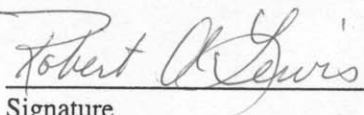
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


 Signature

1298 Grizzly Peak Blvd
 Address

LETTER C242

June 6, 2004

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

[Signature] 1323 Hopkins St. Berkeley
Signature Address CA 94702

LETTER C243

June 6, 2004

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

[Signature] 1411 Grizzly Peak, Berkeley CA 94706
Signature Address

LETTER C244

June 6, 2004

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

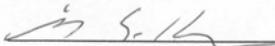
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

 _____
Signature Address
16 Mosswood Rd.

LETTER C245

June 6, 2004

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:


As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

 _____
Signature Address
16 Mosswood Road, Berkeley

LETTER C246

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Bruce Hayes
Signature
BRUCE HAYES

1411 Grizzly Peak Blvd
Address) Berkeley, CA 94708

LETTER C247

June 12, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Joyce Morton 165 Avenida Dr. Berk 94708
Signature Address

LETTER C248

- THE UNIVERSITY PLANNERS' NEWLY-COINED TERM "HILL CAMPUS" DISGUSTS ME.

June 6, 2004

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

[Signature]
Signature
#1 ORCHARD LANE
Address
BK. 94704
(PANORAMIC HILL)

LETTER C249

June 6, 2004

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

[Signature]
Signature
104 Hill Rd., Berkeley, Ca. 94708
Address
David Love

LETTER C250

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 17 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

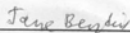
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature



Jane Bendix
3 Orchard Ln.
Berkeley, CA 94704-1821

Address

11.2C.241-250 RESPONSE TO COMMENT LETTERS C241 THRU C250

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C241 THRU C250

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



JThomas621@aol.com

06/18/2004 12:04 AM

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: comments on LRDP

Dear Ms. Lawrence,

Attached please find my comments on the 2020 LRDP. I am also sending a hard copy with signature by mail.



Janice Thomas LRDP. comment letter 6-11-04.c

Janice Thomas

37 Mosswood Road
Berkeley, CA 94704

June 17, 2004

Ms. Jennifer Lawrence
Co-Director, 2020 LRDP EIR
Facilities Services
1936 Univerity Avenue #300
University of California
Berkeley, CA 94720-1382

Re: UC Berkeley's 2020 Long-Range Development Plan and Draft Environmental
Impact Report

Dear Ms. Lawrence,

It is a painful process to read this LRDP and study its Draft EIR in light of the experience I have had as a proximate neighbor of the University of California at Berkeley. I appreciate this opportunity to comment, but it is a right that I am guaranteed by law, as otherwise I have no faith this University administration would grant this privilege. I have noticed the gradual undoing of environmental protections in the 19 years of living nearby and have experienced manipulative encounters that have eroded public planning processes to the point of meaninglessness. It is therefore with great difficulty and a sense of futility that I continue to participate during this public comment period.

This administration boldly announces that the LRDP will cause significant impacts to "air quality, cultural resources, noise, traffic, and transportation". Yet it chooses not the environmentally superior alternative (L-1) of reduced enrollment and research growth. It claims these impacts are unavoidable when in fact the choice is clearly avoidable and not even well defended. The plan enables an influx of research money that will continue the nascent trend of devolution into a research park rather than an undergraduate and graduate campus of higher education and learning.

C251-1

C251-2

The extent of the impacts to the City was learned only gradually upon studying the LRDP and its Draft EIR. The FACT SHEET from the Public Affairs and University Relations Office was not much help as it neglected to mention that, even with mitigations, implementing the plan would result in five significant impacts.

In the instance of the two public hearings, the general public was given a chance to make formal oral comment but was not given the opportunity to have questions answered publicly. Instead, the public was invited to ask questions privately to staff on the side-

C251-3

lines and during breaks from public comment. In each instance of asking questions, the reply included the phrase, “but don’t quote me on this”. This format, it seems obvious to say, is not therefore a public meeting, but rather a series of private conversations. And this being an early step in the process failed to educate the public, and as a result, everything that hinged upon this incomplete understanding was compromised.

C251-3

The LRDP and its companion Draft EIR are highly technical documents that have taken some period of time for lay people such as myself to study and absorb. Clarification from the UCB staff would have been helpful. I am disappointed and angered by the staff’s neglect of the public especially in light of the obscene expansion into the city proposed by this long range plan. Only upon carefully reading the LRDP is it clear that it allows more development off-campus (1,350,000 gsf) than on-campus (1,100,000 gsf).

C251-4

I am writing in a state of awe that this administration believes it can continue to encroach into the City without at some point hurting the University itself. Unchecked growth into the city environs is pure hubris, which at some point will be corrected through forces beyond either the university’s, the city’s, or anybody’s control. One of the most flagrant examples is to intensify use of Memorial Stadium despite being bisected by the Hayward Fault, being built largely on fill, being within 100 feet of Strawberry Creek, and having the effect of essentially trapping Strawberry Canyon hillside neighborhoods in the event of a disaster.

The administration boldly asserts its ambitious plans and does so in the name of an institutional mission. It states that external research funds have increased “in real terms by an average of 3.6% per year.” It also provides data showing as much as a 60.5% increase in academic staff and visitors (Table 3.1-1 and 3.1-2 summary). Indeed “long-term trends in sponsored research” is the stated reason for not choosing the environmentally superior alternative.

However, the argument does not go far enough. First, it cannot be assumed that research growth is necessarily of direct benefit to student education. Indeed, research may support the “institutional entity” while not supporting the “academic mission” per se. A full accounting of funding sources would do much to clarify the relationship between private and public interests. The LRDP needs to also specify the number of students engaged in the research which grows at this exponential pace.

C251-5

A walk through the Haas School of Business is a vivid example of how corporate sponsors have supported the university’s growth and, it would appear, usurp its mission. Names of Fortune 500 companies and their CEOs define rooms, hallways, and other spaces. Whole buildings are named after donors. This is all very well and good if the university is merely a research park with student education as a sideline, but as a public university with its related perks, e.g. constitutional exemptions from zoning, it is wanting. If this university wants to go private, then do so, but not under the guise of a public mission.

Given the increasing privatization of this public institution, and the loss of the moral high ground, I think it's a mistake to not choose the environmentally superior alternative. The environmentally feasible alternative is to lower enrollment "to a level commensurate with our academic standards and our land and capital resources" and "to lower employment growth." This seems like the sensible thing to do. Instead the university administrators live off the good will of the past when the University of California at Berkeley really was a public entity.

Given that this LRDP would allow encroachment into the City, we are left wanting a proper explanation. This document fails to give us that explanation. This process fails to honor us with an explanation. We are given a process, and a "hearing", with seemingly no one listening.

Instead, our fair city administrators are admonished by this university, it would seem, rather than the other way around. They, and we, are to feel beholden by the revenue this university generates and by all the people, who come in during the day to buy goods, partake of services, etc. This is hogwash. It is a cold and materialistic viewpoint, which ignores quality of life issues and environmental impacts, which are equally essential.

With respect to specifics of the long range plan and its environmental review document, I have the following comments:

In general, the LRDP framework for studying land use zones is confusing. The 22-acre Memorial Stadium is included in the City Environs area even though it is "owned by the university" and even though "the areas within the City Environs are similar in consisting mostly of city blocks served by city streets..." (page 3.1-5). Given that the City Environs is "mostly" city blocks, including Memorial Stadium which is accessed partly by university-owned roads (Centennial, Rim, Gayley) is not a neat fit.

C251-6

The City Environs land use framework is further subdivided into sections north, west, and south. Of these zones, Memorial Stadium is included in the Adjacent Blocks South. This is not just misleading, it is wrong. The Stadium is *east* of the Campus Park as numerous figures (e.g. Figure 3.1-1) clearly show.

The LRDP and Draft EIR need to inform the reader of the boundaries of the Southside Plan. As you know, the eastern boundary is Piedmont Way, and therefore, anything east of this boundary is not covered or considered in the Southside Plan. This is another reason why it is inaccurate and incorrect to include Memorial Stadium in the Adjacent Blocks South which is discussed in relation to the Southside Plan.

C251-7

To fully understand the environmental impacts associated with intensified use and continued development of Memorial Stadium, the land use framework should describe Memorial Stadium as a separate entity and not just part of the City Environs Adjacent Block South. The Stadium's size and the impacts associated with its use justify separating it from other land use zones as otherwise the LRDP is improperly vague. No where, for example, is it clear that the Stadium is at an elevation relative to most of the

C251-8

population of the City. No where is it clear that the Stadium is located at the mouth of a canyon and within 25 feet of a hillside neighborhood. No where is it clear that Strawberry Creek is within 100 feet of the stadium and that the Hayward Fault runs through it. This LRDP thus obfuscates key pieces of existing development and the campus and as a result impacts are not identified, and hence not mitigated.

C251-8

Memorial Stadium is one such piece of “existing development” which needs to be described in greater detail. It is, for one, a 22-acre site, which is a fact that would seem to be of relevance. Whether or not there are currently nighttime events at this 22-acre site would help to define the existing conditions of the existing development and should be included. Correspondence from four chancellors to the Panoramic Hill Association supports the conclusion that there is a historic pattern of use, and around which residential neighborhoods have developed, that is non-commercial and limited to intercollegiate football. These are some of the features and existing detail, which should clearly determine the scope of future development at the Stadium and the type of impacts such development would have.

Because of the deficiencies in describing the existing development at Memorial Stadium, impacts are underestimated in just about every category. This is especially true in the areas of aesthetic impacts (that cannot be mitigated given that hillside residences are at eye-level), seismic impacts, public safety, biological resources, hydrology, and noise. Because the elevation of the stadium is not revealed and because the proximate relationship to a hillside neighborhood is not disclosed, shields and cut-offs will not mitigate light and glare impacts to below significance. In general, references should be provided in the Final EIR which provide proof that shields and cut-offs reduce light and glare in hillside environments.

C251-9

LRDP maps frequently failed to identify the area of the map where Memorial Stadium would be located. For example, Figure 4.5-3 shows the Campus Park and the Clark Kerr Campus, but does not identify the Stadium and as such does not reveal that the Stadium and nearby intercollegiate fields and the Strawberry Canyon Recreation Area are *located in a liquefaction hazard zone*. Neither does Figure 4.5-1 show where the Stadium is *in relation to the Hayward Fault* although the Clark Campus and the Campus Park are clearly so identified. In other words, the LRDP and its Draft EIR are selective, and dare I say strategic, rather than objective and comprehensive even at the descriptive level.

C251-10

The Final EIR needs to more fully describe the transportation corridors that will service Memorial Stadium, the Hill Area, and the environs of both. This area already has serious access and egress issues, which are made worse by added developed, intensified use, and change of use of existing development. Only one road cuts east through the canyon, a road that will presumably carry an exodus of people depending on the origin of the next disaster. Moreover, the exodus will be blocked by Campus Park on the west, by the Canyon on the east, and by two lane residential streets on corridors running east and west. Yet these inadequate infrastructure conditions are what the university planners depend upon to build the University’s future.

C251-11

The housing zone framework is likewise flawed in a way that is especially ridiculous when applied to the Hill Area. The Hill Area lacks grocery stores, dry cleaners, etc. Moreover, transit options to the Hill Area are exceedingly limited. As such, mass transit will not meaningfully reduce traffic impacts in the Hill Area environs.

C251-12

By looking at only two variables (distance from the center of the Campus Park and commute time to the Campus Park), the housing zone framework is crude and poorly tied to other policies and LRDP objectives. For example, if UC Berkeley's challenges are in fact "to preserve the character and livability of the city" and "to ensure each capital investment represents the optimal use of public resources" and "to build a strong and vital intellectual community and "to preserve our *extraordinary* legacy of landscape and architecture" (emphasis added), then faculty housing should not be built near Grizzly Peak. Instead, faculty housing should be closer to the Campus Park in order to meet the challenges head-on. Even those Visiting Scholars conducting research at the Mathematical Sciences Research Laboratory or the Space Sciences Laboratory would benefit from being housed near the Campus Park Community. Living accommodations for faculty and academic staff could be made from rehabilitated structures, e.g. the Anna Head School for Girls, so as to preserve our architectural heritage. In other words, the LRDP provides no inherent justification for building new housing in a remote area far away from the Campus Park. Faculty housing could be located elsewhere.

C251-13

It is not only unnecessary to build faculty housing near Grizzly Peak; it is unwise. People who live in the vicinity are already threatened by limited egress along Grizzly Peak and Centennial Drive. Egress down Centennial Drive is further complicated by stadium usage and the possibility that egress could be further limited by mass evacuation scenarios of 60,000 people. To invite further disaster by adding 100 housing units, and potentially 200 vehicles, and at least that many individuals, is reckless and irresponsible. Hillside housing is certainly glamorous and would undoubtedly appeal to potential visiting scholars and faculty, but you have not made your case that it is **necessary** to build at this location.

Moreover, there is no plausible argument that justifies building parking lots where refurbished historic structures should be instead. Hopefully, potential faculty and visiting scholars could be recruited on the basis of housing that brings them closer to the Campus Park community, and city amenities, e.g. famous restaurants, independent bookstores, the Pacific Film Archives, lectures, Zellerbach Hall, noon day concerts, lectures, running trails through wild open space in Strawberry Canyon, swimming pools, etc. Also, the LRDP should provide information about any and all Memoranda of Understanding between the UCB faculty and administration about parking to hopefully illuminate why parking preferences are driving housing decisions.

C251-14

In general, the area around the Stadium and the Hill Area is gradually being intensively developed by this University without the benefit of any plan other than the LRDP. Examples of development in the eastern end of the campus environs include the following: (1) The last LRDP introduced a disproportionate amount of parking into the area. (2) "Future use changes" of Memorial Stadium would be experienced primarily in

C251-15

the eastern end of the campus environs. (3) Proposed faculty housing in the Hill Area is consistent with this pattern. (4) A proposed stop light at Piedmont Way and Bancroft Way would erode the suburban ambience of the area and intensify the impacts associated with development in the area. (5) Building in the open space adjacent to the western facade at Memorial Stadium would require removal of a grove of trees that serves to soften the transition zone between the large coliseum and the perimeter of the Campus Park. (6) Three intersections in this area that would have an unacceptable (“F”) level of service (Table 4.12-9) if the LRDP is implemented and are as follows: (a) Stadium Rim Road and Gayley Road, (b) Bancroft Way and Piedmont Avenue, and (c) Derby Street and Warring Street. In these ways, the University plans to further degrade the area of what might best be called East of Campus.

C251-15

By not looking at the eastern end of the campus environs as a separate and distinct area but instead inappropriately incorporating it into “adjacent blocks south”, it is difficult to appreciate the overall impacts to that part of town. The justification given in the LRDP is that most of the area is owned by the University. This is not a legitimate explanation as the University is obligated per CEQA to identify all impacts independently of whether or not they are owned by the University.

The eastern end of the campus environs is neglected in this LRDP to such an extent that in some of the figures the Panoramic Hill neighborhood has been literally disappeared. For example, Figure 3.1-4 shows Canyon Road, one small section of Panoramic Way, and one side of Mosswood Road, with the rest of the neighborhood omitted. This is altogether unacceptable. If any part of the neighborhood is to be included, then it all should have been included, as it is misleading otherwise. Meanwhile, other buildings even four blocks south of the Campus Park are featured in the same figure.

C251-16

The Draft EIR also fails to identify numerous historic resources in the Panoramic Hill neighborhood. The historic resources are especially relevant given that the one exception to the mitigation for light and glare impacts would be “those areas where such features would be incompatible with the visual and/or historic character of the area” (page 4.1-19).

Listed in the State Historic Properties Directory and coded either 3S or 4S, these historic resources include the following:

- 1 Canyon Road – Torrey house (1905)
- 9 Canyon Road – Hutchinson house, Dean Hayes house (1908)
- 15 Canyon Road – Charles Rieber house (1904)
- 4 Mosswood Lane – Steilberg cottage (1930)
- Orchard Lane – Mosswood Path
- 11 Mosswood Lane – WL Jepson house (1930)
- 13 Mosswood Road – Feldman house (1975)
- 21 Mosswood Road – Parsons house and Mauser farmhouse (1890)
- 29 Mosswood Road – Parsons house (1923)
- 1 Orchard Lane – Steilberg family home (1922)

These properties are located near (within 25 feet in some cases) the Stadium as Sanborn maps would show.

The aesthetic impact analysis fails to differentiate between light and glare impacts from different types of athletic and recreational fields. The University proposed to install 282 TV broadcast quality lighting at Memorial Stadium (see enclosed) in 1999 and 2000, which expands the scope far beyond other intercollegiate playing fields, e.g. rugby. Instead of discussing a range of “lighted athletic/recreational facilities”, the Draft EIR instead lumps these facilities together and provides light and glare mitigations that would be less effective in the hillside context of the 22-acre intercollegiate football stadium.

C251-17

The view impact analysis is also inadequate. The LRDP and Draft EIR identify view impacts from three perspectives: “public views into the Campus Park, public views out from the Campus Park, and public views of significant visual features within the Campus Park” (page 4.1-7). This analysis totally fails to identify any other view impacts from any other perspective. On Panoramic Way and Mosswood Road alone, views of the Campanile and the Golden Gate Bridge would be blocked by large light arrays at Memorial Stadium. Certainly, the University is entitled to block views, but it must at least document the impact before doing so.

C251-18

Neither does the Draft EIR analyze the impacts to Hill Area biological resources from “future use changes at Memorial Stadium.” As a matter of fact, nowhere in the biological resources section is Memorial Stadium even mentioned in relation to the Hill Area. In fact, the light and glare, increased noise, and traffic and construction would have considerable impact on biological resources in the Hill Area.

C251-19

Failing to include Memorial Stadium in the watershed boundary (Figure 4.7-1) compromises the analysis of hydrology and water quality impacts. Significantly, no mention is made of the historic contamination of the creek from Stadium toilet usage during game days. Moreover, no mitigations are identified which would prevent contamination of the creek during future construction at the Stadium. In general, per Berkeley creek ordinance, the Draft EIR should report the distance from the centerline of the culverted creek to the Stadium.

C251-20

A mistake is found on page 4.7-11 where Memorial Stadium is erroneously described as “Hearst Memorial Stadium.” Do the authors mean the “Hearst Greek Theater” or “Memorial Stadium”?

C251-21

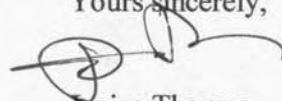
In closing, the LRDP is a disappointment by virtue of its level of growth in enrollment and research. The environmentally superior alternative should have been selected, as the current incarnation of the LRDP cannot be justified. The environmental review document for the LRDP is also a disappointment in that it failed to adequately describe the environmental context of the project, failed to identify all relevant impacts, and thereby also failed to adequately mitigate those impacts. Finally, the encroachment into the eastern end of the campus environs is especially problematic, as this area has been

C251-22

intensively developed in a piecemeal way and without benefit of an area plan and will be even more intensively developed if this LRDP is implemented. Your consideration of these problems and issue would be appreciated.

C251-22

Yours sincerely,



Janice Thomas

enclosure

**CALIFORNIA MEMORIAL STADIUM PERMANENT LIGHTING FOR FOOTBALL PROJECT
PROPOSED PROJECT STATISTICS**

The following table lists the specifications of each light pole and fixture assembly shown on the site plan (see other side).

Pole	Mounting Height (feet)	Pole Size (feet)	Elev. (feet)	Pole Bottom Diameter (inches)	Pole Top Diameter (inches)	Diameter of base above ground (inches)	# of Light Fixtures per Assembly	Light Assembly Dimensions (feet)
A1	132	130	2	29	11.9	60	36 (9 x 4)	22 x 10
A2	130	130	0	32	14.9	60	45 (9 x 5)	22 x 12
A3	133	130	3	32	14.9	60	45 (9 x 5)	22 x 12
A4	132	114	18	27	12.0	60	36 (9 x 4)	22 x 10
B1	133	80	53	20.7	15.8	0	24 (8 x 3)	19.5 x 7
B2	134	70	64	18.4	13.4	0	24 (8 x 3)	20 x 7
B3	135	70	65	18.4	13.4	0	24 (8 x 3)	20 x 7
B4	133	70	63	18.4	13.4	0	24 (8 x 3)	20 x 7
B5	133	70	63	18.4	13.4	0	24 (8 x 3)	19.5 x 7

Notes:

Pole – Refers to pole locations as shown on site plan.

Mounting Height (feet) – Top of pole in relationship to center point of field, i.e. the top of pole A1 is 132 feet above the ground-level center point of the field. The top of the light assemblies will be a few inches below the top of the pole.

Pole Size (feet) – Actual height of pole from bottom to top.

Elev. (feet) – Ground height of pole in relationship to center point of field, i.e. the bottom of pole A1 is 2 feet higher than the ground-level center point of the field.

Pole Bottom Diameter (inches) – Diameter of each pole at its bottom. Actual dimension used in revised simulations are indicated above. As published in the Initial Study, dimensions of 27 inches at base for "A" poles and 18 inches at the base for "B" poles were assumed. Revised simulations add a maximum of five inches at pole bottom.

Pole Top Diameter (inches) – Diameter of each pole at its top. Actual dimension used in revised simulations are indicated above. As published in the Initial Study, dimensions of 6 inches for all poles were assumed. Revised simulations add a maximum of 9.8 inches at pole top.

Diameter of Base Above Ground (inches) – The bases for poles A1, A2, A3 and A4 are 60 inches in diameter and will project 6 to 12 inches above ground. The bases for poles B1-B5 are flush with the ground.

of Light Fixtures per Assembly – 24-light assemblies are 8 fixtures wide by 3 high; 36-light assemblies are 9 wide by 4 high; 45-light assemblies are 9 wide by 5 high.

Light Assembly Dimensions (feet) – Maximum dimension of each assembly. Overall dimensions may vary depending on the tilt of the lights when installed and adjusted.

11.2C.251 RESPONSE TO COMMENT LETTER C251

RESPONSE TO COMMENT C251-1

As explained in section 5.1.6, alternative L-1, although the superior alternative from an environmental standpoint, does not fully meet the objectives of the 2020 LRDP.

RESPONSE TO COMMENT C251-2

Research is not a discrete enterprise apart from education at UC Berkeley. Rather, it is integral to both UC Berkeley's mission as a University and to the provision of both graduate and undergraduate education. See response B7-20 for a more extensive response to this point.

RESPONSE TO COMMENT C251-3

The purpose of the public hearings conducted for the Draft EIR was to enable the public to comment orally and also to have the benefit of hearing others' comments. However, it would not be responsible for the University to respond directly to those comments at the hearing. First, many of the comments were substantive and required at least some review of the analyses in the Draft EIR in order to prepare a substantive response: given the complex and technical nature of these analyses it is not possible for staff to do this in "real time".

Second, as expected some topics generated many comments: some differed in their perception of the problem, while others differed in exactly how to address the problem. In preparing its responses to these comments, the University must understand and address the full range of comments on each topic: since the public hearings occurred before the close of the comment period, it was not possible to respond to comments made at the hearing.

RESPONSE TO COMMENT C251-4

The writer's comments on the general content of the 2020 LRDP are noted.

RESPONSE TO COMMENT C251-5

Research is not a discrete enterprise apart from education at UC Berkeley. Rather, it is integral to both UC Berkeley's mission as a University and to the provision of both graduate and undergraduate education. See response B7-20 for a more extensive response to this point.

RESPONSE TO COMMENT C251-6

The writer's comments are noted. The areas of the North and South Adjacent Blocks east of Gayley, although entirely owned by the University, differ in character from the Campus Park. They are separated from the Campus Park by public streets (or University roads with similar functions), and they include a substantial amount of housing, both characteristics more similar to the Adjacent Blocks than the Campus Park.

RESPONSE TO COMMENT C251-7

The comment on the Southside Plan boundary is incorrect. As shown in the figures in the July 2003 draft of the Southside Plan, the eastern boundary of the Southside Plan Area is the rear lot lines of properties along Prospect St.

RESPONSE TO COMMENTS C251-8 AND C251-9

At this point no specific project at Memorial Stadium has yet been defined to a level of detail adequate to support project level CEQA review. See Thematic Response 1 for an explanation of how the program level analysis in the 2020 LRDP and its EIR would inform project level review of a future project at Memorial Stadium. While Figures 4.5-1 and 4.7-1 do not show buildings due to scale of the maps, the close proximity of the Hayward Fault and Strawberry Creek to Memorial Stadium is evident.

RESPONSE TO COMMENT C251-10

Figures 4.5-1 and 4.5-3 do not show individual buildings, but it is clear the Stadium lies astride the Hayward Fault and is in a liquefaction hazard zone.

RESPONSE TO COMMENT C251-11

See Thematic Response 1. The purpose of project-level review is to more accurately reflect the specific characteristics of the project in question. Any such review of future projects at the Stadium or in the Hill Campus would be examined in light of the program-level analysis prepared for the 2020 LRDP to ensure all potential significant impacts have been identified and addressed. Thematic Response 8 responds to this and other comments regarding emergency access in the Hill Campus. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENTS C251-12 AND C251-13

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT C251-14

See Thematic Response 9. The parking program in the 2020 LRDP is not driven by “memoranda of understanding” with the faculty, but rather by an analysis of demand given the mission of the University and the objectives of the 2020 LRDP.

RESPONSE TO COMMENT C251-15

This comment appears to refer to both a future, as yet undefined project at the Stadium and the traffic mitigation measures identified in the Draft EIR. The writer seems to contend the impacts of future projects and mitigations in the Stadium vicinity would not be adequately evaluated because they would be overshadowed by development in the balance of the Adjacent Blocks South.

Thematic Response 1 describes the relationship of the 2020 LRDP and its EIR to project level review. UC Berkeley complies with all CEQA notification requirements when a project is proposed; further UC Berkeley seeks to cultivate a positive relationship with neighbors of the Stadium at all times. When projects are proposed meetings are held and information is routinely exchanged.

RESPONSE TO COMMENT C251-16

Figures 3.1-4 and 3.1-11 have been revised in the Final EIR in response to the writer's comment. The tabulation of cultural resources in chapter 4.4 is limited to the Campus Park, Hill Campus, Adjacent Blocks, Southside and Housing Zone, but any project level review of any future project under CEQA would assess the potential for impacts to all affected properties, whether inside or outside these zones.

RESPONSE TO COMMENTS C251-17 THRU C251-20

The mitigations prescribed in the Draft EIR for the 2020 LRDP are consistent with a program level analysis. Any future projects would be examined in light of the program-level analysis prepared for the 2020 LRDP to ensure all potential significant impacts have been identified and addressed. At this point no specific project at Memorial Stadium has yet been defined to a level of detail adequate to support project level CEQA review.

RESPONSE TO COMMENT C251-21

The typo is corrected in the Final EIR.

RESPONSE TO COMMENT C251-22

These remarks summarize the more detailed comments above.

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RONALD B. MOSKOVITZ
2960 CLAREMONT AVENUE
BERKELEY, CA 94705

June 17, 2004

Ms. Jennifer Lawrence
Environmental Planning Manager
UC Berkeley Facilities Services
1936 University, No. 300
Berkeley, CA 94720

Dear Ms. Lawrence:

At the request of several neighbors, I am writing as one of the two attorneys who negotiated on behalf of my neighbors the 1982 Declaration of Covenants and Restrictions that cover the Clark Kerr Campus (then the site of the California Schools for the Deaf and Blind).

As you are by no doubt now aware, many of the neighbors and neighborhood organizations that are contiguous to the Clark Kerr Campus and therefore beneficiaries of the 1982 Declaration are deeply suspicious of the 2020 Long Range Development Plan process and fear that it will be used to undercut the restrictions in the 1982 Declaration. As a result they have been carefully watching the use of the Campus and expressed concerns about not acting more aggressively on minor violations of the covenants (such as the requirement for on site parking and the overly long stay of the "temporary" child care center on the northwest corner of the site).

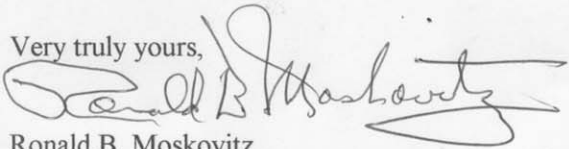
C252-1

My neighbors were particularly concerned with the mere listing of Alternative L-8, More Intensive Development of Clark Kerr Campus, page 5.1-22 of the draft EIR, even though the alternative is noted as "infeasible." They hope the University does indeed recognize that its neighbors would in fact seek to enforce the 1982 Declaration in necessary.

C252-2

I also want you to know that I have been very pleased with what the University has done on the Clark Kerr Campus and feel that those of us who supported the University's plan in 1982 have been well vindicated. I hope the University will help keep the divisiveness of that era by burying Alternative L-8.

With deepest appreciation for the University's treatment of the Clark Kerr Campus to date, I remain

Very truly yours,

Ronald B. Moskowitz

Date:	6-18-04	by:	JKL
Project No.:			
File Name:	2020 LRDP - DEIR : ENU		
	Public Comments		
	file - orig; cc; JKL, KO, JEL		

11.2C.252 RESPONSE TO COMMENT LETTER C252

RESPONSE TO COMMENT C252-1

The writer's comment is noted.

RESPONSE TO COMMENT C252-2

Section 3.1.14 is explicitly clear on the matter of the Clark Kerr Campus under the 2020 LRDP:

In 1982 the University executed a Declaration of Covenants and Restrictions with neighboring property owners and a Memorandum of Understanding with the City of Berkeley, both of which commit the University to a site plan and land use program on the Clark Kerr Campus for a period of 50 years. While many of its 26 buildings require extensive repairs and upgrades, no significant change in either the use or physical character of the Clark Kerr Campus is proposed in the 2020 LRDP.

Alternative L-8, which would include more intensive development of the Clark Kerr Campus, is rejected as infeasible in the Draft EIR because of the agreements cited by the writer.



Laurence Frank
<lgfrank@berkeley.edu
>

To: 2020lrp@cp.berkeley.edu
cc:
Subject: Destruction of the Grizzly Peak - Summit Road neighborhood

06/18/2004 11:47 AM

Gentlepersons:

I have been a University employee since 1975 and a resident of Summit Road since 1992. I am absolutely appalled that the University is planning on building a city in the hills, destroying this neighborhood, trashing the woodlands, and putting seral hundred people virtually on top of the most active earthquake fault in the country and in one of the most dangerous fire zones. This is an extraordinarily stupid idea; although the University might own land up here, it is a nonsensical place to build one hundred houses.

C253-1

You have been inundated with logistical arguments against this development - the infrastructure simply cannot deal with that number of people and that amount of traffic. However, I am equally concerned about the destruction of the environment - does anyone from the University realize that the whole area is an Ecological Reserve?? Today, little is more precious than open space on the edge of metropolitan areas. Why destroy this one, when there are plenty of sites near the bay on both sides of the freeway, some of them owned by the University, which would be far more suitable for a development such as this?

C253-2

You have been given scores of excellent reasons to abandon this folly, and I won't reiterate them here. I want to register my very strong opposition to this development, and pledge to do everything I can to fight it.

Sincerely yours,

=====
Dr. Laurence Frank, Director
Laikipia Predator Project and
Kilimanjaro Lion Conservation Project

Museum of Vertebrate Zoology
University of California
Berkeley, CA 94720
USA

Tel: (510) 848-0418
Fax: (510) 642-8321

11.2C.253 RESPONSE TO COMMENT LETTER C253

RESPONSE TO COMMENTS C253-1 AND C253-2

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

The writer also contends the “whole area” of the Hill Campus is an “ecological reserve”. As shown in figure 3.1-10 and described on page 3.1-35 of the Draft EIR, the 2020 LRDP not only preserves but in fact expands the boundary of the Ecological Study Area. Any future development of academic or support space in the Hill Campus under the 2020 LRDP would be located outside the Ecological Study Area.



Norah Foster
 <nfooster@library.berkeley.edu>

06/18/2004 11:48 AM

To: 2020lrp@cp.berkeley.edu, jlawrence@cp.berkeley.edu, kobanion@cp.berkeley.edu, lustig@uhs.berkeley.edu, hmitchel@uclink4.berkeley.edu, vlh@uclink.berkeley.edu, Permaul@uclink.berkeley.edu, stoll@uclink.berkeley.edu
 cc: AssemblyDistrictassemblymember.hancock@assembly.ca.gov, mayor@ci.berkeley.ca.us, elliec@abag.ca.gov, dfay@aacma.ca.gov, sheminger@mtc.ca.gov, dfastenau@rides.org, bikeburch@hotmail.com, kduron@bart.gov.ord, rfernandez@actransit.org

Subject: Comments to LRDP/DEIR 2020/ Request for 2nd round after July;

June 14, 2004

Dear UCB Administrators:

INTRODUCTION:

Please note that comments are in red; quotes from the LRDP/DEIR are in black.

Because of the overwhelming and egregious omissions and lack of proofs of this LRDP/DEIR which are quoted in detail, particularly L-1 and L-2, as an individual & member of IAT, (Improve Alternative Transportation) I would firstly like to request a second round of comments be allowed after the revised LRDP/DEIR is completed, but before the final is submitted to the regents. We would assume that if necessary the regents approval could also be moved forward from November 2004 to January of 2005.

C254-1

The state plan is called the Clean Air Plan (CAP). The CAP requires satisfactory progress in attaining state ambient T air quality standards. This includes a five percent per year reduction in emissions or a demonstration that all feasible measures have been proposed for implementation. The LRDP/DEIR can achieve this reduced standard with appropriate changes as noted below by increasing alternative transportation but that this five per cent reduction standard will be violated if the plan remains unchanged.

"PARKING IMPACTS LRDP Impact TRA-11: Implementation of the 2020 LRDP could induce a "mode shift" to driving by some commuters who currently take transit, bicycle or walk." This would be inconsistent with the intent of the 2020 LRDP. The mitigation described below would reduce this impact to a less than significant level. The net increase of 2,300 spaces planned under the 2020 LRDP would increase the planned future commuter parking supply from 6,424 spaces without the 2020 LRDP 30 up to 8,724 spaces with the 2020 LRDP. This parking increase is designed to meet the needs of future growth in campus headcount, which would generate a parking demand of 1,745 spaces 31 and to reduce an existing parking deficit, reducing University generated demand on non-University parking (primarily Downtown parking facilities or on-street parking) by 555 spaces. ...this EIR assumes that the increase in the University parking supply could induce a "mode shift" to driving by some commuters who currently take transit, bicycle or walk. "

UC Berkeley is increasing the parking supply almost 33% to 2300 spaces which will also increase drive alone trips to campus 33%. If you look at the plan to include the Underhill parking, the increase is 42% or 3090 spaces. The mitigations planned will not help reduce pollutants (e.g. traffic signals) and may in fact induce accidents as speeding driven vehicles try to "beat" the changing lights.

C254-2

This planning includes a regressive mode shift away from alternatives to

C254-3

driving. I and the IAT (Improve Alternative Transportation) (See separate letter) argue that the annual 5% reduction in CAP (Clean Air Plan) cannot be achieved with a 42% increase in driving. UCB is risking state violations of the CAP. There is neither a sufficient cap on UCB population growth or sufficient funding for alternative transportation by UCB. The current status quo plan called euphemistically the Best Practice "same or equivalent" methods that the Parking and Transportation Office "New Directions" planning which we see as now as failing to reduce SOV (Single Occupancy Vehicles) significantly. UCB currently has a 51% non-driver population and we challenge the University to set a goal of 80% non-drivers. We strongly urge major significant revisions to most of the transportation sections in the LRDP/DEIR by reducing the parking space plans and increasing the use of alternative transportation over and above the "same or equivalent" alternatives used currently. Combinations of alternatives must also be considered.

C254-3

"1. Introduction; Section 1-1 EIR scope

"If not significant affects would occur...no subsequent documents would be required".

Anything that the LRDP/DEIR deems "as infeasible or to offer no significant environmental effects over the 2020 LRDP/DEIR " may be dismissed and discouragingly "no subsequent documents would be required".

C254-4

These statements as too broad without adequate definition of "less than significant" and irresponsible at both dismissing the reduction possibility for air pollution and in studying and quantifying true alternative mitigations; Close study of such uses as capping overall UC population growth, along with capping parking at current levels, subsidized transit eco-passes, more UC bus shuttles along major trunk lines as needed, light rail &/or people "movers", safe bike parking and safe bike paths/route, lower cost vans and car pools; Also housing made affordable within walking distance or to a transit stop to include faculty and staff & many other new alternative transportation ideas for reducing auto traffic. These are egregious omissions for a world class university. Therefore, the LRDP/DEIR should recommend that major studies be done to increase alternative transportation options and the resultant drop in driving/parking needs.

"2.2 AREAS OF CONTROVERSY

Particular areas of concern identified during the scoping period included the following:

... Air Quality: potential air quality impacts resulting from construction and new traffic

generated as a result of implementing the 2020 LRDP " and" Traffic: impacts of additional campus development on local and regional traffic conditions; impacts associated with providing additional campus parking."

Recognizing that the increase of 42% new trips to campus will significantly increase air pollution, there is no mitigation for this problem in the LRDP/DEIR.

C254-5

"2-2 Berkeley General Plan and the Southside Plan.

Noise: potential noise impacts from construction.

Housing: housing impacts associated with an increased campus population.

Fire and Emergency Response: potential impacts on the ability of fire and emergency

services to access the Hill Campus in the event of a disaster; potential impacts

to fire services in general.

Schools: impacts of potential increases in school-aged children on the school districts

serving the 2020 LRDP area.

Traffic: impacts of additional campus development on local and regional traffic conditions; impacts associated with providing additional campus parking.

Utilities and Service Systems: potential impacts of additional campus development on the capacity of sewer, storm drainage and other service systems. All of these issues were considered in the preparation of the 2020 LRDP. To the extent these issues have environmental impacts, they are also addressed in this EIR.

2.3 SIGNIFICANT IMPACTS

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. Implementation of the 2020 LRDP has the potential to generate significant environmental impacts in a number of areas. This EIR identifies these potential impacts and presents mitigation measures. Potential impacts are summarized in Table 2-1 at the end of this chapter.

2.4 CONTINUING BEST PRACTICES AND MITIGATION MEASURES

This EIR details continuing best practices and mitigation measures that would reduce potential impacts to less than significant levels, except where impacts are significant and unavoidable. These measures are summarized in Table 2-1. They will be the subject of a Mitigation Monitoring Program.

2.5 UNAVOIDABLE ENVIRONMENTAL IMPACTS

This EIR identifies significant unavoidable impacts in the following topic areas: air quality, cultural resources, noise, traffic and transportation.

2.6 ALTERNATIVES TO THE PROJECT

This Draft EIR analyzes four alternatives to the proposed 2020 LRDP, as follows:

- L-1 Reduced enrollment and employment growth from 2020 LRDP levels
- L-2 No new parking and more transit incentives
- L-3 Diversion of some future growth to remote sites
- L-4 No project (as required by CEQA)"

"LRDP Impact AIR-1: Implementation of the 2020 LRDP would not violate the carbon monoxide standard or expose sensitive receptors to substantial CO concentrations.

Continuing Best Practice AIR-1: UC Berkeley shall continue to implement the same or equivalent alternative transit programs, striving to improve the campus mode split and reduce the use of single occupant vehicles"

The implementation of a 42% increase in trips in the LRDP/DEIR would indeed violate the CO concentrations.

Furthermore, the best practice of "same or equivalent" SEE ABOVE - Continuing Best Practice AIR-1planning is again irresponsible for the leadership and a level of concern for reducing air particulates. UC Berkeley must increase over the "same or equivalent" levels its alternative transit programs or be derelict in its duties to our students, faculty staff and community. I dispute the level of "LESS THAN SIGNIFICANT" in the LRDP/EIR that air pollution and that CO concentrations would NOT

violate the standard. I challenge the LRDP/EIR findings and ask that a study be conducted to analyze the increases.

C254-6

"LRDP Impact AIR-5: Operational emissions from implementation of the 2020 LRDP may hinder the attainment of the Clean Air Plan. This would be a significant and unavoidable impact.

Continuing Best Practice AIR-5: UC Berkeley will continue to implement transportation control measures such as supporting voluntary trip-reduction programs, ridesharing, and implementing improvements to bicycle facilities.

LRDP Mitigation Measure AIR-5: UC Berkeley will work with the City of Berkeley, ABAG and BAAQMD to ensure that emissions directly and indirectly associated with the campus are adequately accounted for and mitigated in applicable air quality planning efforts."

Again, no real plan to reduce emissions is noted. Since the impact is noted as "significant and unavoidable", I challenge UCB that this impact is completely AVOIDABLE in 3 ways.

C254-7

1. Significantly increasing alternative transportation with subsidies and Office of Capital Projects mitigation funding to induce all drivers to shift to other modes. While there is currently a policy about bicycle parking mitigation for new buildings, UCB needs a much stronger mitigation policy for buildings and new projects including heavy transportation subsidy funding for all types of alternative transportation.

2. Building no new parking /capping parking space growth this year with a cap on head count; adding some minimal limited disabled and visitor spaces in areas only around new buildings only if other parking is reduced.

C254-8

3. Capping the growth of all students/faculty to current levels. Planning for a possible .5-3% annual increase of researchers with staff would be reasonable for continuing UCB excellence. Encouraging a student population "shift" from undergraduates to upper division and graduate students would ensure high scholarship and excellence at UCB.

C254-9

"LRDP Impact TRA-5: The 2020 LRDP is expected to generate new transit demand, or alter locations where local transit demand occurs. Given the provisions of the 2020 LRDP and campus best practices, however, significant service problems are not anticipated.LTS " Continuing Best Practice TRA-5: The University shall continue to work to coordinate local transit services as new academic buildings, parking facilities, and campus housing are completed, in order to accommodate changing demand locations or added demand.LTS"

IAT argues that this new transit trip demand will be SIGNIFICANT (not LTS (Less than significant)) and shuttle transit and increasing subsidies to transit services must be increased and must be added to reduce SOV. This involves more than "continuing to work" but increased involvement with shuttles and specific mitigation with increased funding improvements for all commuter routes for students, faculty, researchers and staff.

C254-10

"LRDP Impact TRA-6: The 2020 LRDP would increase vehicle trips and traffic congestion at the intersections listed below, leading to substantial degradation in level of service. The mitigations, if implemented with review and approval of the City Traffic Engineer, would reduce these impacts to a less than significant level.

LRDP Impact TRA-6-a: The signalized Cedar Street/Oxford Street intersection, which would operate at LOS E during the AM peak hour regardless of the project, and degrade from LOS D to LOS E during the PM peak hour. The project would increase the intersection volume by 7 percent during the AM peak hour, and 7 percent during the PM peak hour.

S LRDP Mitigation Measure TRA-6-a: The University will work with the City of Berkeley to redesign and, on a fair share basis, implement changes to either the westbound or northbound approach of the Cedar Street / Oxford Street intersection to provide a left-turn lane and a through lane. The University will contribute fair share funding for a periodic (annual or biennial) traffic count to allow the City to determine when an intersection redesign is needed. With the implementation of this mitigation measure, the intersection will operate at LOS B during the AM peak hour and LOS D during the PM peak hour.

LTS

LRDP Impact TRA-6-b: The all-way stop-controlled Durant Avenue/ Piedmont Avenue intersection, which would degrade from LOS D to LOS F during the AM peak hour. The project would increase the intersection volume by 10 percent during the AM peak hour.

S LRDP Mitigation Measure TRA-6-b: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Durant Avenue /Piedmont Avenue intersection, when a signal warrant analysis shows the signal is needed. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal is warranted. With the implementation of this mitigation measure, the intersection will operate at LOS B during both AM and PM peak hours.

LTS

" UNIVERSITY OF CALIFORNIA, BERKELEY

2 0 2 0 LRDP DRAFT E I R 2 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS, MITIGATION MEASURES AND CONTINUING BEST PRACTICES Impact Significance Before Mitigation Mitigation Measures and Continuing Best Practices Significance With Mitigation

TRANSPORTATION AND TRAFFIC

LRDP Impact TRA-6-b: The all-way stop-controlled Durant Avenue/ Piedmont Avenue intersection, which would degrade from LOS D to LOS F during the AM peak hour. The project would increase the intersection volume by 10 percent during the AM peak hour.

S LRDP Mitigation Measure TRA-6-b: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Durant Avenue /Piedmont Avenue intersection, when a signal warrant analysis shows the signal is needed. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal is warranted. With the implementation of this mitigation measure, the intersection will operate at LOS B during both AM and PM peak hours.

LTS "LRDP UNIVERSITY OF CALIFORNIA, BERKELEY 2 0 2 0 LRDP DRAFT E I R

2 R EPORT SUMMAR Y TABLE 2-1 SUMMARY OF IMPACTS, MITIGATION MEASURES AND CONTINUING BEST PRACTICES Impact Significance Before

Mitigation Mitigation Measures and Continuing Best Practices Significance With Mitigation LTS = Less Than Significant S = Significant SU = Significant

Unavoidable Impact 2-49 TRANSPORTATION AND TRAFFIC

LRDP Impact TRA-6-d: The eastbound approach of the side-street stop-controlled Addison Street/Oxford Street intersection from LOS A to LOS E during the AM peak hour and LOS C to LOS E during the PM peak hour. The project would increase the intersection volume by 12 percent during the AM peak hour, and 10 percent during the PM peak hour.

S LRDP Mitigation Measure TRA-6-d: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Addison Street/Oxford Street intersection, and provide the necessary provisions for coordination with adjacent signals along Oxford Street. The University will contribute fair share funding for a periodic

(annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during both AM and PM peak hours.

LTS

LRDP Impact TRA-6-e: The eastbound approach of the side-street stop-controlled Allston Way/Oxford Street intersection would degrade from LOS D to LOS E during the AM peak hour. The intersection would continue to operate at LOS E during the PM peak hour. The project would increase the intersection volume by 11 percent during the AM peak hour, and 8 percent during the PM peak hour.

S LRDP Mitigation Measure TRA-6-e: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at Allston Way/Oxford Street intersection, and provide the necessary provisions for coordination with adjacent signals along Oxford Street. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during both AM and PM peak hours.

LTS

2-50 LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TRANSPORTATION AND TRAFFIC LRDP Impact TRA-6-f: The eastbound approach of the side-street stop-controlled Kittredge Street/Oxford Street intersection from

LOS C to LOS F during the AM peak hour. The intersection would continue to operate at LOS F during the PM peak hour. The project would increase the intersection volume by 14 percent during the AM peak hour, and 10 percent during the PM peak hour.

S LRDP Mitigation Measure TRA-6-f: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Kittredge Street/Oxford Street intersection, and provide the necessary provisions for coordination with adjacent signals along Oxford Street. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during both AM and PM peak hours. LTS

LRDP Impact TRA-6-g: The northbound approach of the side-street stop-controlled Bancroft Way/Ellsworth Street intersection would degrade from LOS D to LOS E during the PM peak hour. The project would increase the intersection volume by 19 percent during the AM peak hour, and 10 percent during the PM peak hour.

S LRDP Mitigation Measure TRA-6-g: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Bancroft Way/Ellsworth Street intersection, and provide the necessary provisions for coordination with adjacent signals along Bancroft Way. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS B during both AM and PM peak hours. LTS

LRDP Impact TRA-7: Development under the 2020 LRDP would contribute to the projected unacceptable delay at the all-way stop-controlled

Bancroft Way/Piedmont Avenue intersection, which is projected to operate at LOS F during both AM and PM peak hours regardless of the project. The project would increase the intersection volume by 11 percent during the AM peak hour, and 5 percent during the PM peak hour. The mitigation would, if implemented with review and approval of the City Traffic Engineer, reduce this impact to a less than significant level. the City of Berkeley to design and, on a fair share basis, install a signal at the Bancroft Way/Piedmont Avenue intersection, and provide an exclusive left-turn lane and an exclusive through lane on the northbound approach. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated capacity improvements are warranted. With the implementation

of this mitigation measure, the intersection would operate at LOS B during both AM and PM peak hours. SU

LTS = Less Than Significant S

= Significant SU = Significant Unavoidable Impact 2-51

LRDP Impact TRA-7: Development under the 2020 LRDP would contribute to the projected unacceptable delay at the all-way stop-controlled Bancroft Way/Piedmont Avenue intersection, which is projected to operate at LOS F

during both AM and PM peak hours regardless of the project.

The project would increase the intersection volume by 11 percent during the AM peak hour, and 5

percent during the PM peak hour. The

mitigation would, if implemented with review and approval of the City

Traffic Engineer, reduce this impact to a

less than significant level.the City of Berkeley to design and, on a fair share basis, install a

signal at the Bancroft Way/Piedmont Avenue intersection, and provide an

exclusive left-turn lane and an exclusive through lane on the northbound

approach. The University will contribute fair share funding for a periodic

(annual or biennial) signal warrant check at this and other impact

intersections, to allow the City to determine when a

signal and the associated capacity improvements are warranted. With the

implementation

of this mitigation measure, the intersection would operate at LOS B during

both AM and PM peak hours.

LRDP Impact TRA-8: The 2020 LRDP would increase vehicle trips and

traffic congestion at the intersections listed below, leading to substantial

degradation in level of service. These impacts are significant and

unavoidable.

The signalized University Avenue / Sixth Street intersection, which is projected to operate at LOS F during both AM and PM peak hours regardless of the project. The project would increase the intersection volume by 7 percent during the AM peak hour, and 6 percent during the PM peak hour.

The signalized University Avenue / San Pablo Avenue intersection, which is

projected to operate at LOS F during both AM and PM peak hours regardless

of the project. The project would increase the intersection volume by 8

percent during the AM peak hour, and 6

percent during the PM peak hour. S

Magnitude of impact reduced through trip reduction measures. No

feasible design measures.

SU

UNIVERSITY OF CALIFORNIA, BERKELEY2020 LRDP DRAF T E I R

LRDP Impact TRA-9: Housing projects in the 2020 LRDP Housing

Zone could increase vehicle trips and traffic congestion in the vicinity of

project sites, which could lead to substantial degradation in level of service.
The mitigation would reduce this impact to a less than significant level."

IAT argues that the increase will be SIGNIFICANT in specific areas surrounding the new parking garages if adequate alternative transportation is not added.

C254-11

"LRDP Mitigation Measure TRA-9: Prior to approving any development outside the City Environs, the University will conduct a traffic study to assess the localized traffic impacts of this development. Mitigations required to ensure that the housing project does not cause LOS deterioration exceeding the stated impact levels would be implemented, if necessary. LTS

LRDP Impact TRA-10: Development under the 2020 LRDP would cause the following Alameda County CMP Designated System and MTS roadways listed below to exceed the level of service standard established by the CMA. This impact is significant and unavoidable.

Ashby Avenue westbound, between Adeline Street and San Pablo Avenue.

Ashby Avenue eastbound, Between College Avenue and Domingo Street.

University Avenue westbound, between MLK Jr. Way and I-80

San Pablo Avenue northbound, between Gilman Street and Marin Avenue

Shattuck Avenue southbound, between Dwight Way and Adeline Street

Shattuck Avenue southbound, between Hearst Avenue and University Avenue (MTS only)

Dwight Way westbound, between MLK Jr. Way and Sixth Street(

MTS only)S

Magnitude of impact reduced through trip reduction measures. No feasible design measures.SU

"LRDP Impact TRA-11: Implementation of the 2020 LRDP could induce a "mode shift" to driving by some commuters who currently take transit, bicycle or walk. This would be inconsistent with the intent of the 2020 LRDP. The mitigation would reduce this impact to a less than significant level.

LRDP Mitigation Measure TRA-11: The University will implement the following measures to limit the shift to driving by existing and potential future non-auto commuters:

Review the number of sold parking permits in relation to the number of campus parking spaces and demographic trends on a yearly basis, and establish limits on the total number of parking permits sold proportionate to the number of spaces, with the objective of reducing the ratio of permits to spaces over time as the number of spaces grows, thus ensuring that new supply improves LTS "the existing space-to-permit ratio without encouraging mode change to single occupant vehicles. As new parking becomes operational, assign a portion of the new or existing parking supply to short-term or visitor parking, thus targeting parkers who choose on-street parking now, and also effectively reserving part of the added supply for non-commuters."

IAT argues that this is "profit" driven internal planning without concern for the mode shift. It adds drivers, parking permits and parking spaces which is polluting and congesting. This conveniently insures that parking will be available instead of capped. This is a negative mitigation and continues the paradigm that top priority is the parking and it's income. "Conveniently reserving space for non-commuters" is not reducing auto congestion or air quality impacts.

C254-12

"As new parking becomes operational, assign a portion of the new or existing parking supply to short-term or visitor parking, thus targeting

parkers who choose on-street parking now, and also effectively reserving part of the added supply for non-commuters. Expand the quantity of parking that is available only after 10:00 a.m., to avoid affecting the travel mode use patterns of the peak hour commuting population, as new parking inventory is added to the system. Review and consider reductions in attended parking as new parking inventory is added to the system and other impacts do not reduce parking supply."

IAT regards these plans above as "regressive" for air quality, reduction of congestion ; They will increase the convenience of driving trips to campus; Shifting walkers and alternative transportation users to DRIVING is a SIGNIFICANT negative impact. Shifting parking to income producing local use is also negative in that it continues the pollution and congestion overall problems. Attendant parking would also be reduced or eliminated by an overall mode shift to alternative transportation.

C254-13

LRDP Impact TRA-12: The level of pedestrian growth associated with the LRDP may require physical and operational modifications to the intersections and roadways in the immediate campus vicinity and on major pedestrian routes serving UC Berkeley, to ensure adequate capacity for pedestrian movement and adequate design to protect pedestrian safety. The mitigation would reduce this impact to a less than significant level. S LRDP Mitigation Measure TRA-12: The University shall prepare a strategic pedestrian improvement plan that outlines the expected locations and types of pedestrian improvements that may be desirable to accommodate 2020 LRDP growth. The plan shall be flexible to respond to changing conditions as the LRDP builds out, and shall contain optional strategies and improvements that can be applied to specific problems that arise as the LRDP builds out. The University shall develop the Plan in consultation with the City of Berkeley, and work with the City to implement plan elements as needed during the life of the LRDP on a fair share basis. LTS"

IAT agrees with this mitigation but it should be SIGNIFICANT, if a mode shift from driving to walking and alternative commuting is successful.

C254-14

"5.1 2020 LRDP ALTERNATIVES

The analyses presented in Chapter 4 of this EIR finds the 2020 LRDP would result in

significant and unavoidable impacts with respect to:

Air Quality: Operational impacts from the combined total of vehicular, stationary, and area sources may hinder the attainment of the regional Clean Air Plan. The 2020 LRDP, in combination with other cumulative projects, would result in a cumulatively considerable increase of non-attainment pollutants and

thereby conflict with the most recent Clean Air Plan. Further, with the incorporation of diesel particulate matter into air risk analyses, the 2020 LRDP would contribute to a cumulatively considerable increase in toxic air contaminants."

Air quality would NOT be impacted if trip and auto driving were reduced, as noted earlier by IAT. Our air quality is precious particularly for the sick, babies and children. Increases in allergies has been noted in the bay area and have been attributed to the smog. Areas where air pollutants are strong, are detrimental to the health of people who exercise outdoors. Again, the Clean Air Plan and the "cumulatively considerable increase in toxic air contaminants" is a major avoidable impact with IAT

C254-15

implemented mitigations to alternative transportation.

C254-15

" Traffic: Traffic generated by implementation of the 2020 LRDP would contribute to unacceptable, and unavoidable, delays at two intersections and would unavoidably exceed CMA service standards on five CMP designated roadway segments and two MTS roadway segments. Potentially significant impacts would occur at seven other intersections, and unacceptable conditions could be exacerbated at an eighth intersection; however, these could be mitigated at the discretion of the City of Berkeley."

IAT does not agree with plans for increased auto traffic, therefore this alternative would be entirely unnecessary if traffic is reduced via alternative transportation. Some mitigations for increased pedestrian and bicycle traffic safety might be necessary, however, to add.

C254-16

>" 5.1.1 ALTERNATIVE L-1: LOWER ENROLLMENT AND EMPLOYMENT GROWTH"

"5.1-4 L-1 TRANSPORTATION AND TRAFFIC

This alternative would result in a somewhat lessened deterioration of traffic operations

in comparison to the 2020 LRDP. The lower campus headcount, relative to the 2020

LRDP, would reduce the expected future congestion at the impacted intersections and

on the CMA designated system segments included as part of the Alameda County Congestion Management Plan. The lower increments of growth in program space and

parking would also reduce local traffic impacts due to the reduction in construction activity.

UNIVERSITY OF CALIFORNIA, BERKELEY

2 0 2 0 LRDP DRA F T E I R

5 . 1 2 0 2 0 LRDP ALTERNATIVE S

Local traffic operation impacts would also be lessened due to the fact the number of

new student beds would remain the same as in the 2020 LRDP. Lower enrollment growth, without a drop in planned new university housing, would enable a greater

percentage of students to reside in walking distance of campus or along transit corridors

(i.e. within the Housing Zone). The lessened traffic operation impacts and the decrease

in overall campus headcount, relative to the 2020 LRDP, would also improve pedestrian

and bicycle circulation.

This alternative would reduce the significance of LRDP Impacts TRA-2 through TRA-

12, but not necessarily to a less than significant level. In general, the mitigation measures

associated with these impacts would still be required."

5.1.2 ALTERNATIVE L-2: NO NEW PARKING AND MORE TRANSIT INCENTIVES

The impacts on vehicular circulation identified in Chapter 4.12 are due to a combination

of headcount growth and an increase in the parking inventory. The growth in campus

headcount is expected to result in an increase in the number of vehicle trips to the

campus, while the location of new parking influences the routes and destinations of

those new vehicle trips.

Several comments submitted in response to the Notice of Preparation (NOP)1 suggest the increase in the parking inventory may itself induce new vehicle trips. Since demand for university parking in many locations presently exceeds the supply, the difficulty of finding parking may serve as a disincentive to drive-alone trips and, conversely, as an incentive for alternative modes of travel. Other commentators suggest the same type of transit price subsidy now offered to students through the UC Berkeley Class Pass program should also be offered to UC Berkeley employees, and suggest that such a program, often described as the 'EcoPass', could result in a significant reduction in vehicle trips."

It is strange that the LRDP makes these L-1-L4 completely separate scenarios. By themselves, each mitigation is found not acceptable. UCB should be looking at combinations of mitigations. Why was this not done? The leadership for the long range outlook could be a combination of 5.1L-1 and L-2, thus significantly reducing the impacts of overgrowth with L-1 with some allowance for research/staff growth (.5-3% annual) and in L-2 by encouraging major mode shifts, and new creative alternative transportation and housing programs heavily subsidized by the University to reward non-drivers, UC would become the leader in the nation. We could then achieve a 80% non-driver status and reduce the need for parking, reduce trips and traffic accidents over the Berkeley streets and reduce air pollution. This would increase the need for pedestrian lighting, paths and safety, increase the need for more bus shuttle services, safe bike parking and paths and free transit passes, inexpensive van and carpool permits and more involvement in cooperation with the transit services in the bay area.

C254-17

"L-1 AIR QUALITY

Development under Alternative L-1 would result in a 2020 campus headcount equal to roughly 96 percent of the headcount projected under the 2020 LRDP. As described in Section 4.2.7 under LRDP Impact AIR-5, any campus growth may not be consistent with the most recent Clean Air Plan and may result in a significant impact. Because it is possible that the air district will not attain air quality standards with the inclusion of this project in the plan, the impact is considered significant and unavoidable. Although the BAAQMD CEQA Guidelines do not require the quantification of emissions associated with a plan, daily emissions associated with Alternative L-1 were estimated and are reported below in Table 5.1-4 for informational purposes. To evaluate the criteria pollutant emissions from Alternative L-1, the growth ratio of Alternative L-1 to the 2020 LRDP was applied to the total operational and construction emissions from the 2020 LRDP. Note that the 2020 LRDP emissions represent the increment of emissions from 2020 LRDP growth above the existing emissions. The following table summarizes Alternative L-1 emissions.

TABLE 5.1-4
OPERATIONAL & CONSTRUCTION CRITERIA POLLUTANT EMISSIONS: ALTERNATIVE L-1"

"As with the 2020 LRDP, mitigation of these impacts would be implemented, but the

impact would remain significant and unavoidable. The cumulative risk from stationary and area source toxic air contaminant emissions, discussed in Section 4.2.9 of this EIR, under Cumulative Impact AIR-4, may be somewhat reduced proportional to the reduction in program space. However, existing emissions for LBNL and UC Berkeley exceed the 10 in one million standard for a 70-year exposure. Given that the primary contribution to cumulative risk is diesel particulate matter, a slower rate of program renewal and improvement, and concomitant replacement of existing emergency diesel generators, may not be beneficial to an overall reduction in this cumulative impact." It is clear that the impact remains "significant and unavoidable". Again IAT would solve these air pollution problems with significant mode shifts and population caps. The impact would then be LTS and avoidable. We also approve of the "slower rate of renewal".

C254-18

"L-1 TRANSPORTATION AND TRAFFIC

This alternative would result in a somewhat lessened deterioration of traffic operations in comparison to the 2020 LRDP. The lower campus headcount, relative to the 2020 LRDP, would reduce the expected future congestion at the impacted intersections and on the CMA designated system segments included as part of the Alameda County Congestion Management Plan. The lower increments of growth in program space and parking would also reduce local traffic impacts due to the reduction in construction activity. Local traffic operation impacts would also be lessened due to the fact the number of new student beds would remain the same as in the 2020 LRDP. Lower enrollment growth, without a drop in planned new university housing, would enable a greater percentage of students to reside in walking distance of campus or along transit corridors (i.e. within the Housing Zone). The lessened traffic operation impacts and the decrease in overall campus headcount, relative to the 2020 LRDP, would also improve pedestrian and bicycle circulation. This alternative would reduce the significance of LRDP Impacts TRA-2 through TRA-12, but not necessarily to a less than significant level. In general, the mitigation measures associated with these impacts would still be required."

If enough subsidization for non-drivers were made available, the mode shift would be significant. Again, this is where UC needs to take a leadership role to avoid the impact of auto traffic, congestion, parking space costs and air pollution. Allowing UC to maintain "the same or equivalent" current alternative transportation programs, will only mean a failure for these programs.

C254-19

A major commitment of campus mitigation funds for these programs must be made. Plans for increased pedestrian and bicycle routes would be wonderful, quiet and beautiful planning success. UC would be lauded as the number one pollution reducer and transportation leader in the nation. The last paragraph indicates that the alternatives would not necessarily be to a less than significant level. If UC allows these

parking spaces and growth plans to continue and refuses to find a major funding for alternative subsidization, Berkeley will continue to fail and produce pollution and congestion.

C254-19

".. Provide the housing, parking, and services we require to support a vital intellectual community and promote full engagement in campus life.

The amount of housing proposed in L-1 is the same as in the 2020 LRDP. The slower

rates of growth in L-1 would result in fewer net new parking spaces, since the increment

of new parking proposed in the 2020 LRDP is derived partly from the existing parking deficit

and partly from projected future demand based on growth in enrollment and employment.

As with program space, if enrollment and employment do in fact grow at the slower

rates projected in L-1, the amount of net new parking in L-1 would be adequate: however,

UC Berkeley expects growth to occur as projected in the 2020 LRDP, and in this event the amount of net new parking in L-1 would be adequate to address the current

parking deficit, but not to meet future demand."

Again, the need for MAJOR mode shift is necessary in order to address future demand of perhaps a .5-3% annual research/staff population growth by 2020. Another guideline for UC population control would be to enlarge the upper division and graduate levels while reducing the undergraduate levels. This would enhance the status of scholarship levels at UC Berkeley while decreasing overall growth. Undergraduates could shift to very inexpensive community colleges or state universities for the first two years. Each year a shift of 5-10% of the die-hard drivers would be induced to switch to alternative transportation, thus ending the need for future new expensive parking. New models for alternative transportation must be included; Free light rail, people movers, shuttles across campus, bike paths overall the campus, safe bike parking and paths, van and carpool discounts, shuttles from distant parking areas, even bear transit along major AC routes to carry any overloaded AC routes in commute times. Free ecopasses for all types of transit must be fully subsidized. When these major changes and increases to funding for alternatives are made, the modest increased growth will actually result in a drop of parking demand for the UC population in the long run and solve the problem of handling the future "demand".

C254-20

5.1.2 ALTERNATIVE L-2: NO NEW PARKING AND MORE TRANSIT INCENTIVES

The impacts on vehicular circulation identified in Chapter 4.12 are due to a combination

of headcount growth and an increase in the parking inventory. The growth in campus

headcount is expected to result in an increase in the number of vehicle trips to the

campus, while the location of new parking influences the routes and destinations of

those new vehicle trips.

Several comments submitted in response to the Notice of Preparation (NOP)¹ suggest

the increase in the parking inventory may itself induce new vehicle trips. Since demand

for university parking in many locations presently exceeds the supply, the difficulty of

finding parking may serve as a disincentive to drive-alone trips and, conversely, as an

incentive for alternative modes of travel.
Other commentors suggest the same type of transit price subsidy now offered to students through the UC Berkeley Class Pass program should also be offered to UC

Berkeley employees, and suggest that such a program, often described as the 'EcoPass', could result in a significant reduction in vehicle trips."

"5 . 1 2 02 0 LRDP ALTERNATIVE S"
"5.1-8

In Alternative L-2, no new university parking would be constructed under the auspices of the 2020 LRDP. The Southside/Downtown TDM Study² could guide development of new or expanded incentive programs, parking management programs, or transit improvement programs, by UC Berkeley alone or in collaboration with the city of Berkeley. However, the changes in campus headcount through 2020 would be the same as in the 2020 LRDP, and therefore the figures for program space, as well as for housing, would also be the same as in the 2020 LRDP. Clearly, further reductions in vehicle trips might be achieved if headcount growth were also reduced, as in L-1, but this alternative serves the purpose of isolating and maximizing the effects of less new parking."

Again, we advocate both l-1 headcount reduction and parking reductions, so that the counts would not be the same.

C254-21

"TABLE 5.1-5 Estimated Projected 2020 ALTERNATIVE L-2: HEADCOUNT 2001-2002
2020 LRDP Alternative L-2 Regular Term Students 31,800 33,450 33,450
Faculty 1,760 1,980 1,980 Academic Staff 3,040 4,880 4,880 Nonacademic
Staff 8,140 8,950 8,950 Visitors & Vendors 1,200 2,000 2,000
Total Regular Terms Headcount 45,940 51,260 51,260
Net Growth by 2020 5,320 5,320
Total Employment 12,940 15,810 15,810
Net Growth by 2020 2,870 2,870

TABLE 5.1-6 Actual + Foreseeable Projected 2020
ALTERNATIVE L-2: PROPOSED SPACE 2001-2002 2020 LRDP Alternative L-2
Program Space (GSF) 12,100,000 14,300,000 14,300,000
Net Growth by 2020 2,200,000 2,200,000
Net Lab Space Growth by 2020 700,000 700,000
Housing (bed spaces) 8,190 10,790 10,790
Net Growth by 2020 2,600 2,600
Parking (auto spaces) 7,690 9,990 7,690
Net Growth by 2020 2,300 0

TABLE 5.1-7
ALTERNATIVE L-2: PROGRAM Program Space (GSF) Parking (spaces)"
"5.1-9

L-2 AIR QUALITY
Reduced parking on campus may decrease the total vehicle miles traveled for this alternative, if people would use more transit options without the availability of parking. This would be a benefit to air quality, but the total operational emissions from all sources would not be reduced to below a level of significance. No matter what the reduction in vehicular emissions, non-vehicular source emissions would remain

unaccounted for in projections informing the Clean Air Plan. The cumulative risk from stationary and area source toxic air contaminant emissions, discussed in Section 4.2.9 of this EIR, under Cumulative Impact AIR-4, would not be reduced in this alternative. While a potential increase in transit-related diesel particulate emissions may occur, as described in Section 4.2.7, overall, mobile source emissions are lessening to meet new regulatory standards, as discussed under Cumulative Impact AIR-3."

We dispute the argument that reduction in the vehicular emissions would not significantly impact the Clean Air Plan. As buses continue to use new clean air standards and major mode shift occur by 2020 to 80% overall commuter mode use to alternative transportation.; Overall, emissions would be significantly reduced.

C254-22

"L-2 CULTURAL RESOURCES

The potential cultural resource impacts under Alternative L-2 would in general be the same as described for the 2020 LRDP. The Best Practices and Mitigation Measures described in Chapter 4.4 regarding historical, archaeological and paleontological resources would apply under Alternative L-2 and, in general, would avoid significant impacts. The special circumstances under which demolition or alteration of a significant resource is unavoidable would also have roughly the same potential to occur in L-2, since the building program is identical to the 2020 LRDP except for parking. L-2 NOISE If no new parking is constructed there would be a reduction in the amount of construction noise. The conclusion that the impact would be significant and unavoidable for the LRDP also applies to Alternative L-2 because the application of mitigation measures would not be sufficient to avoid a substantial temporary increase in ambient noise levels. All other conclusions regarding the noise for the LRDP would be the same for Alternative L-2." We agree that the reduction to construction noise is a great plus!

"L-2 TRANSPORTATION AND TRAFFIC

Under this alternative, every effort would be made to accommodate growth through shifting commuters to transportation alternatives³ and new parking would not be constructed. . This would create a new significant parking impact, under the Standard of Significance "Would the project result in inadequate parking capacity?" The existing shortage of parking compared to demand would be exacerbated by future growth in campus headcount proposed under the 2020 LRDP. Construction-period impacts would remain significant impacts as construction materials storage and staging areas, and lots that could be used for construction worker attendant parking, would be scarcer. Visitors and retail shoppers may experience greater parking difficulties in the vicinity of

campus. 4

With additional transit incentives, and no new university parking, a greater percentage of the campus population would likely use transit to travel to and from campus. A shift to more transit use would reduce the expected future congestion at the impacted intersections. However, there is also some potential for local traffic congestion to increase, as the result of longer searches for available spaces by those who continue to drive."

We dispute the argument that if there is a major mode shift to alternative transportation "there is also some potential for local traffic congestion to increase, as the result of longer searches for available spaces by those who continue to drive." The numbers would be in the mode shift; AGAIN, if significant numbers of drivers gave up driving, more parking spaces would be available to the total pool of drivers thus ending the great parking space hunt and street congestion, air pollution problems" "Construction-period impacts would remain significant impacts as construction materials storage and staging areas, and lots that could be used for construction worker attendant parking, would be scarcer." If the overall mode shift occurs, if parking spaces would be capped at the current cap (without 1000 at Underhill), even construction parking could be available or carved from the open construction areas themselves temporarily as currently utilized. This would then be a less than significant impact. "5.1-10 Thus, LRDP Impacts TRA-6, TRA-7 and TRA-8 would likely remain significant impacts. There could be new significant impacts on AC Transit and/or BART service, if the ridership grows to a level that cannot be supported by current and planned future service levels, due to the combination of transit incentives and lack of new parking to serve a larger campus headcount."

C254-23

We encourage UC to work closely with all the transit authorities and other cities to ensure adequate funding for main campus transit routes as a part of the overall alternative transportation planning. Again, bicycles mitigations, Bear Transit and other alternative transportation mitigations must be increased to allow maximum mode shift from cars and not overload any one transit authority.

C254-24

L-2 OTHER ANTICIPATED EFFECTS

AESTHETICS

The potential aesthetic impacts under Alternative L-2 would in general be the same as described for the 2020 LRDP since the amount of new program space and housing would be the same as under the 2020 LRDP. The Best Practices and Mitigation Measures described in Chapter 4.1 would apply under Alternative L-2 and mitigate any potential impacts to less than significant levels.

BIOLOGICAL RESOURCES

No significant unavoidable adverse impacts on biological

.. Plan every new project to respect and enhance the character, livability, and

cultural vitality of our City Environs.

The increase in parking demand due to growth in enrollment and employment, without

any increase in the parking supply, would likely result in more UC Berkeley students and employees parking in the districts around campus, particularly unregulated residential districts. Commentors on the NOP already perceive this as a serious problem, and it might be expected to worsen under L-2, unless incentives such as the EcoPass induce substantial numbers of single drivers to shift to alternate modes. Based on past surveys of both students and employees, UC Berkeley considers the potential of such programs to be modest, given the already low drive-alone rate at UC Berkeley and the relatively low priority of cost as a mode selection factor. The relationship of Alternative L-2 to the other objectives would not differ significantly from the 2020 LRDP, except as described above with respect to significant environmental

The previous failure of programs goes along with the top priority of "profit" for building selling more parking permits, more parking spaces, a lack of vision, poor publicity, and minimal funding for alternative transportation. For example, bus drivers were not adequately informed about the 1999 pilot staff ecopass plan for the Rockridge Bart bus line; Thus, some drivers were rude to passengers attempting to use the new pass system and forced them off the buses. Many UC commuters were unaware of the program. UC looks upon the loss of permit holders as a loss of income rather than a success at less congestion and cleaner air.

C254-25

When alternative programs fail and they are determined beforehand shown to be a "low priority" and the efforts to create better priorities are not made. Flexibility is necessary to allow a gradual shift to a new mode- for example allowing free occasional parking permits for non-drivers. Changing the priorities from parking to alternative transportation is the way to make this program begin to work for the entire UC population. Other benefits for alternative transportation should be emphasized: For example, a fitness program could be worked out together with the recreation sports and health centers, emphasizing the importance of exercise (walking /biking). Furthermore, an environmentally conscious campaign, to encourage less driving which might be less self-interest as socially conscious interest for cleaner air, should be made. Priorities can change. UC needs to ensure that this happens.

L-3 AIR QUALITY

Localized carbon monoxide and particulate matter impacts would decrease because some trips would divert to Richmond Field Station. However, other vehicle emissions (NOx and ROG) are more of a regional air quality issue due to the fact that some pollutants are transported downwind of the emission source (unlike carbon monoxide and particulate matter, which disperse rapidly). Since the total student, staff, and faculty population would not change but some would be merely displaced, the total vehicle emissions would remain roughly the same as the 2020 LRDP. There would be a slight change in miles traveled since Richmond Field Station is located four miles

north of the Campus, but this would not cause a substantial change in total emissions. The cumulative risk from stationary and area source toxic air contaminant emissions, discussed in Section 4.2.9 of this EIR, under Cumulative Impact AIR-4, may be somewhat reduced proportional to the reduction in program space on the Campus. However, existing emissions for LBNL and UC Berkeley exceed the 10 in one million standard for a 70-year exposure. Given that the primary contribution to cumulative risk is diesel particulate matter, a slower rate of program renewal and improvement on the Campus because of off-site development under this Alternative, and concomitant replacement of existing emergency diesel generators, may not be beneficial to an overall reduction in this cumulative impact. Toxic air contaminant emissions would increase in the vicinity of the Richmond Field Station.

Overall, again increasing toxic air contaminants at ANY site should be stopped with planning including the Richmond Field station."The cumulative risk from stationary and area source toxic air contaminant emissions, discussed in Section 4.2.9 of this EIR, under Cumulative Impact AIR-4, may be somewhat reduced proportional to the reduction in program space on the Campus."

C254-26

This factor is of major concern and is hidden in the middle of the paragraph.

"Because the same amount of parking would be added as in the 2020 LRDP, parking impacts would remain essentially the same, although the relative demand for the new parking would be slightly lower and thus the pressure for non-auto commuters to shift modes would be slightly lower. The construction-related impacts would be slightly lessened due to lower construction levels on campus. The alternative would result in a new significant impact related to shuttle service between the RFS and the Campus Park, as it is likely that additional shuttle vehicles and more frequent service would be required to link the two sites. The current shuttle's fare is not covered by the Class Pass Program. The additional fare and the inconvenience of the shuttle may cause people to use their personal vehicles. This in turn would have the effect of increasing congestion at the study intersections, especially to the north and west of the Campus Park. In addition, this alternative could produce traffic congestion impacts in the vicinity of the RFS, particularly because that site is not as well-served by transit (BART and AC Transit buses) as the Campus Park, nor as well located within bicycling/walking distance of substantial housing opportunities.

If alternatives remote parking could be made for shuttles to the main campus, people living in those vicinities would reduce travel emissions. To be successful, the shuttles would need to be frequent and fast relative to auto traffic. This would involve perhaps even a way to increase special parking for UC people at BART parking stations in other remote areas where UC people might be encouraged to park and take BART. If transit increases succeed, a mitigation may be needed with curbs cuts/and

C254-27

new bus loading areas.

C254-27

"5.1.5 ALTERNATIVES WITHDRAWN FROM CONSIDERATION

During the scoping process, other alternatives were considered, but as a result of qualitative analysis were determined either to be infeasible or to offer no significant environmental benefits over the 2020 LRDP or Alternatives L-1 through L-4, and were therefore not analyzed quantitatively.

We dispute the argument that L1-L-4 were infeasible or offered no significant environmental benefit. Again, the combination of L1-L4 were not considered. Complete disregard for a combination of alternatives is a major oversight in this LRDP/EIR.

C254-28

Indeed, the environmental benefits would be profound with major reduced vehicle trips to campus. The inability of planning is evident in envisioning the necessary changes necessary to produce a major mode shift of travel. There indeed would be significant environmental benefits, if a paradigm shift toward making and funding the alternatives were made.

"ALTERNATIVE L-5: LESS NEW UNIVERSITY HOUSING

TRAFFIC A strategy of building less new university housing is likely to make traffic conditions worse, because the LRDP Housing Zone is designed to ensure the location of this new housing encourages alternate modes of travel to and from campus. If less new university housing is built in the LRDP Housing Zone, more students would likely live farther from campus, in places less convenient to transit, and would be more likely to drive.

We agree that less new housing is not a good alternative and agree that it would increase drivers.

ALTERNATIVE L-6: MORE NEW UNIVERSITY HOUSING

We dispute the need to increase rents and would like to see the use of the planned increased fees or researching new grants & or endowments for students, faculty and staff be used to subsidize this housing. The closer UC people live to campus the less driving problems are created. Some new discount housing for staff would be a major help to low income staff.

C254-29

5.1.6 2020 LRDP ENVIRONMENTALLY SUPERIOR ALTERNATIVE

For this reason, despite the potential environmental advantages of Alternative L-1, the 2020 LRDP represents the best balance of institutional objectives and environmental stewardship.

Oddly, the reduction of head count is found to be the most superior alternative ignoring that increases of growth cannot be accommodated by a simple mode shift to alternative transportation. IAT disputes this L-1 as the best choice although it is also feasible. Lack of vision in alternative transportation is degrading Berkeley.

C254-30

If excellence is a goal and growth of research population is what needed to keep UCB at the top, the choice for the most superior alternative should really be L-2! No new parking and increased transit alternatives. Again, a best solution for UC is a combination of L1 & L2 which would bring about both educational and research goals as well as improving environmental

C254-31

impacts.

C254-31

Lastly, We expect that major changes will be made to the final LRDP/DEIR concerning alternative transportation additions we have included and that the parking space quota increases be eliminated. The egregious omissions and concerns noted here require the LRDP/DEIR authors respond with a detailed analysis of each point within this commentary.

C254-32

This will involve a major investment of time and work by the authors of the LRDP, but if we truly want to preserve our air quality, end the auto congestion crisis and improve our transportation needs, these detailed additions and changes must be made.

Norah Foster,
(with approval of Steve Geller, Elinor Levine, and Joan Gatten) Staff at
LBNL -UCB.

P.S.

Please see the letter/comments also sent from the Improve Alternative
Transportation Committee.

Norah R.J.Foster, Manager, Graduate Services, 208 Doe Library Berkeley, CA
94720

nfoster@library.berkeley.edu 510 642-4481, FAX 510 643-0315

"Our separate struggles are really one. A struggle for freedom, for dignity
and for humanity.'" - Martin L. King in a telegram to Cesar Chavez

11.2C.254 RESPONSE TO COMMENT LETTER C254

RESPONSE TO COMMENT C254-1

The CEQA Guidelines describe the circumstances that merit recirculation of an EIR (CEQA Guidelines 15088.5). Significant new information has not been added to the EIR; recirculation, therefore, is not warranted.

RESPONSE TO COMMENT C254-2

Air quality impacts of the 2020 LRDP are analyzed in section 4.2.7 of the Draft EIR. Mitigation measures proposed in the Draft EIR to improve vehicle level of service would be implemented in accordance with applicable safety codes. The 2020 LRDP may result in an increase in vehicular traffic, but the Draft EIR includes measures to ensure that any increase that does occur is handled as safely as possible. Analysis of possible accident risks due to possible increases in traffic attributable to LRDP implementation would be speculative, and is not required by CEQA.

RESPONSE TO COMMENT C254-3

UC Berkeley concurs that a goal should be to reduce present levels of parking demand; this policy appears at page 3.1-29 of the Draft EIR. See also Thematic Response 3 regarding LRDP alternatives.

RESPONSE TO COMMENT C254-4

The writer is referred to responses to comment letter B7a for a description of the joint City/UC Transportation Demand Management Study, its menu of alternative transit programs, and its relationship to the 2020 LRDP EIR. With regard to the request that UC Berkeley cap population growth, the 2020 LRDP includes a policy to stabilize enrollment at page 3.1-13.

RESPONSE TO COMMENT C254-5

Air quality implications of added vehicle trips are analyzed at page 4.2-20, 4.2-26 to 28 and 4.2-31 to 32 of the Draft EIR. Where appropriate, mitigations are also proposed.

RESPONSE TO COMMENT C254-6

Please see response to comment C254-5, above. See Thematic Response 10 regarding transportation alternatives.

RESPONSE TO COMMENTS C254-7 THRU 9

Please see response to comment B7-102.

The writer's recommendations regarding appropriate capital project policies are noted.

The project proposed as the 2020 LRDP has been carefully crafted to respond to the mission of the University of California, Berkeley. The writer's additional recommendations would alter the proposed project by reducing enrollment or parking, compromising UC Berkeley's ability to meet its mission.

RESPONSE TO COMMENT C254-10

See Thematic Response 10 regarding transportation alternatives.

RESPONSE TO COMMENT C254-11

The writer's opinions are noted. A proposed parking garage would be subject to project-specific environmental review. See Thematic Response 1 regarding the role of the LRDP EIR in project-specific review.

RESPONSE TO COMMENT C254-12

The writer's opinions are noted. UC Berkeley expects the 2020 LRDP parking program will allow parking to be available, as well as "capped".

RESPONSE TO COMMENT C254-13

UC Berkeley agrees that shifting walkers and alternative transportation users to driving is a negative impact. The noted mitigations at TRA-11 are intended to prevent this outcome.

RESPONSE TO COMMENT C254-14

Please see page 4.0-2 to 4.0-3 of the 2020 LRDP Draft EIR, explaining the format for the impact discussions..

RESPONSE TO COMMENT C254-15

Please see response to comments 254-7 thru 254-9, above.

RESPONSE TO COMMENT C254-16

See Thematic Response 3 regarding LRDP alternatives.

RESPONSE TO COMMENT C254-17

The writer's preference for an alternative program that reduces enrollment growth while expanding subsidies for housing and transit is noted.

UC Berkeley is committed to improvement of its alternative transit programs. Given cost and authority constraints, however, improvements implemented by UC Berkeley are unlikely to result in the scale of mode shift envisioned by the comment. Alternative L-2 appropriately presents the alternative of "no new parking and more transit incentives." The writer's additional recommendations would alter the proposed project by reducing enrollment, compromising UC Berkeley's ability to respond to its mission.

RESPONSE TO COMMENT C254-18

Please see response to comment 254-17, above.

RESPONSE TO COMMENT C254-19

The writer's preference for an alternative program that reduces enrollment growth while expanding subsidies for housing and transit is noted.

RESPONSE TO COMMENT C254-20

The writer's recommendations regarding the campus enrollment plan, and alternative transit programs, are noted. The City/UC TDM study presents a full menu of strategies for shifting drivers to alternative transportation. In Chapter 8, the TDM study also indicates the effectiveness of each potential strategy. The more effective strategies are either the more costly, or outside the authority of the University to unilaterally implement.

RESPONSE TO COMMENT C254-21

Please see response to comment 254-17, above.

RESPONSE TO COMMENT C254-22

The writer's opinions are noted.

RESPONSE TO COMMENT C254-23

The analysis referred to by the commentor assumes no new parking, and some increase in alternative transit users, but not enough to constitute "a major mode shift." See Response to comment 254-20, above.

RESPONSE TO COMMENT C254-24

UC Berkeley is eager to work with other agencies to implement alternative transit program improvements. Recently, UC Berkeley and AC Transit announced the Bear Pass program for UC faculty and staff. Other innovations are sought and welcomed.

RESPONSE TO COMMENT C254-25

The writer's opinions and assessment of outreach related to alternative transit programs are noted. UC Berkeley is eager to consider additional options to increase the attractiveness of alternative transit. Please see Thematic Response 10 regarding the Rockridge Shuttle and conclusions of the related survey.

RESPONSE TO COMMENT C254-26

UC Berkeley disagrees with the writer's assessment that the cumulative significance of toxic air contaminants is hidden. See the discussion at page 4.2-33 to 4.2-34 of the Draft EIR, and at page 6-1.

RESPONSE TO COMMENT C254-27

See the discussion of satellite parking in Thematic Response 3, LRDP Alternatives.

RESPONSE TO COMMENT C254-28

See response to comment 254-27, above.

RESPONSE TO COMMENT C254-29

The writer's support for staff housing discounts is noted.

RESPONSE TO COMMENTS C254-30 THRU 31

See response to comment 254-17, above.

RESPONSE TO COMMENT C254-32

Please see above responses to the comments in letter C254.



JAVICARS@aol.com

06/18/2004 12:05 PM

To: 2020LRDP@cp.berkeley.edu
cc: gordon.wozniak@sbcglobal.net
Subject: Constructing new dormitorys

Dear Ms. Lawrence,

As a native Berkeley resident, homeowner and investment real estate broker I recommend the construction of new dorm rooms be dropped and UC should work on better utilization of their existing housing.

C255-1

It is my understanding that UC housing is not subsidized in the same way as other departments so that it needs to pay for itself. Funds for housing come from a different source and have different requirements attached to them.

As an investment real estate broker who primarily sells apartment buildings in the Berkeley area I frequently take an informal poll on the number of vacancies from the larger investors. My estimate of the current vacancy factor is approximately 5.75%. This will probably grow with the new housing coming on line within the next year

C255-2

The doms are running a serious vacancy factor now. Most students only stay the required year in dorms and move to private housing because it is affordable and allows more flexibility. I cannot see how they will compete with the older housing stock which will adjust their prices much lower than the dorms. Another competitor will be the 525 new units under construction. Building new dorms would be an irresponsible use of tax payer's money and resources.

I am also concerned as a homeowner, about the additional tax burden on Berkeley homeowners and the strain on City resources. This is not mention the traffic congestion and parking which has become noticeably worse in the past few years.

C255-3

Please let me know if you need more information on any of the above to develop a better use of scarce public funding.

Thank you for your consideration.

Sincerely,

Jon Vicars

*Jon A. Vicars
ERI Investment Real Estate
2980 College Ave. Suite 5
Berkeley, CA 94705
510-849-9280
510-849-2678 fax*

11.2C.255 RESPONSE TO COMMENT LETTER C255

RESPONSE TO COMMENTS C255-1 AND C255-2

The growth in the number of students is one, but not the only, reason for the proposed increase in student housing. University student housing near campus also provides students with the community of peers and mentors, and the access to academic resources, they require to excel. The targets for student housing in the 2020 LRDP reflect the longterm goals established in the UC Berkeley Strategic Academic Plan.

However, because the state provides no funds for student housing, the entire cost of construction, operation, and maintenance must be supported by rents. UC Berkeley's goals to improve the cost and quality of housing must therefore be balanced by the need to keep rents at reasonable levels and avoid building surplus capacity. The 2020 targets, and the pace at which we achieve them, may be adjusted in the future to reflect changes in market conditions and demand for University housing. The completion of the 1,100 new student beds now under construction will provide the first test of demand, since these units will come on line after a period of substantial private housing construction in the campus vicinity.

RESPONSE TO COMMENT C255-3

See Thematic Response 4 regarding fiscal impacts, and Thematic Response 7 regarding land acquisition and tax exemption.



LETTER C256

RECEIVED

JUN 17 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

June 18, 2004

Ms. Jennifer Lawrence
Co-Director 2020 LRDP EIR
Facilities Services
1936 University Avenue, #300
University of California, Berkeley
Berkeley, CA 94720-1382

Dear Ms. Lawrence:

On behalf of the Telegraph Area Association (TAA), please accept these comments in response to our review of the University of California's 2020 Long Range Development Plan EIR.

TAA is a broad coalition of residents, merchants, property owners, students, churches, service providers, the City of Berkeley, the University of California, and other individuals and organizations working to achieve a safe, attractive, and economically vital neighborhood for living, working, study, worship, shopping and recreation.

As a community development organization, TAA's current mission is to bring together the diverse stakeholders in the Southside neighborhoods of Berkeley to improve the quality of community and family life and to revitalize the economy of the area. TAA provides opportunities for area stakeholders to become actively involved in the following program areas: economic development, public safety, community planning, parking and transportation, housing advocacy, community social services advocacy, promotion and the arts and leadership development.

TAA's core funders are the City of Berkeley, the University of California and a varied group of foundations, businesses, and individuals. We are very grateful for the University's continued financial support and their partnering with us in our continuing efforts to make the Telegraph Avenue Area a safe, attractive, clean and supportive neighborhood for its many users.

Because our constituency is so diverse, it would be difficult for TAA's Committees to prioritize their concerns regarding the UC LRDP. However, we do request that the UC

LDRP take into consideration the attached TAA Community Planning and Economic Development Joint Recommendations on Southside Planning, dated June 6, 2000, most of which we believe is still valid today for any development which impacts the Telegraph Avenue Area. Please find a copy attached to this letter.

Our June 6, 2000 recommendations in general state: TAA supports plans and actions which ensure that Telegraph Avenue remains a pedestrian-friendly prominent entrance to the University; the revitalization of the commercial district; increase affordable housing; development of public transit; maintenance of an adequate supply of short-term public parking, and the quality of life for both students and long term residents.

Specifically then we would like to draw your attention to recommendations #3, #6, #13, #14, #16 and #17 which respectively deal with the issues impacted by the LRDP: neighborhood serving businesses, harmony with historical context, provision of more UC housing, retention and improvement of People's Park, encouraging the use of public transit, and efficiently sharing and managing parking resources.

C256-1

TAA encourages the University of California in the LRDP to adhere to the provisions of the City of Berkeley's General Plan and the Draft Southside Plan. We acknowledge that the University faces an enormous undertaking in addressing both the financial and development challenges of implementing the 2020 LRDP. We strongly recommend that the University work closely with the City of Berkeley and community groups like TAA, business improvement districts and other quality of life advocates to ensure that the projects proposed in the Plan are implemented with the minimum negative impact on the lives of residents, merchants, students, visitors and other organizations (churches, schools, etc.) which share neighborhood space with the University. Further, TAA is committed to working with the University and City of Berkeley to develop plans and programs that address the stresses and concerns of the Southside Community in this anticipated period of growth and change.

C256-2

Sincerely,



M. Karoline De Martini
Executive Director, Telegraph Area Association

Attachment

**Telegraph Area Association
Community Planning Committee
Economic Development Committee**

**Joint Recommendations on Southside Planning to TAA
Board June 6, 2000**

We support plans and actions which ensure: that Telegraph Avenue remains a pedestrian-friendly prominent entrance to the University; the revitalization of the commercial district; increased affordable housing; development of public transit; and maintenance of an adequate supply of short-term public parking.

Specifically:

- 1) Encourage the visual and pedestrian connection between the commercial district and upper and lower Sproul Plaza.
- 2) Because the continuing vitality of the Telegraph commercial district is in the best interest of the University long term, urge the University to adopt policies which:
 - limit commercial development on campus to types of businesses which do not compete with Avenue businesses,
 - invite and give preference to local businesses to compete for all commercial opportunities which may arise on campus, including both permanent on-campus installations and off-campus providers.
- 3) Solicit a variety of neighborhood-serving businesses such as a green grocer, enabling residents to shop for daily needs in the area. C256-3
- 4) Support local hiring utilizing the City of Berkeley First Source Employment Program and other community-based organizations. Encourage the training and hiring of local residents and students.
- 5) Work with the Street Vendors Committee and the City to enforce handcrafted standards for merchandise; to encourage new vendors with well-crafted and unique products; and to design and enforce placement standards for the Christmas Fair.
- 6) Pursue facade grants to restore Telegraph Area store-fronts in harmony with the historic context of the Area. C256-4
- 7) Improve procedures and design review guidelines for new construction and alterations to reflect the historic character of the Area. (See p. 184 & 185 of Draft Southside Plan.)
- 8) Improve linkage of the Parker to Dwight block to upper Telegraph Avenue by streetscape changes and signage.

- 9) Work with the City and the University to obtain funding for 10 informational kiosks to be set up in the Area.
- 10) Advocate for the maintenance of the University Art Museum, the Pacific Film Archive and the Hearst Museum of Anthropology in their current or nearby locations.
- 11) Enhance and support Telegraph Area as a major regional draw for books, music, fashion, and culture.
- 12) Support the diversity of small, community-based businesses in Sather Gate Mall. Support the creation of an entrance directly to Telegraph from the Mail. This will allow for the building of more public restrooms on the site and allow 24-hour access to them from Telegraph.
- 13) Encourage the provision of more housing for UC staff, students, faculty, and non-university employees, some of which should be available for owner occupancy. C256-5
- 14) Retain People's Park as open space; as a commons for the Southside, which would open on surrounding historic and landmark structures. Improve as a city park which is user-friendly and safe. Improve or replace and possibly relocate the bathrooms and park facility. Provide increased lighting in the park and on all the streets surrounding the park. C256-6
- 15) Encourage late night usages on the Avenue including shopping and cultural events.
- 16) Public transportation C256-7
 - a. Encourage unproved AC transit in area, including late night and 24-hour availability as well as shuttle bus services.
 - b. Encourage light-rail up Telegraph in conjunction with AC Transit planning, optimizing transit from Jack London Square up Telegraph to Bancroft and downtown Berkeley.
- 17) Parking C256-8
 - a. Develop shared parking agreements between the City, the University and private parking providers to efficiently share and better utilize existing Southside parking, particularly short-term, customer parking. (Policy TP-E1 Draft Southside Plan, p. 96)
 - b. Create visible and clearly worded signage to guide people to use the University and other lots.
 - c. Adopt a policy of no net loss of short-term customer parking spaces.
- 18) Maintain Bancroft and Durant as one-way streets.

11.2C.256 RESPONSE TO COMMENT LETTER C256

RESPONSE TO COMMENT C256-1

These remarks serve as an introduction to more detailed comments below.

RESPONSE TO COMMENT C256-2

As noted in section 3.1.14, UC Berkeley is committed to using the Southside Plan as its guide for the location and design of future projects in the Southside. With respect to the Berkeley General Plan, Best Practice LU-2c ensures any new project would be subject to further CEQA review if it "... includes a use not permitted within the city general plan designation or has a greater number of stories and/or lesser setback dimensions than could be permitted for a project under the city zoning ordinance as of July 2003."

RESPONSE TO COMMENT C256-3

Land use in private properties is not within the jurisdiction of UC Berkeley, although the University does encourage mixed-use projects where private uses, particularly at street level, can enhance the economic and cultural vitality of the city. The Manville Apartments project is one example.

RESPONSE TO COMMENT C256-4

Grants to private enterprises for façade improvements is not within the jurisdiction of UC Berkeley.

RESPONSE TO COMMENT C256-5

The 2020 LRDP includes up to 2,500 new University student beds and up to 100 new University faculty units. The University already has several programs in place to encourage home ownership, as described in section 4.10.4.

RESPONSE TO COMMENT C256-6

People's Park would be retained as open space under the 2020 LRDP.

RESPONSE TO COMMENT C256-7

The University supports improved AC Transit bus service, and also provides a number of complementary services through its own transportation programs, as described in Thematic Response 10. UC Berkeley is an active participant in the plans for enhanced transit in the Telegraph corridor, but does not currently have a position on the specific technology to be used.

RESPONSE TO COMMENT C256-8

No net loss of short-term parking is expected as the result of the 2020 LRDP: on the contrary, the number of such spaces in the UC Berkeley inventory would increase. Improvements in parking signage and wayfinding systems, and shared parking models, are under consideration within the context of the 2020 LRDP parking program.

11.2C.257 RESPONSE TO COMMENT LETTER C257

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTER 257

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



Ernest Sotelo
<e.sotelo@worldnet.att.net>

06/18/2004 12:50 PM

To: "2020 LRDP" <"2020 LRDP"@cp.berkeley.edu>
cc:
Subject: Draft Environmental Impact Report of UCB's Long Range Development Plan.

21 Mosswood Road
Berkeley, CA 94704-1819

Ms Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley CA 94720-1380

Dear Ms Lawrence,

I object to the installation of lights for television broadcasts at the Memorial Stadium. These lights are addressed in the Draft Environmental Impact Report of UCB's Long Range Development Plan. Under *Areas of Controversy*, the Report includes: "light and glare impacts from future use changes at Memorial Stadium." The report goes on to say that light and glare would be mitigated to be less than significant by using "shields and cut-offs."

C258-1

I wish to bring to your attention the lights at the intercollegiate rugby field. When those lights were installed, I objected to them on the basis of the adverse intrusion of light and glare into my home and those of my neighbors. My living room is at about the same elevation as the light clusters of the rugby field. Initially the light and glare was more than intolerable. In response to the complaints from my neighbors and myself, the University installed shields and cut-offs. The first set installed were a complete failure. The shields and cut-offs finally installed mitigated, to a degree, the detrimental effect of the lights. However, the detrimental effect of the lights was not reduced to a less than significant level.

The proposed stadium lights would be just as objectionable, if not more so. The distances and elevations from my house to the proposed lights would be approximately the same as to the rugby field lights. In addition, the stadium light clusters would have more lamps than those on the rugby field clusters. This would be for the clusters facing my house.

There would be other detrimental impacts from the proposed stadium lights:

- In daylight these execrable stadium lights would dominate the view from my neighborhood.
- When used, there would be the concurrent noise from the stadium, the public address system and the spectators. Now, the noise might be comparable to that when football games are played during the day. However, the noise would be more objectionable at night when we are entitled to peace and quiet.
- Traffic in the vicinity of the Memorial Stadium including Panoramic Hill would be

C258-2

C258-3

C258-4

impossible during night games. Again there traffic is a severe problem during day games. During night games, the traffic problem would be exacerabated.

C258-4

- Then there is the vital need to provide some means of evacuating Panoramic Hill in event of an emergency such as Oakland Hills fire. At present, evacuation from Panoramic Hill would be marginal at best if a fire crossed Claremont Canyon. It would be marginal if the evacuation was attempted during daylight hours. If evacuation were to be attempted during a night football game, some loss of life would occur.

C258-5

I strongly urge that the installation of lights for television broadcasts at the Memorial Stadium be abandoned.

Very truly yours,
Ernest Sotelo

11.2C.258 RESPONSE TO COMMENT LETTER C258

RESPONSE TO COMMENTS C258-1 AND C258-2

At this point no specific project at Memorial Stadium has yet been defined to a level of detail adequate to support project level CEQA review. See Thematic Response 1 for an explanation of how the 2020 LRDP and its EIR would be used in project level review.

RESPONSE TO COMMENTS C258-3 THRU C258-5

These comments appear to follow from the assumption that new Stadium lighting would result in more night games at the Stadium. The writer's opposition to lighting at the Stadium is noted. Please see response to comments 258-1 and 258-2, above.



Ernest Sotelo
<e.sotelo@worldnet.att
.net>

06/18/2004 01:17 PM

To: "2020 LRDP" <"2020 LRDP"@cp.berkeley.edu>
cc:
Subject: Long Range Development Development Plan

Dear Ms Lawrence,
Attached are comments in opposition to the housing development proposed
in the UC 2020 LRDP.

Very truly yours,
Ernest Sotelo



Long Range Development Plan.]

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

LETTER C259
Continued

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

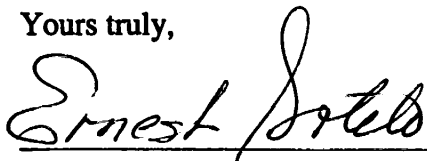
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

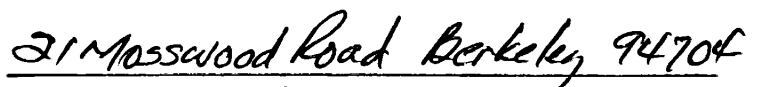
The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Signature



Address

11.2C.259 RESPONSE TO COMMENT LETTER C259

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTER 259

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



Promoting Arts & Commerce in the Heart of the City

2230 Shattuck Avenue, Suite C, Berkeley, CA 94704 ♦ tel: 510.549.2230 ♦ fax: 510.549.2267
info@downtownberkeley.org ♦ www.downtownberkeley.org

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

June 14, 2004

Ms. Jennifer Lawrence
Co-Director 2020 LRDP EIR
Facilities Services
1936 University Ave. #300
University of California
Berkeley, CA 94720-1382

Dear Ms. Lawrence:

Please accept these comments from the Downtown Berkeley Association in response to the 2020 Long Range Development Plan EIR. This letter is also endorsed by the Berkeley Business District Network.

The Downtown Berkeley Association (DBA) represents over 700 businesses in the Downtown district - the area from Oxford to Martin Luther King, and from Channing to Delaware. The DBA is a non-profit organization funded by a Business Improvement District (BID) to carry out a work plan of promotion and advocacy. DBA's membership includes businesses, property owners, non-profits, and financial institutions.

The Berkeley Business District Network (BBDN) is a networking group that invites representatives from all of Berkeley's business districts to work together to share information and resources to improve our City's commercial districts.

The following comments focus specifically on the Downtown Berkeley district. The DBA submits these comments with the goal of hearing your response, as well as to increase UC Berkeley's understanding of our organization and our vision for the Downtown Berkeley district. The DBA looks forward to develop a closer partnership with UC as you continue to expand into the Downtown Berkeley district.

Following are our comments on the 2020 LRDP EIR:

Main Street

The Downtown Berkeley Association is a Main Street Program which honors historic preservation and offers a four point program for economic development that focuses on Design, Promotion, Economic Development, and Organizational Development.

The DBA encourages UC to

C260-1

- Embrace the concepts of Main Street and partner with the Downtown Berkeley community to enhance the district through participation in our organization.

C260-1

Downtown Berkeley Identity

Downtown Berkeley is known as the Arts & Commerce district and is the City's hub for government, education, and transit. The district is rebounding and thriving after decades of blight to offer world class performances and more fine dining options. The Downtown Berkeley district will continue to grow in population and prestige with new projects proposed by the City of Berkeley, UC Berkeley, and private developers. Berkeley is known internationally, and our visitors seek out our City "center" – our Downtown. It is a benefit to all fore mentioned parties that Downtown Berkeley have a strong district identity as the "heart of the city".

In varied sections of the 2020 LRDP, Downtown Berkeley is referred to as a portion of the "Adjacent Blocks West".

C260-2

- The DBA requests that whenever appropriate, the LRDP document and all communications place special attention and refer to our district as "Downtown Berkeley", and place section headers accordingly.

Housing

Downtown Berkeley offers an attractive site for transit oriented development with hundreds of new units currently under construction. The DBA strives for a residential population that offers balance in terms of age, income level, and long term tenancy. DBA also strives for a healthy retail environment that provides the range of products and services needed by our residents and our many visitors.

There is a symbiotic relationship between the residents and the retail environment. A mix of residents balanced by age, income, and long term tenancy will best support our current businesses, arts & entertainment offerings, and best support the on-going development of an improved retail environment with broad appeal.

Currently, the majority of Downtown Berkeley's tenants are undergraduate students. Therefore, we encourage that new housing be directed to residents who will represent a more stable population.

C260-3

In reference to 2020 LRDP section 3.1.8

The DBA encourages UC to:

- Commit to bringing long term members of the Berkeley community into the new housing in the Downtown district.
- Develop new housing in Downtown Berkeley for "new untenured ladder faculty" and staff as a first and immediate priority, with secondary priority to graduate students (including those with families).
- Include the concept of a healthy retail environment as being an integral component of the "livability" issue for residents.

C260-4

C260-5

C260-6

Campus Neighborhood's Retail Environment

A healthy retail environment will serve the needs of the community – including the new UC community. A strong retail environment provides necessary goods, services, and entertainment and, it also results in a safer and cleaner pedestrian environment.

A healthy business district needs to be cultivated - success is not to be taken for granted. Downtown Berkeley currently enjoys the success of our arts and entertainment offerings, and the growing number of high quality food establishments. However, the Downtown Berkeley retail environment faces challenges due to competition from neighboring shopping malls, corporate restructuring of large retailers, and growing trends in on-line sales. Additionally, neighboring cities have plans to develop their own arts and entertainment offerings. Downtown Berkeley's retail offerings are declining and this requires pro-active attention.

In reference to 2020 LRDP section 3.1.10

The DBA encourages UC to

- Plan housing to attract a balanced mix of resident population. C260-7
- Consider retail vitality to be part of the "key nodes of activity" and "livability". C260-8
- Consider the benefit of healthy retail districts to UC's residential and larger campus community. C260-9
- Have a comprehensive sense of facility location and how it impacts the retail environment. C260-10
- Ensure that all developments provide a continuous ground floor retail environment - offering public activity on the ground floor of all buildings to allow continuous activity along the streets. C260-11
- Adopt a "Shop Local" policy that is mandated throughout all levels of the administrative system. C260-12

Access to Downtown Berkeley

The DBA supports a balanced approach to transit and parking. Due to the existing condition of scarce land, and growing usage, the DBA urges that UC plan growth in a way that ensures ease and clarity of access to Downtown Berkeley and to the University.

The DBA encourages UC to

- Minimize congestion at arterial corridors and intersections throughout the City to allow ease of auto and bus access, and safety of bicycle and pedestrian access into the heart of the City. C260-13
- Aggressively pursue transit options to encourage maximum transit rider ship among faculty, staff and students. C260-14
- Create a clear gateway to the campus on University Avenue through the use of signage and other landscaping. C260-15

Transit

Trip reduction is critical for all partners in the Berkeley and University communities. This will greatly ease the entrance of new facilities, housing, and other developments into the core. In the last decade, Downtown Berkeley has had an increase in usage, and a decrease in our baseline of parking supply. As demands continue to increase, it is critical that the parking supply be available to our visitors.

The DBA encourages UC to

- Maximize connectivity to all transit options (bus, BART, Amtrak, Guaranteed Ride Home, City Share, and more), and maximize use of all transit systems such as the BEAR Shuttle. Perhaps the BEAR Shuttle's use could extend beyond the perimeter to serve the many new residents destined for the "20 minute" area. C260-16

- Give “newbies” the strongest regulations and incentives to develop transit habits from the beginning such as prohibiting all first and second year students from getting parking permits, and not allowing residents in the dormitories and core area to bring a car, continuing the Student Fast Pass for AC Transit. C260-17
- Require safe and secure bicycle parking in all new projects, residential, office, and parking, and any other type of development. C260-18
- Work with the City of Berkeley on trip reduction. C260-19

Parking

Regarding new parking facilities in the Downtown Berkeley district, the DBA encourages UC to

- Make parking garages attractive and engaging. As much parking as possible should be underground. Also, all other parking should be set back significantly so that it is not on the street. If it has to be on the street, there should be retail or activity at street level. C260-20
- Implement all possible strategies for coordinated management of parking facilities. C260-21

In reference to 2020 LRDP section 4.12.18

If UC builds or expands parking in the Downtown district, the DBA believes that it is important that a good portion of the new supply be dedicated to unrestricted visitor parking. **According to statistics on page 4.12.18, only 5.5% of UC’s total parking supply is currently dedicated to visitors.** C260-22

In recent years, Downtown Berkeley’s supply of public parking has been shrinking. It should be noted that the Kittredge Garage has been demolished and will re-open in 2006 with only 125 public spaces. At the same time, Downtown’s usage has greatly increased, and will continue to increase for the new proposed Berkeley Art Museum, Hotel/Conference Center, and more.

Our experience is that the public does not use parking facilities that are available on a limited schedule (evenings and weekends) because they are not able to establish routines and habits. It would be preferable to have “unrestricted” parking with no time limitations on usage.

The DBA encourages UC to

- Ensure that 25-50% of new parking in the Downtown Berkeley district will be utilized for unrestricted visitor parking. C260-23
- Consider creative solutions to provide un-restricted visitor parking at all UC parking facilities in the Downtown district. (i.e. if there is a multi-level facility, perhaps the space could be divided between full-time public access and permit parking.) C260-24
- Immediately install signage that clearly instructs and promotes the ability for visitors to park in the lots. C260-25
- Include safe and secure bicycle and motorcycle parking in all facilities. C260-26

Land Use and Design

- Create an attractive entry/gateway at University Avenue from the freeway, to the campus. C260-27
- Work with the City on streetscape development, especially on the Oxford edge, and down to Shattuck. Oxford has a monumental scale but needs better connections to the core. C260-28

- Look at invigorating the street life in the zone between campus and Downtown Berkeley to better integrate and connect the two entities and make the street life active. Plan for interface at all levels including land use, design, and public improvements. We welcome people and eyes on the street. Currently, there are dead zones from Hearst to Bancroft, and down the north side of Center Street. There are also UC buildings scattered throughout the Downtown with private ground floor space. University, Addison, and Center Street need attention. C260-29
- Develop architecture that is welcoming to the public, and sensitive to the context of the surrounding environment. A good example is the Law School apartments at Channing and Shattuck which has a great groundfloor C260-30
- Note that the City of Berkeley has a classic, historic, mostly early 20th century Downtown which is very important to the residents as well as to the University. There are many landmarked buildings as well as historically significant buildings that have not yet been landmarked that should be maintained as part of the historic fabric of the city. C260-31

Planning

There are a number of significant projects proposed for the Downtown Berkeley core including but not limited to a hotel/conference center, AC Transit Bus Rapid Transit, The Berkeley Art Museum, Freight & Salvage, additional new housing and arts facilities, and the potential for closure of Center Street (from Oxford to Shattuck) for pedestrian mall or daylighting of Strawberry Creek.

The DBA encourages UC to

- Follow the guidelines set in the City of Berkeley's General Plan, the Downtown Berkeley Improvements Plan, Downtown Berkeley Design Guidelines C260-32
- Note that the new City of Berkeley Arts & Culture Plan is pending approval in the near future. C260-33
- Work with the City of Berkeley to plan new projects in a comprehensive manner rather than on a project-by-project basis to ensure that there will be coordination in terms of land use, traffic engineering, and phasing of construction. C260-34

Public Safety

- Consider increase of UC Police presence in the Downtown Berkeley District, and work in partnership with the BPD. C260-35

Partnership

The DBA encourages UC to have an increased involvement in the downtown Berkeley community to correspond with the increase in physical presence. DBA is very interested to improve our communication with UC, and we would like UC to consider becoming more active with the Downtown Berkeley community through the DBA committees.

- Partner with the DBA on important issues such as Access (transit and parking) Economic Development, Promotion, Design, and Public Safety. C260-36
- Consider making an annual financial contribution to the Downtown Berkeley Association at a level proportional to the contributions of other members of our Business Improvement District. (All business license holders are assessed an annual fee based on revenue or other measure). C260-37

Thank you for your attention to these concerns. I look forward to hearing your response to these comments.

Cordially,

Deborah Badhia
Executive Director, Downtown Berkeley Association
Co-Chair, Berkeley Business District Network

Cc: City of Berkeley Mayor Tom Bates
Berkeley City Councilmembers
Arietta Chakos, City of Berkeley City Manager's Office

Downtown Berkeley Association Board of Directors

President

Raudel Wilson, Mechanics Bank

Vice Presidents

Suzanne Mary Waligore, Aperio Gifts & Consignment

Fran Gallati, Downtown Berkeley YMCA

Treasurer

John DeClercq, TransAction Financial Corporation

Secretary

Pat Hanscom, Eugene's Antiques

Past President

Raully Butler, Mechanics Bank – Richmond

Officer

Derick Miller, Derick Miller Photography

DIRECTORS

Alan Bern, Berkeley Central Public Library

Tracy Dean, Design Site

Beatrice Edwards, Gene Logic, Inc.

John Gordon, Gordon Commercial Real Estate

Alan Kropp, Alan Kropp & Associates

Richard Mains, Mains Associates

Susie Medak, Berkeley Repertory Theatre

Schuyler Morgan, Finishing Up

Richard Roos-Collins, Natural Heritage Institute

Syreeta Shepherd, Building Opportunities of Self Sufficiency

Stephanie Williams, SRM Associates

EX-OFFICIO

Ted Burton, City of Berkeley – Office of Economic Development

Austene Hall, Berkeley Architectural Heritage Association

Irene Hegarty, UC Berkeley - Community Relations Office

Bonnie Hughes, Berkeley Arts Festival

Phyllis Montez, Berkeley Chamber of Commerce

11.2C.260 RESPONSE TO COMMENT LETTER C260

RESPONSE TO COMMENT C260-1

If by the “concepts of Main Street” the writer means, in the words of the DBA website, “... to improve Downtown Berkeley as an attractive and historic public space that offers unique experiences through arts and commerce to its many local and international visitors ...” then the policies of the 2020 LRDP align completely with these concepts. For example, section 3.1.4 states:

Given both its superior transit access and its established mixed-use character, downtown Berkeley should be the primary focus of future University investment in new research, cultural and service functions that require locations near, but not on, the Campus Park ... However, these future investments should be planned not merely to accommodate the program needs of the University, but also to invigorate the downtown and create an inviting, exciting 'front door' to the UC Berkeley campus. They should also be planned to enable University land and capital to be leveraged through creative partnerships with other public and private sector organizations.

This section goes on to cite a new University museum complex and a new hotel and conference center, both envisioned for downtown Berkeley sites, as examples of such investments.

The UC Berkeley Director of Community Relations serves as an ex officio member of the DBA board of directors.

RESPONSE TO COMMENT C260-2

Although the writer does not provide a definition of “downtown Berkeley” the 2020 LRDP does often use this term to refer to the area just west of the Campus Park. However, “downtown Berkeley” as commonly perceived has very different dimensions than the Adjacent Blocks West, being considerably narrower in the north-south dimension and considerably wider in the east-west dimension. The boundary of the Adjacent Blocks West was limited to those blocks which directly abut the Campus Park, because these blocks as defined have a specific role in the 2020 LRDP land use strategy, as described in the Location Guidelines in section 3.1.16. We are unable, therefore, to reorganize the document as the writer requests.

RESPONSE TO COMMENTS C260-3 THRU C260-5

While some of the up to 2,500 net new student beds in the 2020 LRDP could be built within the downtown, the cost of land and the need for new University program space adjacent to campus suggest this may be more the exception than the rule. The Housing Zone as defined in the 2020 LRDP includes many other sites which are as suitable for housing, but not for program space given their distance from the Campus Park.

The mix of occupants of new University housing in the downtown would depend on both the 2020 LRDP housing targets and the actual profile and magnitude of future demand, although both new graduate students and new faculty are identified as key new markets in section 3.1.8. The 2020 LRDP does not, however, anticipate a significant future increase in new student family housing.

RESPONSE TO COMMENT C260-6

While the Campus Design Guidelines in section 3.1.17 are, in general, confined to the Campus Park, they do address the use and character of ground level frontages at its perimeter and on facing adjacent blocks:

In the city general plan, several sections of blocks adjacent to campus are designated 'commercial': ground level spaces in University buildings within those areas should include retail and/or storefront services. Other University buildings at the campus perimeter or on adjacent blocks should house functions with a high frequency of human presence and activity at ground level.

RESPONSE TO COMMENTS C260-7 THRU C260-11

See responses C260-3, C260-5 and C260-6.

RESPONSE TO COMMENT C260-12

A number of factors shape UC Berkeley policies on the purchase of goods and services. For example, state law requires the University to comply with competitive bidding rules. The University must also ensure that small, disadvantaged, woman-owned, and disabled-veteran enterprises have the maximum practicable opportunity to participate in the performance of University contracts supported by federal funds. It is also University policy to meet its needs for goods and services at the lowest cost. Local goods and services may be purchased to the extent the aforementioned conditions can be met.

RESPONSE TO COMMENTS C260-13 AND C260-14

See Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENT C260-15

The writer's comment is noted. Such a "gateway" sign already exists at the Center Street entrance, and a similar sign would be very suitable for the University Avenue entrance should funds become available.

RESPONSE TO COMMENT C260-16

See Thematic Response 10 regarding alternative transportation programs. With regard to extending the shuttle to serve the Housing Zone, in fact the Housing Zone was defined to ensure these new residences would be adequately served by existing AC Transit routes.

RESPONSE TO COMMENT C260-17

Student parking permits are already very restricted. Students living in UC Berkeley housing may only obtain a parking permit if they provide clear, documented evidence they require a car for medical, job or other extraordinary circumstances. Students not living in UC Berkeley housing may only obtain a student parking permit if they live outside a 2-mile radius from campus.

RESPONSE TO COMMENT C260-18

The campus provides free California bicycle licensing, discounts on high quality bicycle locks, extensive bicycle parking, campus bicycle paths, bicycle enforcement, bicycle traffic school, and more. Starting this year, the University will provide secure bicycle parking in five locations on campus with a grant from the Bay Area Air Quality Management District: over 200 bike parking spaces will be furnished in covered, locked

cages or under security camera surveillance. In 2004-2005, UC Berkeley will begin developing the first campus bicycle access plan with a grant from the Alameda County Transportation Improvement Authority.

RESPONSE TO COMMENT C260-19

UC Berkeley and the City of Berkeley collaborated on the 2001 Downtown/Southside TDM Study, which provides the foundation for many current UC Berkeley initiatives. UC Berkeley and the City of Berkeley continue to work together on transportation demand management initiatives. Current projects include:

- Providing new transit shelters at Bear Transit/AC Transit bus stops.
- Improving wayfinding systems for visitors to Berkeley.
- Funding intersection improvements at Oxford/Hearst and Arch/LeConte/Hearst.
- Working with AC Transit to define Bus Rapid Transit alignments in Berkeley.
- Collaborating on the City Bicycle Plan update and a new campus bicycle plan.

RESPONSE TO COMMENT C260-20

See response C260-6 regarding retail frontages. While no new parking structures envisioned under the 2020 LRDP have yet been sited or designed, most are expected to be constructed as parts of mixed-use projects, with at least some of the parking located below grade, in order to optimize the use of University land.

RESPONSE TO COMMENT C260-21

The writer's comment is noted.

RESPONSE TO COMMENTS C260-22 THRU C260-26

While the writer's comment is noted, the University does not have the resources to provide parking beyond what it requires to serve its own mission. Moreover, the City of Berkeley, in its comment B7a-56, objected very strongly to what it misinterpreted as UC Berkeley's intent to do so.

RESPONSE TO COMMENT C260-27

While the writer's comment is noted, University has no plans to install gateway signage outside University property, except in collaboration with the city.

RESPONSE TO COMMENT C260-28

Section 3.1.13 of the 2020 LRDP includes the policy to "Partner with the City and LBNL on an integrated program of access and landscape improvements at the Campus Park edge." Oxford Street is one potential location for such improvements.

RESPONSE TO COMMENTS C260-29 AND C260-30

See responses C260-1 and C260-6.

RESPONSE TO COMMENT C260-31

The writer's comment is noted. The Draft EIR prescribes numerous measures to ensure the aesthetic and historic fabric of the City Environs is protected and enhanced, including Best Practices AES-1-a through AES-1-h, CUL-2-a through CUL-2-b, and LU-2-a through LU-2-e.

RESPONSE TO COMMENTS C260-32 AND C260-33

As the Draft EIR notes, UC Berkeley is constitutionally exempt from local land use regulations, including municipal general plans; the University serves the entire state of California, and its mission can not always be met entirely within the parameters of municipal policy. However, compatibility with adjacent land uses is a matter of concern for the University, and it therefore voluntarily considers the 2020 LRDP's compatibility with the adjacent land uses in the City Environs. However, this does not mean the city should not have a strong advisory role, and the aforementioned Best Practices in the 2020 LRDP ensure that it would.

RESPONSE TO COMMENT C260-34

Although some impacts of future University projects can not be fully evaluated until project-level information is available, the 2020 LRDP provides a context to help the University and the public understand these impacts in relation to long-term University goals and objectives, and thereby provides the comprehensive perspective advocated by the writer.

RESPONSE TO COMMENT C260-35

As noted in section 4.11.4, the UC Berkeley police already work in close partnership with the City of Berkeley, and share policing responsibility for Telegraph Avenue and the Southside. UCPD and BPD partner to ensure adequate service levels in areas proximate to the campus. Patrol captains from each department confer several times a week about upcoming events, coverage and other relevant issues, and the chiefs also confer regularly. An existing written agreement assigns ten campus officers on a full time basis to work jointly with the city in the areas around campus: the need for an increased UC Berkeley police presence in downtown Berkeley would be considered within this framework.

RESPONSE TO COMMENTS C260-36 AND C260-37

UC Berkeley is eager to work with DBA toward enhancing the economic and cultural vitality of downtown Berkeley.

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

1510 SUMMIT RD.
Berkeley, Calif
94708
June 18, 2004

Jennifer Lawrence, Facilities Services
University of California, Berkeley

Dear Jennifer Lawrence,
I am writing in regard to the Long Range
Development Plan 2020.

I live on Lower Summit and I oppose building
100 houses + parking at the top of
Strawberry Canyon at Grizzly Peak
The open space right by the Blvd.
would be ruined & congested, ~~park~~
parking would be much worse on our
already congested small streets,
and we would be burned up in the case
of another disaster like the Oakland-
Berkeley Hills fire. The wild life is
thriving in our area and such a develop-
ment would destroy it. Please do not
build more houses at the edge of Tilden

C261-1

Sincerely,
Joyce KRAUS, 1510 Summit Road,
Berkeley Ca, 94708
(510) 841-8930

11.2C.261 RESPONSE TO COMMENT LETTER C261

RESPONSE TO COMMENT C261-I

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

**Summit Road/Grizzly Peak Boulevard Watch
6 Summit Lane
Berkeley, CA 94708**

May 24, 2004

RECEIVED
JUN 18 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP)/
Environmental Impact Report

Dear Ms. Lawrence:

The "Town and Gown" challenges we face in Berkeley today are certainly not exclusive to our city, nor are they simply a product of the times. They are an historical reality of every college town. One of the more attractive aspects of living in a community of scholars is the possibility for a lively and creative exchange of ideas resulting in innovative solutions to problems. In order for that exchange to occur, however, there needs to be a true exchange – a give and take. The consensus among those who have made their voices heard regarding the UCB 2020 LRDP is that, until now, (and increasingly over the past 50 years) all the give has been from the community and all the take has been by the university.

As residents of the Summit Road/Grizzly Peak Boulevard Watch we reviewed the LRDP and are submitting our comments regarding various serious problems with the proposed faculty housing described as H1 and H2, two parcels which lie at end of the Lower Summit Road cul-de-sac, and the parking terraces across from the Lawrence Hall of Science, respectively. In the spirit of communication, we have followed those comments with a series of solutions, some of which are already identified in the LRDP's own Alternatives section (5.1 2020 Alternatives), some of which are a creative re-thinking of those solutions, and some which are not yet identified in the document. Some of these solutions address other concerns expressed at the public hearings, such as transportation, aesthetics, community disenfranchisement, and environmental health. It is our belief that sometimes a problem needs to be viewed from a different angle, and in doing so, many other dilemmas get resolved.

Below are the specific problems we have identified, followed by our suggested solutions. Following this document are attachments, including a list of specific questions raised in our letter, for which we would like answers from the University.

Problems With Current 2020 LRDP:

1) **Environmental and ecological**

- a. In August of 1974 a dry-season slide took out a road and broke a building in half at the Lawrence Berkeley National Laboratory, and undermined the stability of the Lawrence Hall of Science. As a result, head campus engineer John Shively along with engineer Ben Lennert, discovered an aquifer underneath what is now the parking lot of the UC Silver Space Sciences Laboratory. They found it by drilling a well, which has since been pumping millions of gallons of water annually in an effort to help stabilize the hillside. The extent of this aquifer is still unknown and needs to be carefully delineated with respect to the proposed housing sites H1 and H2. C262-1
- b. Run-off from the Chabot Observatory in the Oakland Hills, which was built along the ridge that continues from Grizzly Peak south, has already resulted in landslides and damage to the local habitat. A 1984 Converse Consultants report titled: Hill Area Dewatering and Stabilization Studies provided a comprehensive view of the hydrogeology of the Strawberry Creek Watershed. According to that study, at least six known fault lines circumscribe the area delineated for the proposed UC housing development (H1 and H2). According to the USGS the Hayward fault is considered one of the most dangerous in California right now, with a 70% probability of at least one 6.7 magnitude or greater earthquake capable of widespread damage before 2030. C262-2
- c. The UC LRDP identifies the Hayward, Wildcat Canyon and Strawberry Canyon faults but ignores the University Fault, the New Fault and the Lawrence Hall Fault complex, as well as several other faults passing under the Space Sciences Laboratory building which are in close proximity to the proposed housing reserve sites H1 and H2.

2) **Community Safety**

- a. Centennial Road is closed to through traffic during football games, most of which occur during high fire danger season. During an emergency, clogging of the narrow, winding adjacent streets creates both egress problems for residents and football game attendees, as well as access impossibilities for emergency vehicles. An addition of 100 families (200+ individuals) and possibly over 200 additional vehicles to this area would significantly magnify the existing access and egress problems. C262-3
- b. During a community crisis such as an earthquake, fire or terrorist attack on the Lawrence Berkeley Lab, a buffer zone between existing residential neighborhoods and UC property must be preserved for safety and as a C262-4

possible staging area for emergency services and equipment including agencies such as the Red Cross (field hospital) and FEMA. As there are no emergency services readily available to the Summit Road/Grizzly Peak Boulevard neighborhood, and the other neighborhoods east of the Hayward Fault, this buffer zone is critical to maintain.

C262-4

- c. Each year, during both the rainy season and the fire danger season, high winds have toppled trees and power poles resulting in property damage as well as ignition of dry brush, creating brush fires. On the Summit Road ridge, these winds have been clocked at 70 mph. Community efforts to underground utilities in the area have met with no success for the past 15 years. The Claremont Canyon Association reports that the US Forest Service has identified the Berkeley/Oakland Hills as the most hazardous urban fire zone in the entire United States. The "Santa Ana" winds that have fueled previous firestorms always come from an easterly direction. Grizzly Peak Boulevard must be maintained as a firebreak and as the last stand against westward moving firestorms, and Centennial Drive must remain accessible by emergency vehicles. This is even more critical today since the Lawrence Berkeley National Laboratory, with its many hazardous and radioactive materials and waste inventories, is just a few hundred meters down the street. Adding 100 families and their automobiles will add significantly to the egress dangers during an emergency.

C262-5

- d. Grizzly Peak Boulevard, which is already a very popular area for bicycle and motorcycle enthusiasts, has become more congested and dangerous every year. The potential introduction of hundreds of additional vehicles to the area makes this much-traveled artery even more hazardous.

- e. The new parking terraces for the Space Science Laboratory employees have been deemed too expensive by the staff, therefore they are using the neighborhood streets as their auxiliary parking lot, already creating access and egress problems for the local neighborhoods as well as emergency vehicles. Converting these parking facilities into residential housing would exacerbate the existing problem.

C262-6

3. Community Impacts

- a. The LRDP's section on housing (4.10.7 Impacts Regarding Population) identifies the 100 units high density (2, 3 and 4 bedroom) housing proposed for H1 and H2 as being within the City of Oakland, and completely excludes the reality that **all** of the impacts of this development are in Berkeley, including sewer system, roads, traffic, utilities, emergency services, etc. We believe that the legal ramifications and potential liability to the UC from the problems cited above are reason enough to re-think the LRDP's proposed housing development. By its own standard that housing should be within one mile of the main campus, these sites fail the criteria as they are nearly two miles away, and necessitate commute by car or bus.

C262-7

- b. The establishment of an exclusive community is anathema to the spirit of the City of Berkeley. The H1 and H2 development as outlined creates a population that is while homogeneous, is nonetheless constantly transient. A population group of this nature will not establish connections with the community, nor develop concerns for the issues that impact the rest of the citizens of Berkeley.

C262-8

Proposed Alternatives:

1) **Integration of Faculty Into the Community**

The concept of the Ivory Tower is an anachronism in the 21st century. In an era of rapid technological innovation, it has become critical that those responsible for the policies and innovations that will affect all of us, live in the 'real world'. Residents in the University's contiguous neighborhoods have expressed a desire to have more faculty members integrated into their neighborhoods in lieu of groups of undergraduates sharing communal housing. With the opening in 2005 of the additional 2,000 undergraduate student housing units, many of the lovely, historical residences that have previously been used for group undergraduate housing will become available for faculty housing.

C262-9

Predictions for University housing needs were based on vacancy rates that have changed considerably since research for the LRDP EIR was done. According to the Chair of Market Conditions Committee of the Rental Association of Northern Alameda County, apartment vacancy rates have soared from less than 1% in 2000 to 7% in November of 2003. This regional study broke down the statistics as follows: Oakland 7.3% and Berkeley landlords reported vacancies of 4.9%. This number includes vacant rental units within walking distance of the university campus, a situation unknown to Berkeley for more than half a century. In the last five years, the City of Berkeley Zoning Division has approved 1,054 units. According to the Berkeley Property Owners Association there are about 17,000 rental units in Berkeley. If we take the Alameda County vacancy rate for Berkeley, this means that 850 units are now vacant. This figure does not include the five or more multi-unit buildings still under construction in Berkeley or the 2,000 additional units to be available for students by the fall of 2005. Based on the LRDP's own numbers for required additional housing, those housing needs for both students and faculty are already available in the city. We propose that the university enter into long-term contracts with private landlords and property owner associations in Berkeley to secure housing for faculty.

C262-10

At the LRDP's EIR hearing at the Clark Kerr Campus, a graduate student currently living in UC's Albany Village with his family, expressed concern over the fact that his current salary did not meet the high rent he was paying. With the softening of the rental housing market in Berkeley, and a predicted

C262-11

decline in rental rates due to the thousands of new units becoming available for undergraduates in 2005, faculty and graduate housing units within the community will become more plentiful and more affordable (see Berkeley Daily Planet April 6, 2004).

C262-11

2) **Mixed-Use Research Park Concept at Richmond Field Station**

The University's beautiful 100-acre parcel next to the Richmond Marina Bay Residential Development on the Eastshore/Point Isabel Regional Shoreline was identified in the LRDP as a possible alternate site for development (5.1.3). The document describes this site as "not within the scope of the 2020 LRDP". We ask – **why not?** And, we request that it be seriously considered. The following are only some of the reasons why we believe this site would be ideal for some of the university's expansion plans.

C262-12

- a. Recognizing that scenic living and work environments are a substantial draw for research faculty and staff, this area on the San Francisco Bay is, by anybody's aesthetic standards, not only as desirable as the H1 H2 sites, but in fact, more so. The existing neighboring development of Marina Bay is an indication that the area is not only ripe for housing, but is welcomed by the Richmond community.
- b. Many university communities throughout the US are expanding their development into economically depressed areas with great success. A development of this kind would bring a boost to Richmond's local economy and provide an academic influence into an area that deserves and needs such an influence.
- c. At the University of Utah Research Park in Salt Lake City, for example, employees have access to the University's credit union, a commercial bank, a childcare facility, outdoor tennis courts, basketball courts and a jogging trail located in the park. The Eastshore Trail that adjoins the University's Richmond Field Station has been deemed one of the most spectacular and safe jogging and bicycle trails in the Bay Area. A development here along the lines of the University of Utah's Salt Lake City facility would be a jewel in the University's crown.

3) **Re-think the future of the Lawrence Berkeley Laboratory site**

The Lawrence Berkeley National Laboratory, originally known as the University of California Radiation Laboratory, was established in 1932 and moved to the current Strawberry Creek Watershed location in 1940. The primary purpose of the laboratory was the development of the atomic bomb as part of the Manhattan Project. In light of our current national concerns about terrorism and the aforementioned problems regarding access in the event of a fire or earthquake, the vulnerable location of the radiation lab today seems ill planned, especially considering the present high inventories of chemicals and radioactive materials and waste at the site.

Lest the University think that our concerns are political in nature, rest assured that many of us are the grateful beneficiaries of medical and technological

research conducted through the Lab. Our sole concern is that it is inappropriate to have such a high concentration of hazardous materials and activities so close to an already densely-populated residential neighborhood with an inadequate buffer zone.

C262-13

It is our understanding that the Lawrence Berkeley National Laboratory's environmental restoration program has conducted a site characterization with respect to soil contamination and is in a process of developing a corrective action plan for clean up. There are several acres of land available for development at the formerly de-commissioned Bevatron (Building 51) and HILAC (Building 71) sites, and building 88 is scheduled for de-commissioning in the near future.

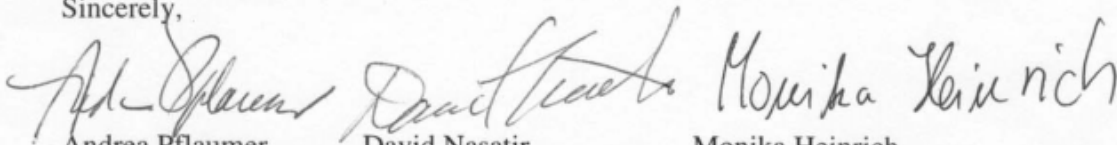
C262-14

Our logical conclusion, therefore, is that any of these sites, after clean up, would serve as ideal locations for faculty, staff and student housing. The close proximity to both the lab and the main campus (and the Northside shops and services) would enable residents to easily commute either on foot, bicycle, or shuttle, thereby eliminating additional traffic on Hearst Avenue/Northside in general. An obvious benefit of this plan is that it would be preferable, acceptable and even welcomed by the surrounding neighborhoods. This 'recycling' land-use concept (which is called 'in-fill' housing) is also environmentally preferable as it maintains existing open space in the Strawberry Creek Watershed lands.

Finally, it is our firm belief that 'an ounce of prevention is worth a pound of cure'. Rather than consider mitigations for problems already identified in the 2020 LRDP, it makes more sense to us to find new and different solutions. Rather than perpetuate the pattern of more environmental, ecological, and sociological degradation of our community through short-sighted and convenient 'fixes', it seems prudent to take a more long-term look at the needs of the University and the community and together explore the alternatives identified above. After all, by the University's own description, this is the 'final' long-term development plan, and it's implementation will have repercussions for a very long time. Why not make those repercussions positive ones?

C262-15

Sincerely,



Andrea Pflaumer
6 Summit Lane
Berkeley, CA 94708

David Nasatir
1540 Summit Rd.
Berkeley, CA 94708

Monika Heinrich
1460 Grizzly Peak Blvd.
Berkeley, CA 94708

Attachments: Question page
Signature pages
Maps

**Summit Road/Grizzly Peak Boulevard Watch
6 Summit Lane
Berkeley, CA 94708**

Addendum to 2020 LRDP Draft EIR Comments

**RE: Proposed Housing Development at Intersection of Grizzly
Peak Boulevard and Centennial Drive**

Questions

1. **Transportation and Traffic:** RE: figure F.2-1 for Study Intersection Number 10, it appears that the traffic analysis for the intersection referenced above is totally deficient with respect to estimating the current volume of traffic to and from the Strawberry Canyon, i.e. the Lawrence Berkeley Lab and the University of California facilities including the Lawrence Hall of Science, Botanical Garden, Strawberry Canyon Recreation Center, etc. Your numbers represent an unreliable sample. Everyone who lives here knows that peak traffic hours on these roadways are from 6-10 a.m. and from 3-7 p.m. This survey excludes a large portion of LBL traffic, whose employees come to our neighborhood to park and then catch the lab shuttle between 6 and 7 a.m. and then leave for home by 3 p.m.

C262-16

We understand that the Mathematical Sciences Research Institute employees have a fifty-year moratorium on paying for any parking at the UC's parking terraces. The employees from the Space Sciences Laboratory next door, however, have now been required to park in the newly constructed parking terraces and pay \$100 per month, which has motivated them to park in our neighborhood on our already congested narrow streets. Our postman has already identified numerous hazards and problems due to the parking situation (see attachment #1 from Toney Wilkins dated June 14th).

C262-17

At a recent Berkeley City Council meeting we learned that Councilman Wozniak calculated that it would be more financially beneficial for the City to patrol parking meters within the downtown area rather than to enforce restricted parking permit areas in the residential zones. Residents living on Wilson Circle, who already have these permits, constantly have many employees of the Lawrence Hall of Science parking on their streets. Residents have experienced no enforcement of these permits, even after calling the police many days in a row. In other words, the residents are paying for parking in front of their own homes, while the UC's employees are stealing our parking spaces for free.

C262-18

- A. Where is the University's Goodwill in this regard, both to their employees and the neighborhood? C262-18
- B. We request that you return to your original agreement and understanding with employees of these UC Berkeley satellite facilities to provide them free parking since they are removed from the amenities provided to other UC employees who are closer to central campus and downtown. C262-19
- C. We request that a comprehensive and thorough traffic study be conducted utilizing automatic automobile counters (across the width of the road) in all four directions at the intersection of Grizzly Peak Boulevard, Centennial Drive, and Golf Course Drive. C262-20
- D. How do you propose to mitigate for the increased pollution, congestion, and demand for parking to be generated by as many as 200 additional permanent cars (not including visitors to those residents) that will likely be brought to the neighborhood as a result of the proposed housing development. C262-21
- E. Per the enclosed "Professor Pathfinder's University of California" Berkeley campus and environs map, (Attachment #2) it appears that the Lower Summit Road has been erroneously identified as a thoroughfare connecting to the intersection of Grizzly Peak Boulevard and Centennial/Golf Course Drives. If the University intentionally provided this information to the map company, we are concerned that the University plans to extend Lower Summit so that it becomes a five-way intersection at Grizzly Peak/Centennial/Golf Course. In addition to the traffic nightmare that would ensue, it is our understanding that this area is the headwaters of Lincoln-Schoolhouse Creek and must be protected as part of the Strawberry Creek Watershed. If it is not the intention of the University to extend this road, please explain the anomaly on this map and have it corrected. C262-22
- F. There are bus stops periodically along Grizzly Peak Boulevard from Centennial Drive to Marin Avenue and beyond. Crossing Grizzly Peak on foot at almost any point and any time of the day is done at risk of life and limb. Blind corners, speeding motorists, groups of motorcycle club members and other non-residents, unaware of signed crosswalks on Grizzly Peak make pedestrian and vehicle crossings extremely hazardous. Grizzly Peak is a "collector artery" for emergency vehicle egress and access at the interface between wildlands and an urban area. Also, within a few hundred meters of the proposed housing development is the Lawrence Berkeley National Laboratory's Hazardous and Radioactive Waste Handling Treatment and Storage Facility. In the event of an earthquake, firestorm or other natural or manmade disaster, Grizzly Peak becomes the primary escape route for residents. How can you justify increasing traffic congestion in this area in the event of such a disaster? C262-23
- G. Small children are, by nature, unaware and unmindful of traffic hazards. And, as they get older, some unsupervised children are even willingly C262-24
- C262-25

challenged by dangerous situations. How can you possibly propose to put family housing here, near a virtual freeway, (which a thorough traffic study would certainly have identified), with small children wanting to get to the park?

C262-25

2. **Population and Housing:** Per Attachment #3, an article in the Berkeley Daily Planet (July 11-14, 2003) describes the historic housing development boom in the City of Berkeley, which includes many affordable housing units. The number of units built or approved between July 1, 1999 and December 1 2002, or in the pipeline as of the end of that period exceeds 1,269 units required by the Association of Bay Area Governments due by December 2006. In fact, it is our understanding that more than 2,000 new housing units will be available before that date. This information begs the following questions:

A. Does the University really need this proposed housing at the intersection of Grizzly Peak Boulevard and Centennial Drive in the high-risk fire zone? How do you justify spending your funds on new development when it is clear that there is ample housing available within the community near to campus? Demonstrate a need for this additional housing, especially in light of the ample supply (and more coming on line soon) within walking distance to the University and its facilities. Demonstrate a need for a segregated housing enclave up a steep, narrow, winding, high traffic-volume road, without sidewalks or bicycle lanes, fraught with blind curves, nearly 1000' in elevation (clearly not easily accessible by bicycle or on foot) above the campus site, nearly two miles from Doe Library, and more than a mile beyond the LRDP's own stated objective of placing housing one mile from Doe Library?

C262-26

C262-27

B. The proposed housing development is contiguous with an existing R-1H (Low-density, single family home) area within the City of Berkeley. This zoning designation was established for good reason: the access, egress, flora and fauna of the area require low-density housing, minimal environmental impact and minimal traffic. This area is within the City of Oakland's General Plan Land Use designation for "park, recreation, natural area, or watershed". This site is within the City of Oakland's S-7 Preservation Zoning District intended "to preserve and enhance the cultural, educational, aesthetic, architectural environmental and economic value of structures and areas of special importance". The existing greenbelt is definitely an area of "special importance". Policy 2 of the Civic and Open Space

C262-28

element relating to University lands calls for portions of the Hill Area to be maintained as public open space. How do you justify proposing a 100-unit high-density housing development in an area designed in the UCB 1990 LRDP for open space? (See Attachment #4)

C262-28

C. Is it true that the UC Berkeley is considering (or has already) turned over (leased) the entire 100-acre Richmond Field Station site to a private developer to develop into a research park along the lines of UCSF's Mission Bay Project? In light of the adjacent proposed development of 1,330 residential housing unit, proposed by Simeon Residential Properties and Cherokee Investment Partners, is the feasibility of contracting part of those units for faculty and/or staff/student housing being considered? Why were these 100 acres of UCB land left out of the UCB 2020 LRDP EIR? What is the purpose of this potential research park development and why can't it be considered as an alternative to further development near the main campus and to the proposed 100,000 square feet of research facilities proposed in the Hill Campus in the Strawberry Creek Watershed? Please provide details about the purpose of the Richmond Field Station Research Park project. (See Attachment #5 Berkeley Daily Planet, May 28-31, 2004).

C262-29

D. Have you looked into the possibility of entering into contractual arrangements with the developers referenced above, or with any of the developers of the numerous housing projects in Berkeley, in order to establish long-term faculty/staff leasing agreements, and if not, why not?

C262-30

3. **Soils and Geology:** As referenced in our comment letter, there is an underground lake (aquifer) in the vicinity of the proposed housing development. According to the Silver Laboratory Expansion Project Initial Study Checklist (Pages IV-18, item c) a water tank pumping water from Shively Well #1, approximately 400 feet deep below the Space Sciences building was intended "to help lower the groundwater level in the rock structure underlying the ridge and the improve stability conditions in the Lawrence Hall of Science and Corporation Yard areas." Figure 3.2 "Local Fault Map" (Attachment #6) identifies the fault zones surrounding the proposed housing sites H1 and H2, also referenced in our comment letter.

A. What is the extent of the Lennart aquifer? What is the interaction of the potential movement of groundwater, with respect, for example, to the Wildcat Fault? What might happen to the aquifer if there is a major earthquake on the Hayward Fault? How much has the Lawrence Hall of Science moved since the 1974

C262-31

landslide? How is the soil movement being observed and determined in the LHS area?

C262-31

B. What are the worst-case scenarios with respect to the fault zone and the aquifer, including landslides, and what emergency plans are in place to deal with them?

C. How are you planning to mitigate for the increased runoff caused by the projected development?

C262-32

4. **Community Safety:** There are a number of eucalyptus groves near the proposed housing site including one containing over 200 mature trees on the south side of the Lawrence Hall of Science. Those trees carry a dangerous load of eucalyptus oil, dry leaves and branches, and ground litter that comprises a serious potential fire threat. We understand that the grove was slated for thinning several years ago but it appears that this has not yet taken place. In a wind-driven, fast-moving firestorm, we see these groves as a serious threat to our neighborhood. In the 1991 firestorm, for instance, it was determined that if the wind direction would have changed, it would have taken only ten minutes for the fire to have moved in the tree canopy from the top of Panoramic Hill across Strawberry Canyon to Grizzly Peak Boulevard and our neighborhood. In light of this finding:

C262-33

A. Is the removal of these trees part of the development plan and when can we expect them to be removed? If not, why not?

B. What is the current plan to evacuate the population in our neighborhood in the event of a firestorm, earthquake or other disaster? Has there been communication between the Cities of Oakland and Berkeley, the Regional Park District, Lawrence Berkeley Lab and the University with respect to an evacuation plan in the event of such disaster. Please provide details of the evacuation plans from these entities in your responses.

C262-34

C. At the Parkwoods apartments, which was a high-density housing development lost in the Oakland Firestorm; residents were trapped due to inadequate egress. Because of the loss of life and the huge property damage, multiple overlapping lawsuits ensued. How do you propose to mitigate for the potential gridlock that will ensue in such a firestorm due to residents attempting to escape our area? How do you mitigate for the potential loss of life resulting from that gridlock?

C262-35

Conclusion: In view of all of the concerns identified in our comment letter and our above questions, we recommend that you adopt the "no project" alternative for the H1 and H2 housing development. We are attaching more than 400 signatures from concerned neighbors and citizens who are in opposition to this project.

C262-36

June 14, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

I am a letter carrier with the U.S. Postal Service and for the past five years my route has been the Grizzly Peak Boulevard, Summit Road area. Some of the people on my route just told me that the University is considering building 100 housing units at the corner of Grizzly Peak Boulevard and Centennial Drive. I think this is a terrible idea.

There are many blind curves on the section of Grizzly Peak that I service. Even before the new university building went up near that intersection, (the Space Sciences Building) my route was a dangerous one. After the new building went up and the employees starting parking all over the neighborhood where I deliver mail, the situation got worse. Many times I cannot pull over to deliver the mail because there are many cars parked on the street blocking my access to the mailboxes. I have been cursed at, honked at and nearly hit numerous times. Already this year I have had my delivery vehicle side-swiped (hit-and-run) on Grizzly Peak. Other mail carriers delivering mail further north on Grizzly Peak have had their delivery trucks hit by passing cars. Adding 100 housing units at the intersection of Centennial Drive and Grizzly Peak Boulevard will only make the parking and traffic situation even more dangerous on my route.

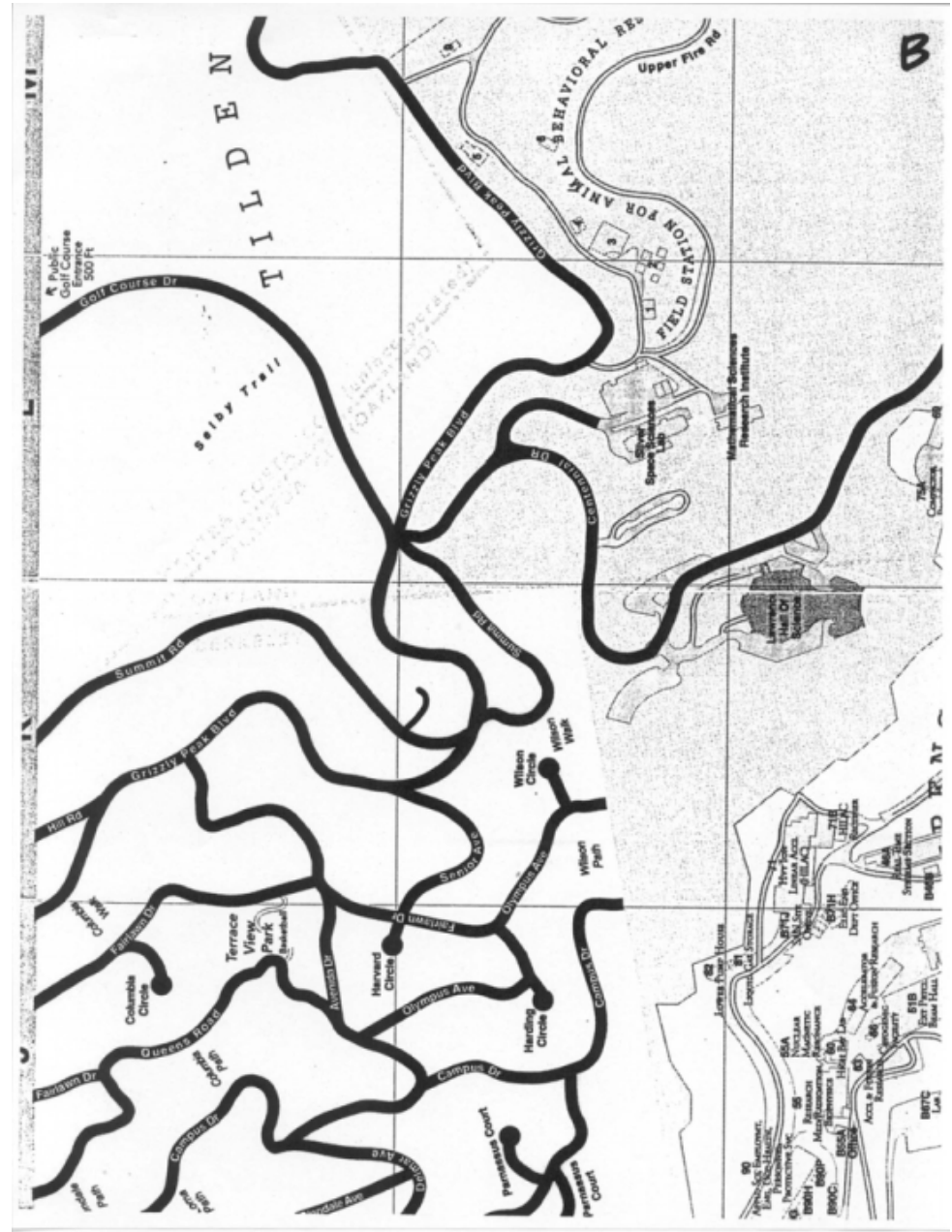
How do you propose to keep the pedestrians, the bicycle riders, and delivery trucks safe? If you put up a traffic signal there, you will only get more cars driving faster once the signal changes. We have already spoken with our supervisors about the possibility of getting some speed bumps on the most dangerous curves, but that's going to slow things down for everyone – including fire trucks and emergency vehicles. And like my customers have said, getting out of the area during a fire or other emergency would become slower and even more dangerous. The whole idea is a big mistake. I urge you to not build this proposed development.

C262-37

Very truly yours,

Tony Wilkins
Berkeley city carrier

Tony Wilkins
Berkeley City Carrier – Route 88
C/o D.D.U.
1150 8th Street
Berkeley, CA 94710



Pace of City's Construction Not Likely to Subside Soon

By ROB WRENN
Special to the Planet
This is the last in a three-part series on Berkeley's housing boom.

Berkeley's Housing Boom A Daily Planet Special Report Part Three Building For The Future

The current housing boom in Berkeley shows no signs of letting up. There are at least 600 units more being planned by for-profit and non-profit developers that have not yet come before the Zoning Adjustment Board for approval.

Panoramic Interiors, Patrick Kenandy's development company, has plans to build a 190-unit mixed-use project at Martin Luther King Jr. Way and University Avenue to replace the unsightly Kragen Auto Parts strip mall.

If built as planned, this project would be the largest housing development in Berkeley, surpassing Redwood Gardens, the housing development for seniors on Dreyfus Street above College, which has 169 units.

The City has also done a feasibility study to analyze the possibility of building housing for teachers and other public employees on the western part of the Ashby BART parking lot. Unions representing school district, city and UC workers prompted the proposal to look into developing the site.

In the Southside, the city has agreed to waive liens if the

owner of the Berkeley Inn site at Telegraph Avenue and Haase Street obtains permits to build housing there and housing is planned for Durant Avenue near Telegraph.

Berkeley's for-profit and non-profit developers are not the only ones building more housing. The University of California is also adding more housing to ease the crunch that students have faced in recent years and to accommodate the expansion of the student body that is under way.

The University has added 100 beds with newly constructed housing at College Avenue and Durant and is in the process of constructing an additional 931 beds and 191 student apartments on Channing Way as additions to the high-rise Units 1 and 2 dorms in the Southside.

Nor is this the end of UC's housing development plans. The New Century Plan identifies three more sites in the

Southside for future housing development, including the Tang Center parking lot on Bancroft Avenue and the Anna Head surface parking lot on Channing near Telegraph.

ABAG demands more housing

With the building boom now under way, Berkeley will have little difficulty meeting Berkeley's share of the "regional housing need" as determined by the Association of Bay Area Governments (ABAG). Berkeley was asked to produce 1,269 units of housing during the seven and a half years between July 1, 1999 and December 31, 2006.

In response to the concerns of state housing officials related to the Housing Element of the city's 2002 General Plan, city staff assembled housing data that showed that the number of units built or approved between July 1, 1999 and

ATTACHMENT 3



Edik Olson

APARTMENT BUILDING rises at 2612 Telegraph Ave.

December 1, 2002 or in the pipeline as of the end of that period, totalled more than the required 1,269 units due by December 2006.

ABAG's "Regional Housing Needs Determination" calculates housing needed to accommodate projected growth. But in addition to that, there is a clear need for more affordable housing to address the needs of current residents who are paying much more than they can afford in rent to live here. The Bay Area has some of the highest housing costs in the country, which has created a crisis for people with lower incomes.

To meet this need, it has been estimated that approximately 5,600 units of housing would be needed. According to the General Plan housing element, that's how many "very low-income non-student households" there are in "privately owned, unsubsidized housing." Virtually all of these are over-paying for rent and "would be eligible for some form of rental assistance if it were available."

And there are also many people working in Berkeley at low pay retail, clerical, service, and blue-collar jobs, but living elsewhere, who might like to live nearer to where they work if they could afford it.

While the City is producing more than enough market-rate

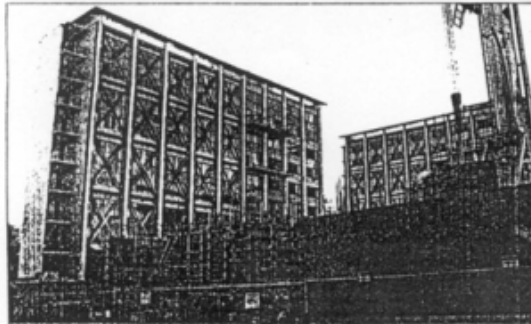
housing, it is falling short of meeting the need for affordable below-market units. The city's General Plan has set an ambitious, but very difficult-to-achieve goal of "providing an additional 4,400 permanently affordable housing units for low- and very-low-income households through acquisition of existing housing and new construction."

And what the city is achieving with respect to producing affordable units is threatened by possible legal challenges to the inclusionary zoning ordinance.

TransAction Companies, developers of the planned Library Gardens project, whose vice-president is Chamber of Commerce president John DeClerq, filed a challenge to the city's inclusionary housing requirement in October 2001. But the company withdrew its appeal in February 2002.

In response to a referral from City Council, the city's Housing Advisory Commission proposed giving affordable housing proposals higher priority treatment over other development proposals before the Design Review Committee and the ZAB. But City Council has yet to adopt any policy for priority processing for low-income housing projects.

Continued on Page Thirteen



Edik Olson

UC STUDENT HOUSING under construction at College and Durant Avenues.

City's Housing Boom Expected to Continue

Continued from Page Four
How development has changed

In the 1980s, a majority of the units being produced were affordable units. For-profit developers accounted for a relatively small share of the housing being produced. Contrast this with the last two years when only 25% of the units are below-market affordable units and only two projects are by non-profit affordable housing developers. For-profit developers today account for a large majority of the units being produced, and also account for a majority of the below market units produced in the two year period from May 2001 to May 2003.

While the percentage of affordable units being produced has fallen, the absolute number of affordable units being produced now is greater than the number in any two-year period in the 1980s.

The apartment projects being built now are, on average, denser than the housing that was produced in the 1980s. Compare Sausalito, the UJA coops or the scattered site low-income housing from the 1980s with the projects being approved today. Instead of two or three stories, buildings today are typically four or five stories. Of the 13 projects approved by ZAB, 10 will be five stories in height; six will be four stories; and one will be three stories, but will be 50 feet tall with full units.

Developers are also receiving concessions and bonus units under the state density bonus law and are taking advantage of the flexibility in development standards in certain zoning districts (notably C-5A, the city's "South Area" zoning, in South Berkeley).

Developers are getting extra stories, reduced setbacks, reduced open space,

increased lot coverage and reduced parking. Of the 17 projects approved by ZAB, 13 received at least one concession that allowed them to exceed development standards.

Four projects received an extra floor. Residential parking requirements have been reduced for several projects, in some cases with a provision that residents will not be eligible for residential parking permits in the adjacent residential neighborhoods.

While projects are denser, units are, in some cases, on the small side, though there is considerable variation. Some have studio units with as little as 340 square feet (visualize 17 x 20 feet). Units over 1,000 square feet are relatively scarce.

Housing in the neighborhoods

Since the passage of the Neighborhood Preservation Ordinance in 1973, almost all of the new apartments that have been built are located on commercial corridors. This is also true of a large majority of housing approved by ZAB in the last two years.

The two cases where ZAB and City Council have talked at approving new housing have both involved projects in the middle of residential blocks that



Berkeley high-density development projects, May 2001-May 2003. Illustration by Justin DeFina

Income Level	\$28,050	\$32,050	\$41,050	\$40,050
Very Low Income				
Low Income	\$44,850	\$51,250	\$57,650	\$64,050
Medium Income	\$56,000	\$64,800	\$72,000	\$80,000

Graphic by Ken Egan

The Oakland Primary Metropolitan Statistical Area consists of Alameda and Contra Costa counties.

a street served by at least two bus lines. Almost all of these projects are on commercially zoned parcels. Sites include vacant lots, the former Fine Arts Theater, a former gas station on North Shattuck, the Hink's parking garage, and sites with one- or two-story commercial buildings.

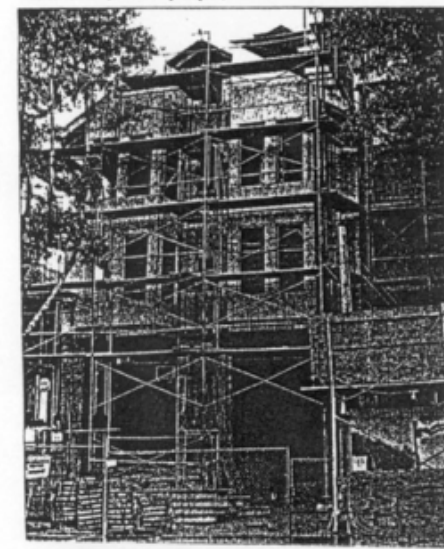
The other two are the proposed projects at 2500-2514 Bevenue Avenue and at 1155-63 Heast Avenue. Both locations are in the middle of residentially-zoned blocks in established residential neighborhoods.

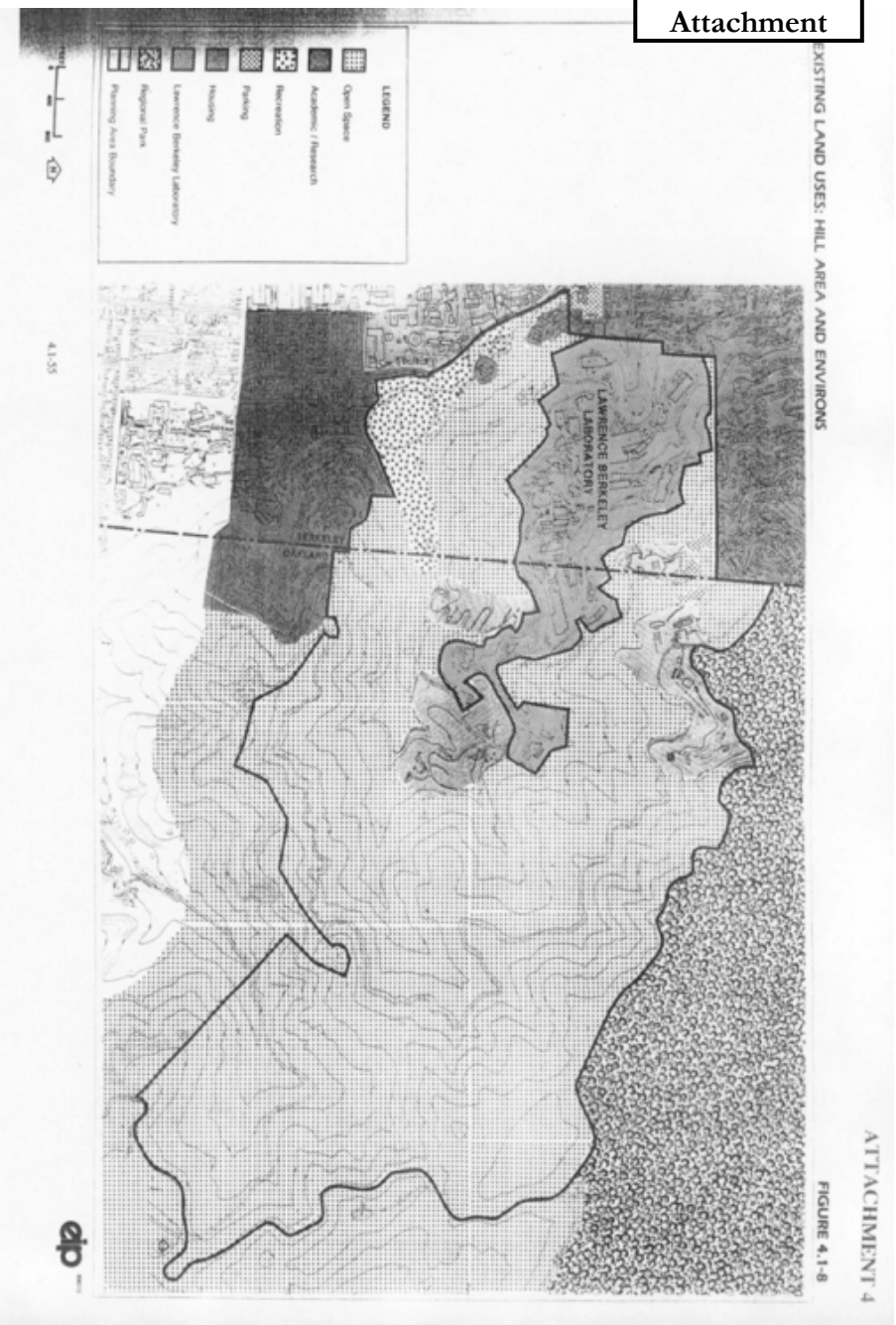
Both projects would have replaced existing housing with taller, denser buildings. Both projects generated strong and well-organized opposition from immediate neighbors. ZAB rejected the project at 1155-63 Heast by a vote of five to zero with three abstentions, and the council subsequently upheld ZAB by a 6-3 vote.

The Bevenue project was narrowly approved by ZAB with the five vote minimum. The Bevenue Neighbors Association appealed. City Council heard the appeal and decided to approve a portion of the proposed project that involved retrofitting two existing buildings to create more, smaller units in place of the existing apartments.

The council called on the developer to do an environmental review of the most controversial portion of the project that called for construction of a five-story building in place of two existing turn-of-the-century homes, one two-story, the other one-story. The building would have been taller than any existing housing on the block and would have included classroom and office space along with housing.

Rob Wrenn has lived in Berkeley for the last 21 years and is a member of Berkeley's Planning Commission.





Richmond Project Sparks Environmental Fight

Thirteen hundred and thirty residential units are slated for a contaminated site that was once the home of Stauffer Chemical. See story, Page Three.

Weekend Edition, May 28-31, 2004

Berkeley Daily Planet

Volume 6, Issue 17

FREE

James Schaller

Builders, Environmentalists Spar Over Toxic Richmond Site

By RICHARD BRENNEMAN

A major residential and biotech research complex proposed for the Richmond waterfront has pitted a coalition of activists and neighbors against a developer who offers a healthy boost to the city's stricken tax base.

Thrown in chemically contaminated soil, rumors of radioactivity and view-threatening high-rise condo towers, and a classer confrontation shapes up. On one side are Russ Pito (a Marin County developer whose Simeon Residential Properties and Simeon Commercial Properties development firms are major players in the Bay Area and Colorado real estate markets) and Cherokee Investment Partners (specialists in cleaning up and developing "brown-field"—contaminated—"propr-

On the other side are a coalition of East Bay activists and neighborhood groups worried about pollution, radiation, and high-rise development.

There's a lot of contentious going back and forth between the developer and some of the neighborhood groups, said Carson Parker, the Richmond Planning Department associate planner charged with conducting the project's environmental review.

The review under the California Environmental Quality Act is only "the first stage

toward approval of what Pito hopes will be a 1,330-unit complex of owner-occupied high-rises, mid-rises, and townhouses and rental loft apartments to be constructed on a 40-acre site west of 1,380 southwest of Meade Street at the Bayview Avenue exit.

The site earlier housed the Shafter Chemical and Zeneca Inc. manufacturing sites. Shafter refined sulfur from iron pyrites on the site, the source of the major soil contaminants. Among the other contaminants whipped up on-site by Shafter were nitric acid, herbicides, fungicides, insecticides and a pourpouri of other industrial compounds. Zeneca brewed up pharmaceuticals.

Zeneca, the last owner before Cherokee Simeon, spent \$20 million on site restoration, neutralizing acidic chemicals in the soil, capping the site with uncontaminated soil, and building an underground barrier to block contaminants from leaking to the bay.

With the UC Berkeley Richmond Research Station's neighbor to the north, Pito had initially obtained clearance to build a biotech research park on the site, but his plans changed with the post-9/11 market collapse, when the need for space evaporated.

Phase one of the project includes a 16-acre life sciences research center, and "we've already put \$16 million into that," Pito said. The project includes a pair of nicely landscaped buildings, and "we already have approval to two more 90,000-square foot buildings."

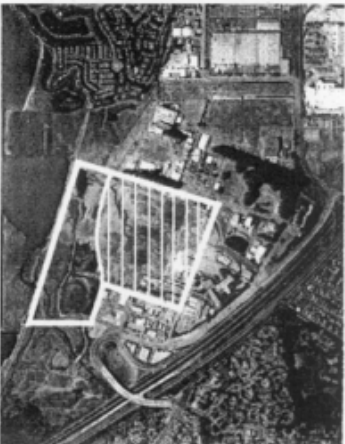
With the switch to residential use, a whole new set of concerns surfaced, based on round-the-clock occupancy, as opposed to the typical, 40-hour-a-week presence of workers.

"Everything's on hold right now," Parker said. "The Regional Water Quality Control Board has the final say on whether the site is suitable for residential use, and nothing can move forward till they make their ruling."

An earlier water board approval had been torpedoed by the state Department of Toxic Substances Control (DTSC), which issued a stinging letter April 6 citing 10 "fatal flaws" in Pito's proposal.

Barbara J. Cook, DTSC's Berkeley-based chief of North-Central California coastal cleanup operations, told a reporter she had retracted the letter, which had been written after Cherokee Simeon had submitted the wrong document.

"We have the latest document now, and are conducting a joint review with the Regional Water Quality Control Board and we will make our recommendation, based on that," Cook said.



An aerial view shows the bay view site of the proposed Richmond development.

Courtesy: Simeon Chenier

Worries about on-site radiation surfaced after January 2001, when the U.S. Department of Energy released a five-page list of sites covered by the Energy Employees Occupational Illnesses Compensation Act of 2000.

That law provides funds to people who contracted illnesses working at sites where radioactive substances were produced or treated. There, next to last among the California entries, was Shafter Metals, Inc., of Richmond—listed as both an atomic weapons employer and a Department of Energy Site.

Communities for a Better Environment (CBE), a politically potent statewide coalition with offices in Oakland and Huntington Park, based their opposition to Pito's research park plan on the federal listing.

Pito then hired MACTEC Development Corporation to conduct a radiological survey of surface soils at the site, which turned up gamma radiation levels no higher than typical background counts. CBE withdrew their opposition, but concerns still remain in the community—CBE has taken renewed interest in the site now that residential use is planned.

If the DTSC and the water board approve on-site housing, the project must then complete Parker's environmental review and obtain clearance from the city Design Review Board, Planning Commission and the City Council before Pito can start preparing the site.

Before he gets there, Pito will have to overcome formidable opposition, judging by the

Continued on Page Seven

Richmond Project

Continued from Page Three

turnout at a preliminary organizing meeting held Sunday in the Richmond Annex home of Patricia Leslie and Karl Smith.

Among those on hand were City Council candidate Gayle McLaughlin, Mary Selva (Vice Chair of the Richmond Annex Neighborhood Coalition and chair of the group's Planning and Zoning Committee), Albina Hoover of the North Richmond Shoreline Alliance, Dr. Henry Clark of the West County Toxics Coalition, Kaiser Permanente cardiologist Dr. Jed Rittman, and representatives of the Sierra Club and Greenpeace.

Selva said the Palmdale Annex Neighborhood Council and Citizens for the East Shore State Park have also declared their opposition to the development project.

Another well-organized foe, Bay Area Residents for Responsible Development, has been taking a leading role in efforts to mobilize opposition, said Norman Larovere, chair of the East Bay Public Lands Committee of the San Francisco Bay Sierra Club chapter.

Larovere says that among other concerns, he is worried about the pest of project residents—cats and especially dogs are very hard on wildlife—in the addition of 5,000 or so new residents to the sensitive Bay Trail environment. Pito's plans include construction of San Mateo, between the residential development and the Bay Trail hiking and biking paths. Pito said that his company is spending \$5 million on a two-year cleanup that will start in September and then break for the nesting season of the Clapper Rail, "an endangered bird that nests in the marsh." The East Bay Regional Parks District has already signed off on the cleanup, and when it's completed, they'll manage the marsh, with the costs of management and maintenance paid by us.

Preliminary plans call for three 18-story high-rises at the northeast corner of the site, adjacent to the existing life sciences buildings, with the remainder of the project consisting of buildings of three to seven or eight stories.

Projected prices for the owner-occupied units range from \$260,000 for entry-level units to \$650,000 for the townhouses closest to the shoreline, Pito said.

While the Sierra Club is waiting until after Parker's draft Environmental Impact Report is ready before commenting on the project as a whole, "we're definitely opposed to 18-story buildings right on the waterfront," said Jonna Papadimitriou, conservation manager for the Sierra Club's San Francisco Bay Chapter.

There's definitely room for 3,000 more residents in Richmond, but that site may not be appropriate," she said, noting that besides impacting sensitive waterfront, "the history of the site is long and toxic."

Robert Chesney, chair of Citizens for the East Bay Shore Park, an alliance of concerned citizens, the Sierra Club, the Audubon Society and Citizens for the Albany Shore, said "We want a state park along the bay shoreline, a pearl necklace of open spaces to preserve for the generations to come. We'd like to see a 300-foot swath that's free of development."

Chesney's group opposes the residential project both for its impact on sensitive shoreline and for its impact on the well-being of other area residents. "We've had shoreline fights in Albany, Emeryville, Richmond and Berkeley, both to preserve the shoreline and to protect public access," he says.

Another source of opposition cited by Selva and other project foes is the project's separation from BART and other mass transit services. Pito counters by offering to provide regular shuttle service to BART similar to the shuttle UC Berkeley now provides between their nearby research and the downtown Berkeley BART station.

"We're also talking about park-and-ride in conjunction with bus service," the developer said. Asked about concerns the high-rises might block the

views of residents to the east of the site, Pito concedes that his current plans for the site may undergo alteration after the city begins its review process.

Cherokee Simeon Ventures won't be constructing the actual housing units. "We're getting the entitlement for the 1,330 residential units. We'll develop streets, infrastructure, parks, utilities—everything that the buildings," Pito said. "We'll sell the neighborhoods, segmented by product types, so we can get five or six builders working at one time. We'll be spending about \$40 million for infrastructure, and we'll very tightly control the architecture. We have our own design review process builders must follow before they can ever take their plans to the city." Planner Parker expects a lot more storm and dune before the final curtain falls.

"There were more than 30 speakers at the first planning commission study session March 30, and it lasted over four hours," Parker said. "There's a lot of contentiousness, and it's a very complicated project."



IV-14

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RECEIVED
 JUN 18 2004
 PHYSICAL & ENVIRONMENTAL
 PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

1531 Compton Drive
 Signature Address Berkeley
 MARY M. DRINAN CA 94708

LETTER C262
Attachment

June 6, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

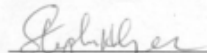
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature Stephen H. Yee

217 Fairlawn Dr, Berkeley, Ca 94708
Address

LETTER C262
Attachment

June 6, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

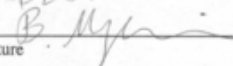
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

BEHROUZ MAZANDARANI

Signature B. Mazandarani
1524 CAMPUS DR
Berkeley, CA 94708
Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 1 8 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

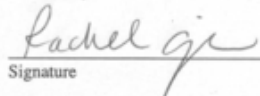
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Signature

1007 Miller Ave Berkeley, CA 94708

Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 1 8 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,



Signature

1297 Grizzly Peak Berkeley CA 94708

Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

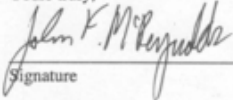
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing a historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

1297 Grizzly Peak Blvd 94708
Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

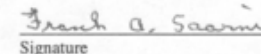
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing a historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

1434 GRIZZLY PEAK BERKELEY
Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 18 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Betty J. Savarin 1434 Grizzly Peak, 94708
Signature Address

LETTER C262
Attachment

June 12, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 18 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Heather Neckite 140 Hill Road, Berkeley, Ca 94708
Signature Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Meredith Marsh 1297 GRIZZLY PK BLVD CA 94708

Signature

Address

LETTER C262
Attachment

June 12, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Alvin F. Redente 140 Hill Road Berkeley CA 94708

Signature

Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

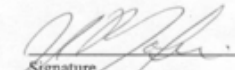
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature
JOHN MACINNIS

156 HILL ROAD
BERKELEY 94708
Address

LETTER C262
Attachment

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

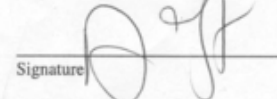
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

1417 Grizzly Peak Blvd
Address

see over →

LETTER C262
Attachment

RECEIVED
JUN 1 8 2004
June 8 2004

We have 3 small children
(all under 2yr) and this
development would cause increase
traffic congestion which would
be dangerous for kids playing
in the neighborhood. I am
very close to the location
where construction is contemplated.

Thank you,
Denise Gant
1417 Grizzly Peak

Yours truly,
[Signature]

LETTER C262
Attachment

16 June 2004

For over 25 years, I have been walking from my Berkeley house, on Campus Drive, uphill onto Olympus Avenue, and then through the areas where the Lawrence Hall of Science upper parking lots are now. I end my walk at the top of the steps leading to UC's Math Institute.

Before the paving of the area uphill from Centennial Drive, and across from the Lawrence Hall of Science, the field was a natural "hilly field," complete with wildflowers. I often saw California quail in that hilly field area - individual quail and also groups of quail with a mother followed by baby quail.

Since the hilly field was paved over with asphalt, I never see quail.

On occasion, I used to run into a graduate student from UC's Biology Department, researching an unusual species of lizard that lived in that hilly field. But, since the hilly field was paved, I have not met any more lizard researchers, presumably because the lizards are gone.

I think the plan to develop the nearby natural area near Centennial Drive and Grizzly Peak Boulevard is a shortsighted bad idea. It will surely result in the destruction of habitat for a number of species of birds, animals, and plants living there now.

Susan Bury

Susan Bury
1482 Campus Drive
Berkeley CA 94708

RECEIVED
JUN 1 8 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

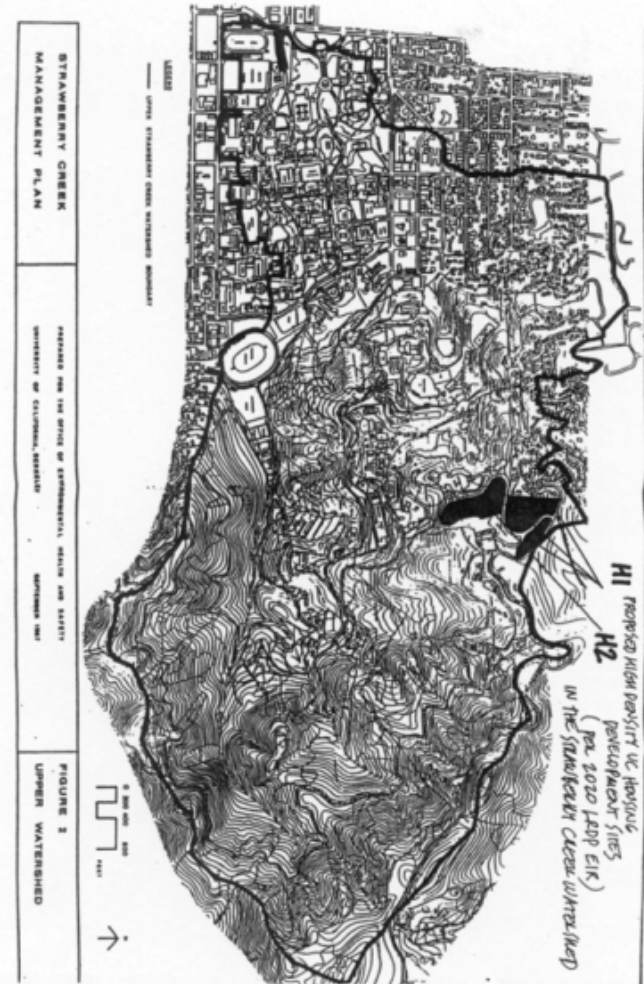
URGENT

RECEIVED
JUN 18 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

SAVE SUMMIT ROAD/GRIZZLY PEAK BOULEVARD NEIGHBORHOOD FROM UC DEVELOPMENT/ENCROACHMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood – in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.



**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Michael Pfleumer	<i>[Signature]</i>	6 Summit Lane	549-3449	
Mohammed Kazem	<i>[Signature]</i>	1498 Summit Rd	6449898	
Zehra Wajid	<i>[Signature]</i>	1536 Olympus	5480186	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
Amine Haoui	<i>[Signature]</i>	1572 Olympus	8480930	aminehaoui@yahoo.com
Kathleen Michon	<i>[Signature]</i>	1447 Summit	845-5787	
Elizabeth U. Brown	<i>[Signature]</i>	1753 Summit Rd	843-6615	
Colette Denton	<i>[Signature]</i>	1400 Summit Rd	652-3299	
Robert Denton	<i>[Signature]</i>	1400 Summit	652-3299	
Judy Washburn	<i>[Signature]</i>	20 Ajax Pl	843-9665	
Susan Vinluan	<i>[Signature]</i>	11 Ajax Pl	848-5800	
Frank Morrison	<i>[Signature]</i>	11 Ajax	848-5809	
Robin Caton	<i>[Signature]</i>	5 Ajax	981-8191	
JM Sweeney	<i>[Signature]</i>	10 Ajax		JMSWEENEY@COMCAST.NET
Skylar Girardin	<i>[Signature]</i>	1536 Hawk St	510-847-1742	
Jill More	<i>[Signature]</i>	2 Ajax Pl	510-843-4365	
Patricia Hill	<i>[Signature]</i>	1 Ajax Pl	(510) 843-2018	
Lucy H. Campbell	<i>[Signature]</i>	1 Atlas Pl	(510) 848-0534	
Norma A. Fox	<i>[Signature]</i>	100 Hill Rd	(510) 841-0441	
Ethel Mussen	<i>[Signature]</i>	120 Hill Rd	(510) 841-5671	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
GERGE LEONOFF		194 Hill Road	510 849-1830	aleonoff@aol.com
ARLENE LEONOFF		134 Hill Rd.	849-1830	"
Kathleen Heckman		144 Hill Rd.	948-5787	
Harry Heckman		144 Hill Rd	848-5787	HHH@aol.com
DAVID HAMER		169 Hill Road	848-7408	
Marcia Hamer		164 Hill Road	848 7408	
Mary Jane BA		131 Avenida D NW		
Malcolm N. Scatchler		2230 Blake St	9470	
John Herr		171 Hill Road	559-6111	johnh@pacbell.net
DEVE INMAN		159 Hill Road	649-0940	Deve 9470
MARION INMAN		159 Hill Rd	649-0940	
MELISSA BLOOM		7 Ajax Pl	644-3027	MELISSA.BLOOM@UCBERKELEY.EDU
MARIS MEYERSEN		1509 LA LORA	845 8559	
James Bloom		7 Ajax Pl.	644-3027	maris@ucberkeley.edu
Marie M. Wilson		1466 Summit Rd Berkeley 94708	541-0716	mao@aol.com
Stacy Grickman		1488 Summit Rd	(510) 540-0598	
Luis Garcia		1476 Summit Rd.	(510) 845-7895	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate **firebreak** and **buffer zone**, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
ANDREA PERAZICHINI		6 Summit Ln	848-9493	andrea@ucberkeley.edu
Mariola Fernandez		1457 Summit Rd.	540 6568	mar.fern@ucberkeley.edu
Li Yan		1489 Summit Rd.	8436969	li:sc@ol.com

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
KARL DEWIES	<i>Karl Dewies</i>	1390 Summit	841-5707	
MARION DEWIES	<i>Marion Dewies</i>	1390 Summit Rd	(510) 841-5707	
Dorothy Hozen	<i>Dorothy S. Hozen</i>	1380 Summit Rd	(510) 849-1070	
Milton Hozen	<i>Milton H. Hozen</i>	1380 Summit	(510) 849-1070	
Annette SHAPIRO	<i>Annette Shapiro</i>	1375 Summit Rd.		
Ana Shapiro	<i>Ana Shapiro</i>	1375 Summit Rd.		
Rain Spear	<i>Rain Spear</i>	1363 Summit Rd Berkeley CA	94708	
Jennifer McWilliams	<i>Jennifer McWilliams</i>	737 San Carlos Ave Albany, CA	94708	
Opowble		1352 Summit Rd, BERKELEY		
CARY LAPIDUS	<i>Cary Lapidus</i>	168 Hill Rd, Berkeley, CA	94708	
Callie Lapidus	<i>Callie Lapidus</i>	168 Hill Rd Berkeley CA	94708	
Richard Duber	<i>Richard Duber</i>	191 Avenida Dr Berkeley	94708	
Wallace Bastein	<i>Wallace Bastein</i>	1385 Grizzly Peak Blvd, Berkeley, CA	94708	
Dorothy Stroup		10 Claremont Crescent, Berkeley, CA	94705	
Naeli Gundes		1419 Grizzly Peak Blvd	94708	
Robiãa EL ATRACT		24 Whitaker Av	94708 Berkeley	
Philip Yan		1489 Summit Rd., Berkeley, CA	94708	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
MARGUERITE LEMMON	<i>Marguerite Lemmon</i>	298 Las Altas Dr, Berkeley	94708 (510) 525-1201	
Doreen Abi Tye	<i>Doreen Abi Tye</i>	7600 Ward Av, El Cerrito	94530 510-526-6436	
ELIZABETH THOMAS	<i>Elizabeth Thomas</i>	1372 Summit Rd. Berkeley	CA 94708 510 843-3428	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
BOB BIRGE	<i>[Signature]</i>	1650 9th St, Sausalito, CA 94965	510 843 3428	
Ruth	<i>[Signature]</i>	1453 Summit, Berkeley, CA 947		
MATTY NEMATOLLAH	<i>[Signature]</i>	1457 Summit	94708	
CHRIS Z. BASH	<i>[Signature]</i>	1360 Summit Rd,	94708	
Patricia	<i>[Signature]</i>	1420 Summit Rd	94708	
Eug Konrad	<i>[Signature]</i>	1384 Summit Rd. Berkeley	9470	
MARK FRYE	<i>[Signature]</i>	2504 Webster St Berkeley CA	94705	
Lisa Lacker	<i>[Signature]</i>	2504 Webster St. Berkeley CA	94705	
MARION PERINIA	<i>[Signature]</i>	737 SAN CARLOS AVE SAN ANTONIO, CA	94706	
Carole	<i>[Signature]</i>	252 Acton Place # 5 Oakland CA	94606	
Stacy	<i>[Signature]</i>	252 Acton Place # 5 Oakland CA	94606	
Billie K. Black	<i>[Signature]</i>	1320 Summit Rd Berkeley CA	94708	
DAVID LOVE	<i>[Signature]</i>	104 Hill Rd Berkeley, CA	94708	510 841 7951
MARTIN LOU	<i>[Signature]</i>	104 Hill Rd Berkeley CA	94708	510 841 7951
Luc Belanger	<i>[Signature]</i>	191 Nevada St. Berkeley CA	94708	510 840 7311
Ms. Mas Herbert Mc Cleary	<i>[Signature]</i>	1490 Grizzly Peak, Berkeley	94708	
Jing Yan	<i>[Signature]</i>	1489 Summit Road Berkeley	94708	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
ANNA WANG	<i>[Signature]</i>	1489 Summit Rd	510 843-6868	anna.wang@kp.org
Krista Ghokhar	<i>[Signature]</i>	1488 Summit Rd.	510 540 0598	
Arthur Day	<i>[Signature]</i>	10 Summit Road	510-893-0129	
JucMDay	<i>[Signature]</i>	10 Summit Road	510 843 4129	
Ulla and Emanuel SINGER	<i>[Signature]</i>	8 Summit Ln	510 8415309	
Richard Pulverell	<i>[Signature]</i>	1207 Allston Way	510 843-5529	
Sandra Ayer	<i>[Signature]</i>	1207 Allston Way	510 843 5839	
Dana Berger	<i>[Signature]</i>	90 Hill Road	649-9009	
Hitomi Asahara	<i>[Signature]</i>	1488 Grizzly Peak Blvd		hitomi@berkeley.edu
George Madden	<i>[Signature]</i>	1488 Grizzly PK BLVD		georgejmadden@prezidy.net

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
DAVID NASATIR	<i>[Signature]</i>	1540 SUMMIT ROAD	845-1029	nasatir@cal.berkeley
MAT BURN	<i>[Signature]</i>	1545 SUMMIT RD.	841-5220	mburn@med.com
Deborah Gillies	<i>[Signature]</i>	1516 Grizzly Peak	549-0201	dgillies@pacnet

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
NELLY BUNN	<i>[Signature]</i>	1545 SUMMIT RD	841-5230	nbun@u.wisc.edu
STEPHANIE BOLLINO	<i>[Signature]</i>	1612 GRIZZLY PEAK	549-0763	
Azusa Maki	<i>[Signature]</i>	ditto		
JARQUELME GREEN	<i>[Signature]</i>	1704 GRIZZLY PK BLVD BERKELEY	849-900	
Ruth Halbach	<i>[Signature]</i>	Ruth Halbach 1492 Grizzly Peak Berkeley	9470	845-1309
Karen DeVito	<i>[Signature]</i>	1504 Summit Rd, Berkeley	849-3720	valhalla@u.wisc.edu
Nancy Spauth	<i>[Signature]</i>	1514 Summit Rd	845-1776	nspauth@cal.berkeley.edu
STENSE SPAETH	<i>[Signature]</i>	1514 SUMMIT RD.		848-7749
Katherine R. Hunsel	<i>[Signature]</i>	1534 Summit Rd	94708	
Margaret Madigan	<i>[Signature]</i>	1532 Summit Rd	848-4600	
Jon Mungo	<i>[Signature]</i>	1532 Summit Rd.		"
Yon Mounin	<i>[Signature]</i>	1517 Summit Rd.		
Edward Mounin	<i>[Signature]</i>	1517 Summit Rd.	843-9247	(510) 981-1471
Edward Mounin	<i>[Signature]</i>	1517 Summit Rd	843-9247	
Edward Mounin	<i>[Signature]</i>	1517 Summit Rd	843-9247	
Michael Zeller	<i>[Signature]</i>	1516 Grizzly Peak	549-0201	
Jemimah Pick	<i>[Signature]</i>	1524 Summit Rd	548-0999	
Riva Pick	<i>[Signature]</i>	1524 Summit Rd.	548-0999	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Joyce KRAUS	<i>Joyce Kraus</i>	1510 SUMMIT RD	841-8930	
Stuart Reinsch	<i>Stuart Reinsch</i>	1528 Summit Rd	510-848-2359	
MARILYN NASATIR	<i>Marilyn Nasatir</i>	1540 SUMMIT RD	845-1029	mnasatir@berkeley.edu
Charlotte von der Hude	<i>Charlotte von der Hude</i>	1365 Summit Rd	841-5522	
David Arisman	<i>David Arisman</i>	1522 Summit Rd	845-0430	darisman@california.com

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Susan Munteanu	<i>Susan Munteanu</i>	1544 Olympus Drive	510.843.0444	susan@grizzlypeak.uci.edu
Claudia Ostentay	<i>Claudia Ostentay</i>	1572 Olympus Ave	(510) 848-0930	
Linda Raedeker	<i>Linda Raedeker</i>	1580 Olympus Ave	510.568-4808	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Carmen's Sweet	<i>Carmen's Sweet</i>	1580 OLYMPUS AVE	548-4808	
PLEASE SEND INFO ON THIS DEVELOPMENT THANKS				
Marcia Casell	<i>Marcia Casell</i>	1570 Olympus Ave,	548-7027	
Patricia Wallman	<i>Patricia Wallman</i>	1457 Olympus Ave	548-2202	
HENRIK WALLMAN	<i>Henrik Wallman</i>	1457 Olympus Ave	548-2202	
Peter S. Itur	<i>P. Itur</i>	1566 Olympus	415 911 5627	
Rakata Siltan	<i>Rakata H. Silt</i>	1566 Olympus	415 501-6532	
L.R. Dumett		1515 Olympus	510-540-5402	
Phila Rogers	<i>Phila Rogers</i>	1515 Olympus	510-848-9156	
Ian Arzon	<i>Ian Arzon</i>	1501 Olympus	510-885-1734	
BEENDA WATSON	<i>Beenda Watson</i>	1487 OLYMPUS	510 841 8127	
Nadine Bryden	<i>Nadine Bryden</i>	1491 Olympus Ave	510-704-9824	
Todd Bryden	<i>Todd Bryden</i>	1491 Olympus Ave	510-704-9879	
Carla Shapiro	<i>Carla Shapiro</i>	1451 Olympus Ave	510-899-0272	
David Thill	<i>David Thill</i>	1451 Olympus Ave	510 849-0777	
Kathleen Wood	<i>Kathleen Wood</i>	209 Fairlawn	8486995	
Benia Wolf	<i>Benia Wolf</i>	256 Fairlawn	8450507	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
CRING	<i>Cring</i>	10 WILSON	845 6609	CRING@270
WATSON	<i>Watson</i>	CIRCLE, Berkeley		WATSON
MARISSA	<i>Marissa</i>	10 WILSON		MARISSA
WOODSON	<i>Woodson</i>	CIRCLE, Berkeley	845-6609	WATSON
YOKO WOODSON	<i>Yoko Woodson</i>	1565 Olympus Ave Berkeley		ca 94708

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
DOROTHY WALKER	<i>Dorothy E Walker</i>	9 Wilson Circle	510-843-8627	
JOHN R. WALKER	<i>John R. Walker</i>	9 Wilson Cir 94708	843-8627	jrwalker009@gmail.com
KATHERINE GRABEN	<i>Katherine Graben</i>	14 Wilson Cir	845-1537	
NEERSON GRABEN	<i>Neerson Graben</i>	" "	" "	
Sean Lincoln	<i>Sean Lincoln</i>	2 Wilson Circle	848-1148	solincola@att.net
Holly House - Lincoln	<i>Holly House - Lincoln</i>	2 Wilson Circle	848-1148	holly.house@grizzlypeak.com
Lawrence Frank	<i>Lawrence Frank</i>	1506 Summit	848-0418	lfrank@berkeley.edu
Nelson Graben	<i>Nelson Graben</i>	14 Wilson Circle B	845-1537	graben@berkeley.edu
Pula Rogers	<i>Pula Rogers</i>	1515 Olympian B	848-9156	pulaj@berkeley.edu
Rosemary Campos	<i>Rosemary Campos</i>	251 Fairlawn Dr	649-8860	
Joseph James	<i>Joseph James</i>	251 Fairlawn Drive	649-8860	3 CAMAS Soc. Sec. Security
Robert Stalsted	<i>Robert Stalsted</i>	150 Hill Rd	548-2429	rgstalsted@pac.net

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate **firebreak** and **buffer zone**, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood – in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Olga Orloff	<i>Olga Orloff</i>	1415 Summit	548-7546	
Cliff Orloff	<i>Cliff Orloff</i>	1415 Summit	5409446	
Jean C Thomas	<i>Jean C Thomas</i>	1427 Summit	843-7783	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Gerald Weintraub	<i>Gerald Weintraub</i>	1396 Summit Rd.	845-1298	gdweintraub@yahoo.com
Myles Weintraub	<i>Myles Weintraub</i>	1396 Summit Rd	845-1298	MYLESWEINTRAUB@YAHOO.COM
Shirley C. Weiner	<i>SHIRLEY C. WEINER</i>	145 Summit Rd	843-9380	WEINER@AJE.org
Ernest Weiner	<i>Ernest Weiner</i>	1456 Summit Rd	847-9960	WEINER@UC.ORG
William Berry	<i>William Berry</i>	1366 Summit Rd	849-1453	wberry@berkeley.ed
Suzanne F.S. Berry	<i>Suzanne F.S. Berry</i>	1366 Summit Rd.	849-1453	None
Bradford B. Berry	<i>Bradford B. Berry</i>	1366 Summit Rd.	849-1453	—

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood – in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
KATHY NITZAN	<i>Kathy Nitzan</i>	1377 Canine Dr. Berkeley	240-2125	KATHY.NITZAN@201
Ran Case	<i>Ran Case</i>	1170 California St Berkeley	334-6007	
VINCE WIATKINS	<i>Vince Watkins</i>	1891 Solano Ave Berkeley	521-2810	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Bob Blumke	<i>Bob Blumke</i>	1891 Solano Ave	5280-2152	#
José Fernandez	<i>José Fernandez</i>	1891 Solano Ave	280-2150	
Julia Temple	<i>Julia Temple</i>	2724 Wallace St	759-3677	
GERALD LONG	<i>Gerald Long</i>	2015 Yolo	525-5800	
Kam Campbell	<i>Kam Campbell</i>	1891 Solano Ave	280-2136	
Patrick Leaver	<i>Patrick Leaver</i>	69 San Mateo	94707	
Merritt Levine	<i>M. Levine</i>	3215 King St, Berk	94703	
Adrienne Broché	<i>Adrienne Broché</i>	2983 College	94705	
SARAH MOTSEY	<i>Sarah Motsey</i>	2983 College Ave. Berk.	94705	
Virginia Paul	<i>Virginia Paul</i>	2983 College Ave Berk	94705	
LORI KYLE	<i>Lori Kyle</i>	862 EUCLID AVE	BERK 94708	
Judy Boe	<i>Judy Boe</i>	1608 Cedar	280-2114 Berkeley	94703
Helen Wilson	<i>Helen Wilson</i>	1204 Stannard Ave	Berk	94706
Sara Garabedian	<i>Sara Garabedian</i>	732 Madison	Albany	280-2105
Katie Dain	<i>Katie Dain</i>	2900 Barrett Ave, Richmond	280-2121	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
IZUMI TADA	<i>Izumi Tada</i>	911 JAN BEVISO AVE	526-7700	itad@grizzly
Patti Brennan	<i>Patti Brennan</i>	1042 Neilson Albany	926-7707	patti@brennan
Snyder Oliver	<i>Snyder Oliver</i>	604 Santa Fe	Albany	295-8121.com
JIMMY ROBERT	<i>Jimmy Robert</i>	1891 Solano Ave	Berk	280-2120
Ginny Bishop	<i>Ginny Bishop</i>	7310 Stockton Ave., EE	94530	280-2178/ginny
MARSHA QUICK	<i>Marsha Quick</i>	643 33rd St, Rich	94804	(510)965-9938
Peter Campbell	<i>Peter Campbell</i>	924 Panama Albany	94706	280-2159
Denise D'Amico	<i>Denise D'Amico</i>	2099 Pleasant Valley Ave	Oakland CA	510-292-2011
Leora	<i>Leora</i>	1767 Sonoma	Berk	280-2124
Simone B. Kimilton	<i>Simone B. Kimilton</i>	947 Stannard	Albany	94701
Amelia Manning	<i>Amelia Manning</i>	1891 Solano Ave	BERKELEY CA	94707
W. B.	<i>W. B.</i>	1017 Janssen	1 Rock Ln, Berkeley	94704
M. A.	<i>M. A.</i>	25 Hillcrest Pl.	Berk	94705
Jeanne Leung	<i>Jeanne Leung</i>	114 Bret Haite Rd		
Iskra C. Levine	<i>Iskra C. Levine</i>	1122 Hillcrest St.	Berkeley, CA	94709

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Ally Wain		SPRUCE ST. ^{Berkeley}	280-2138	
JOHN E. RICCARDI		1520 Solano Ave. Ste 201, Albany, CA	527-6146	
Tom Nishan		72 Chancellor Pl. Berkeley, CA	947407	
Chandey Karwala		1320 Blank Ave #201, Albany, CA	94706	
PETRA OPA		3243 SANTA CLARA AVE #11, EL CERRILLO	CA 94520	
TIM CANNON		1575 Hopkins	527-3980	
Carl Parkinson		1656 Shattuck Ave. Berkeley	94705	
Heidi Warkner		1656 Shattuck Ave	948-7150	
Kathryn Hill		1656 Shattuck Ave, Berkeley, CA	94705	
Selma Klett		641 Cragmont Ave Berkeley	94706	
David Lohsch		617 Spokane Albany	523-2590	david.lohsch
Gloria Polanski		726 Grizzly Peak	292-3049	
Miriam Wilson		230 The Uplands Berkeley	391-8900	
Kathryn Stern		14 Carmel EC	94536	
Paul Temple		50 Oakridge Rd Berkeley	94705	

Name	Signature	Address	Telephone	e-mail
MARY MURPHY		770 Alameda	841-7141	
Mary Cannon		1420 Bonita	527-2012	
Laura S. Mendicino		2640 Regent St.	843-2011	
Juda Wolan		1030 Brattuck Ave	848-1950	
Brett Weinstein		1524 Grant St	828-0757	
Priscilla Diven		1891 Shattuck	828-2174	
Virginia Jun		588 San Luis Rd	524-7920	
Kalvin Rogers		1134 San Pedro	558-6964	
David S. ...		21 Panamint Rd	704-9224	
Aisha Goring		1020 Heidi San St. (170) 841-5893		
Russell D.		8700 Solano Ave Berkeley, CA 94707	510-526-6554	
Jennifer Volek		1700 Solano Ave Berkeley, CA 94707	510-526-6554	
Heidi A. Long		2005 Yolo Ave Berkeley	94707	510-3356218
Susan Kelli		3707 Parked Light Richmond	94803	510-2232130
Susan Schull		77 Tamalpais Rd Berkeley		510-649499

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Robert Taylor	[Signature]	2515 Chiswick Park	5771920	
Barbara Hendrickson	[Signature]	601/2 Highgate Rd Kensington	705-3800	
JACK H.M. PHILL	[Signature]	848 ENCLID PARK	527-6008	
Nancy Taussig	[Signature]	380 Vassar Ave. Berk.		
Robin Knapman	[Signature]	1141 ARLINGTON BLVD, EC	932-3538	
Perce Dambert-Damon	[Signature]	1714 Solano, Berkeley CA	94707	
Charlie Cook	[Signature]	1080 66th St Berk CA	94603	
Jerry Foss	[Signature]	2783 College Berk	94705	
Kathie Berg	[Signature]	6416 Durant St	94618	
Phillip Faldman	[Signature]	912 Griggly Pk	94708	
Annie Walrand	[Signature]	31 Palmolive	94702	
Miriam Comette	[Signature]	750 Patton Berkeley	94740	
Alicia S. Day	[Signature]	1495 Shattuck Ave Berkeley	94709	
[Signature]	[Signature]	463 JARLSON ST, ALBANY	94706	915-615-0115
HARRIET H. SIMPSON	[Signature]	Harriet H. Simpson 1950 1000 Oaks Berkeley	94707	

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Carmen E. Franco	[Signature]	1012 Curtis Albany CA	510-527-7179	
Nora Zangobly	[Signature]	1631 Walnut St #F	510-848-5834	
Ann Marie D. Cassidy	[Signature]	6446 Hornwood Oakland CA	94618	
[Signature]	[Signature]	212 Yale Ave Kensington CA	94706	
[Signature]	[Signature]	667 Vincent Ave Berk CA		
[Signature]	[Signature]	962 Vassar Ave	510-527-0473	
[Signature]	[Signature]	1041 Curtis St	528-9400	
Amy Tick	[Signature]	1025 West Pl Albany	524-3884	
John Stuber	[Signature]	936 Kumona Ave Albany	528-7739	
Jeff Whittle	[Signature]	1026 Ordway St Albany	527-7712	
Michael Friel	[Signature]	1510 Beverly ALBANY	528-5283	
Amy St. George	[Signature]	1065 Peralta Albany	528-0848	
DEAN HDAN	[Signature]	833 Carmel Albany	559-9119	
Vanane D. Palua	[Signature]	1040 Sierra St Berk	94707 526.7055	
Dana Cook	[Signature]	520 62nd St Oak	94618 652-7961	

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
JERRY RATCH	<i>[Signature]</i>	6055 Cedar Rd Berkeley 94708	428-2460	
Tom ANDREW	<i>[Signature]</i>	1573 CEDAR Berkeley 94703	527-2961	
Travis	<i>[Signature]</i>	809 Kaye Blvd	528-1168	
Nelda Chung	<i>[Signature]</i>	719 San Carlos Albany, CA 94706	250-2187	
Kim Hahn	<i>[Signature]</i>	950 Cromwell Berkeley 94708	528-1500	517
WARWICK MAY	<i>[Signature]</i>	1635 Fairview Park		
Nancy Platford	<i>[Signature]</i>	557 Hillier Dr.		
Barbara	<i>[Signature]</i>	1506 Edinburg		
Elizabeth McDonald	<i>[Signature]</i>	1151 Arch St. Berkeley	527-9450	
Jon Goffe	<i>[Signature]</i>	6628 cutting Blvd. EL CERRILLO	932-6009	
Mahmoud Mokhtari	<i>[Signature]</i>	789 Taft St Albany		
PATTY HUN	<i>[Signature]</i>	6628 Cutting Blvd EL CERRILLO	932-9006	

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Hugh Baras	<i>[Signature]</i>	1290 Queens Rd	845- 5131	
Bob Bishop	<i>[Signature]</i>	1860 1/2 Summit Rd	548- 0267	
DONALD BROWN	<i>[Signature]</i>	116 Hill Rd	848-2828	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
LAXMAN MODJANI	<i>Laxman Modjani</i>	1429 Camino Dr. Berkeley CA 94707	(510) 843-7745	sogbach@aol.com
Janet McCutcheon	<i>Janet McCutcheon</i>	1811 Yosemite Rd Berkeley CA 94707	510-525-5386	mcctch@yehoo.com
ERNEST SPRAD	<i>Ernest Sprad</i>	2322 Shattuck Ave Berkeley CA 94704	4809 251-3773	ErnestSprad@gmail.com
MICHAEL MCGUTCHEN	<i>Michael McGutchen</i>	1811 Yosemite Rd Berkeley CA 94707	510-525-5386	
MICHAEL RITZER	<i>Michael Ritzer</i>	3048 BENVENUE AVE Berkeley CA 94708	510-846-3993	
SHIRLEY DEAN	<i>Shirley Dean</i>	934 Santa Barbara Rd Berkeley CA 94708	510-846-1211	
Jon Weber	<i>Jon Weber</i>	722 Madoc St Berkeley CA 94708	510-846-4956	
Margaret Gaudet	<i>Margaret Gaudet</i>	1766 San Lorenzo Berkeley CA 94707		
Yue Jie	<i>Yue Jie</i>	1840 Sanavandra Berkeley CA 94707		
Amrita Bakhtriang	<i>Amrita Bakhtriang</i>	1111 Grizzly Peak Blvd Berkeley CA 94708		
Barbara K. Brown	<i>Barbara K. Brown</i>	1450 Grizzly Peak Berkeley CA 94708		
Victoria Edison	<i>Victoria Edison</i>	1359 Grizzly Peak Blvd Berkeley CA 94708		
John F. Reynolds	<i>John F. Reynolds</i>	1297 Grizzly Peak Blvd Berkeley CA 94708		smc@ctnc.com
Linda Newman	<i>Linda Newman</i>	3048 Benvenue Ave Berkeley CA 94708		
Leslie Isaksen	<i>Leslie Isaksen</i>	28 Vicente Place Berkeley CA 94705		

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
Susan Bury	<i>Susan Bury</i>	1482 Campus Drive, Berkeley CA 94708		
MARIE BATTIN	<i>Marie Battin</i>	1482 CAMPUS DR BERKELEY CA 94708		
LINDA SCHIEBER	<i>Linda Schieber</i>	17 Senior Ave " Berkeley CA 94708		lschieber@comcast.net
WILLIAM D SCHIEBER	<i>William D Schieber</i>	17 Senior Ave " Berkeley CA 94708		
Allan J. Humphrey	<i>Allan J. Humphrey</i>	1 Harding Circle Berkeley CA 94708	848-5187	
Evelyn Humphrey	<i>Evelyn Humphrey</i>	1 Harding Circle Berkeley CA 94708	848-5187	
Andrew Humphrey	<i>Andrew Humphrey</i>	" " " Berkeley CA 94708		
ARNE F. NEUKIRCH	<i>Arne F. Neukirch</i>	140 Hill Road Berkeley CA 94708		
Franne Neckitz	<i>Franne Neckitz</i>	140 Hill Road Berkeley CA 94708		
Ellen Jeffords	<i>Ellen Jeffords</i>	1115 Garfield Albany CA 94706		
JANE MCKINWIE	<i>Jane McKinwie</i>	1813 Short St, Berkeley CA 94702		
Denise Gant	<i>Denise Gant</i>	1417 Grizzly Peak Blvd Berkeley CA 94708		
Peter Gant	<i>Peter Gant</i>	1417 Grizzly Peak Blvd Berkeley CA 94708		
PRISCILLA BIRGE	<i>Priscilla Birge</i>	1286 GRIZZLY PEAK, Berkeley, CA 94708		
SUSAN PRACUNITZ	<i>Susan Pracunitz</i>	52 The Crescent, Berkeley CA 94708		
John Pracunitz	<i>John Pracunitz</i>	52 The Crescent Berkeley CA 94708		
SAM TERRY	<i>Sam Terry</i>	111 AVEIRA DR Berkeley CA 94708		Sam@conemo.com

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE GRIZZLY PEAK BOULEVARD/ SUMMIT ROAD NEIGHBORHOOD FROM UC DEVELOPMENT/ENCROACHMENT

Name	Signature	Address	Telephone	e-mail
Nancy Isakson		28 Vicente Pl. Berkeley CA 94705		
Stephan Isakson		6576 Hillside Drive San Bruno CA 94066		stephan@ucsf.edu
JANIS JOE		111 AVENIDA DRIVE Berkeley CA		

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK BOULEVARD NEIGHBORHOOD FROM UC DEVELOPMENT/ENCROACHMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed, UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Rachel Brown		1400 Summit Rd Berkeley	549-2263	
John MacJanis		156 Hill Rd	549 2800	jsmacjanis@comcast.net
Stephen Beck		1350 Summit Road Berkeley	843-4270	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT/ENCROACHMENT**

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Linda Schweb	<i>Linda Schweb</i>	23 Senior Ave	841-6238	OKMAY@SOGHO.AA
HOWARD SCHWARTZ, M.D.	<i>Howard E. Schwartz</i>	23 Senior Ave.	841-0238	HSCHWAT@AUCI
Rachel Taylor	<i>Rachel Taylor</i>	25 Senior Ave.	5481409	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

Senior Avenue

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
Diana Blum	<i>Diana Blum</i>	11 Senior Ave	548-6516	
Melvin Holdberg	<i>Melvin Holdberg</i>	32 Senior Ave	841-6368	
James Perold	<i>James Perold</i>	35 Senior Ave	843-8447	
Gisela Perold	<i>Gisela Perold</i>	85 SENIOR AVE.	848-8447	
Gregory Anthony	<i>Gregory Anthony</i>	46 Senior	841-5408	
Ronald P. Johnson	<i>Ronald P. Johnson</i>	46 Senior Ave.	841-5408	
Tom Halbach	<i>Tom Halbach</i>	38 Senior Ave	848-6500	
CLAUDIA WELLS	<i>Claudia Wells</i>	38 Senior Ave.	848-6500	
Viviane Blum	<i>Viviane Blum</i>	11 Senior Ave	548-6516	
Margaret M. Taylor	<i>M.M. Taylor</i>	45 Senior Ave	843-8332	
Carol Chiang	<i>Carol Chiang</i>	5 Senior Ave	845-2085	
William Chiang	<i>William Chiang</i>	5 Senior Ave	845-2088	
Elizabeth Bacon	<i>Elizabeth Bacon</i>	36 Senior Ave.	843-2911	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK BOULEVARD NEIGHBORHOOD FROM UC DEVELOPMENT/ENCROACHMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Linda Schwat	<i>Linda Schwat</i>	23 Senior Ave.,	8940238	
				OKMAY30@AOL.COM
Margaret W. Mealy	<i>Margaret W. Mealy</i>	1404 SUMMIT RD.	849-1564	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

Summit Lane
Hill Road
Atlas
Atlas

SAVE SUMMIT ROAD/GRIZZLY PEAK BOULEVARD NEIGHBORHOOD FROM UC DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Jayne McGillis	<i>Jayne McGillis</i>	1344 Summit Rd	843-8720	
Fritzi Beth Danielson	<i>Fritzi Beth Danielson</i>	1444 Summit Rd	843-8720	
LORONNY GILN	<i>LORONNY GILN</i>	1344 Summit Rd	843-8720	
FRANK T. KAMI	<i>Frank T. Kami</i>	1418 Summit Rd	843-6331	
MITSU KO KAMI	<i>MITSU KO KAMI</i>	1418 Summit Rd	843-6332	
BOUNIE LOMBARDI	<i>BONNIE LOMBARDI</i>	1441 Summit Rd	904-9624	Bonnie@aol.com
BEN HANBY	<i>BEN HANBY</i>	12 SUMMIT LANE	848-3604	
NARA BOUYARI	<i>NARA BOUYARI</i>	1448 Summit Rd	510-6164989	
Jennifer Sant	<i>Jennifer Sant</i>	1435 Summit Rd	510-544-1467	
Jim Rusk	<i>Jim Rusk</i>	1435 Summit Rd	510-349-9467	
Alice Ducey	<i>Alice Ducey</i>	1320 Summit Rd	510-540-8872	
Julie Lierert	<i>Julie Lierert</i>	1320 Summit Rd		
MARIANNE SMITH	<i>MARIANNE SMITH</i>	1492 SUMMIT RD	510-848-5775	
Donald B. Campbell	<i>Donald B. Campbell</i>	1 Atlas Pl.	848-0534	
KATHRYN RICHARD	<i>KATHRYN RICHARD</i>	1462 SUMMIT RD. BERKELEY	84708	
			510-845-4236	NONE

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
Nancy Falk	Nancy Falk	1440 Summit Rd	(510) 841-7562	nancyfalk@berkeley.ca
Martin Landau	Martin Landau	1410 SUMMIT	843325	
James B. Falk, Jr.	James B. Falk, Jr.	1440 Summit Rd	841-7562	jbfalk@hrta.com
Richard Benjamin	Richard Benjamin	1484 Summit Rd	841-1436	
Jrene Baylan	Jrene Baylan	1454 Summit Rd	841-1436	
Carole Speck	Carole Speck	1350 Summit Rd	843-4270	
Elizabeth Shedd	Elizabeth Shedd	108 Hill Rd	848-7820	
Robin Hill	Robin Hill	171 Hill Rd	666-7716	
Kristi Peters	Kristi Peters	4 Ajax Place	510-849-3049	
Gilbert Peters	Gilbert Peters	4 Ajax Place	510-849-3049	gipeters@comcast.net
Sam Jack	Sam Jack	1231/2 Burnett St. Berkeley, CA 94702	(510) 710-3500	
Curtis M. Caron	Curtis M. Caron	5 Ajax Place, Berkeley CA 94708	510-981-8191	
Flore K. Branch	Flore K. Branch	10 Atlas Place Berkeley	510-845-8411	
Hans Bond	Hans Bond	10 Atlas Place Berkeley	845-8441	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units in the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Sue Elkington	Sue Elkington	33 Avenida Dr	548-7064	
Jan Reykjavik	Jan Reykjavik	27 Avenida	540-5697	
Mia Bentor	Mia Bentor	25 Avenida	845-7212	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

and Avenida/Queens Watch
and Campus/Parnassus Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
Evelyn J Fisher	<i>Evelyn J Fisher</i>	27 Avenida	548-6272	
Philip Moore	<i>Philip Moore</i>	31 Avenida	898-1890	
Lynn Palmer	<i>Lynn Palmer</i>	1434 Queens Rd	841-7090	
Erica Furtica	<i>Erica Furtica</i>	1421 Campus Dr.	548-4443	
Elaine Savage	<i>Elaine Savage</i>	1661 Queens Rd.	548-6782	
AT Schutte	<i>AT Schutte</i>	25 Avenida Dr.	843-3503	
Chris Hendrickson	<i>Chris Hendrickson</i>	29 Avenida Dr.	549-0807	
Lach Manjhan	<i>Lach Manjhan</i>	1424 Campus Dr.	843-7745	
Arthur Jucker	<i>Arthur Jucker</i>	43 Avenida Dr.	845-4129	
Antony Jolyhepin	<i>Antony Jolyhepin</i>	29 Avenida Dr.	548-1784	
Willy Alex Henricks	<i>Willy Alex Henricks</i>	23 Avenida Dr.	848-0668	
Carla + David Thall	<i>Carla + David Thall</i>	28 Olympia Dr.	849-0600	
Lyn Sanctford-Palmer	<i>Lyn Sanctford-Palmer</i>	1434 Queens Rd	841-7090	
Phila Rogers	<i>Phila Rogers</i>	1515 Olympia	848-9156	
Bull Hoffness	<i>Bull Hoffness</i>	97 Panamint Rd.	846-4041	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT/ENCROACHMENT**

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
------	-----------	---------	-----------	--------

Gene Bernard	<i>Gene Bernard</i>	9 Arden Rd Berkeley	510-843-2152	
Leonore Mary Davis	<i>Leonore Mary Davis</i>	2317-Corleton Ct	9704-510-8485415	
Elsie BLUNT	<i>Elsie BLUNT</i>	2016 Sacramento St Berkeley	94702-8439520	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
Betty Bishop	<i>Betty Bishop</i>	2317 Carleton Berk	94704	
FRANK A. SAARINI	<i>Frank A. Saarini</i>	1934 GRIZZLY PEAK	94708	
BETTY J. SAARINI	<i>Betty J. Saarini</i>	1424 Grizzly Peak	94708	
John Greenwood	<i>John Greenwood</i>	1829 GRIZZLY PK	94708	
Jon Cooper	<i>Jon Cooper</i>	1297 Grizzly Peak	Berkeley CA 94708	
Meredith Manser	<i>Meredith Manser</i>	1297 GRIZZLY PK BLVD	94708	
Julianne Skelton	<i>Julianne Skelton</i>	150 Hill Rd.	94708	
Hal Carlstad	<i>Hal Carlstad</i>	764 - Coventry Rd Kensington	94707	
Nancy Delaney	<i>Nancy Delaney</i>	2018 Channing Berkeley	CA 94704	
Melissa Davis	<i>Melissa Davis</i>	2111 Ashby Ave Berkeley	CA 94705	
ELIZABETH WHITNEY	<i>Elizabeth Whitney</i>	645 CRESTON RD. BERKELEY	94708	
Joel Feynman	<i>Joel Feynman</i>	2612 Ellsworth Berkeley	94704	
John Arnes	<i>John Arnes</i>	1501 Campus	94708	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT/ENCROACHMENT**

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
ALDEN BRYANT	<i>Alden Bryant</i>	1442A Walnut St #57	Berkeley 510-527-9716	
	<i>Placid Budget & Comcast</i>			

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

**SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT**

Name	Signature	Address	Telephone	e-mail
MILLY LEE	<i>Milly Lee</i>	1512 SUMMIT RD	843-6100	MILYLEE@GMAIL.COM
SAIED TABATABAEE	<i>Saied Tabatabaee</i>	1500 Summit rd	Saint Alb	381-2100
AHMAD TAKATABAEE	<i>A.K. Tabatabaee</i>	DITO		525-2000
MICHAEL TAKATABAEE	<i>Michael Tabatabaee</i>	1515 Summit		525-2000
James Cunningham Jr	<i>James Cunningham Jr</i>	1007 Miller		525-9399

Name	Signature	Address	Telephone	e-mail
Frank Kalman	<i>Frank Kalman</i>	1300 Summit Rd		843-2971
Ray Korman	<i>Ray Korman</i>	1301 Summit Rd		843-2971
Rachel Cunningham	<i>Rachel Cunningham</i>	1018 Lexington Ave		559-9248

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT

Name	Signature	Address	Telephone	e-mail
Nancy Markson	<i>Nancy Markson</i>	28 SENIOR	845-2386	
JAMES NEWTON	<i>James Newton</i>	1 HARVARD CIR	704-1932	
Stephen Yee	<i>Stephen Yee</i>	277 FINELANOR (50)	845-8546	
CRAG SAKMIZ	<i>Craig Sakmiz</i>	100 FAIRLAWN DR	510-590-5474	
Rido Sordoy	<i>Rido Sordoy</i>	5579 Belgium P. Oakland	(415) 509-9305	
Nan Gefen	<i>Nan Gefen</i>	1534 CAMPUS DR Berkeley	510-486-2332	
Jonathan Oms	<i>Jonathan Oms</i>	1534 Campus Dr Berkeley	486-2552	
Mary Dawson	<i>Mary Dawson</i>	1531 Campus Berkeley	549-9718	
Reza R. Yegorche	<i>Reza R. Yegorche</i>	1531 Campus Dr "	549-9718	
Margaret Kilbom	<i>Margaret Kilbom</i>	1528 Campus Dr "	549-8459	
John Kilbom	<i>John Kilbom</i>	1528 Campus Dr "	549-8459	
M. MESHKAL	<i>M. Meshkal</i>	1524 CAMPUS DR	848-4455	
BRUCE MAZANDARANI	<i>Bruce Mazandarani</i>	1524 CAMPUS DR	848-4455	
RANA MAZANDARANI	<i>Rana Mazandarani</i>	1524 CAMPUS DR	848-4455	
ROBERT ROSS	<i>Robert Ross</i>	76 PARNASSUS RD	845-9694	
DIANA LEE ALIANO	<i>Diana Lee Aliano</i>	2 Harvard Circle	(510) 548-1135	
ROBERT E LEE	<i>Robert E Lee</i>	2 HARVARD CIRCLE	(510) 548-1135	

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

SAVE SUMMIT ROAD/GRIZZLY PEAK
BOULEVARD NEIGHBORHOOD FROM UC
DEVELOPMENT/ENCROACHMENT

1. STOP Further Destruction of the Upper Strawberry Creek Watershed. UC Berkeley is proposing to build 100 high-density (2,3 and 4-bedroom) housing units at the intersection of Grizzly Peak Boulevard and Centennial Drive, i.e. the cul-de-sac at the end of lower Summit Road, along Grizzly Peak Boulevard south of Centennial Drive (Site H1) and in the parking terraces across from Lawrence Hall of Science (site H2).
2. MAINTAIN adequate firebreak and buffer zone, ready access and egress at Grizzly Peak Boulevard and Centennial Drive, between the regional parklands, University of California property and our neighborhood - in the high-risk fire zone.
3. PREVENT more traffic congestion and loss of parking in our neighborhoods.
4. UTILIZE existing available housing, and research sites on and near campus to prevent further degradation to the community from increasing traffic gridlock, un-taxed use of city services (sewer, utilities, emergency, police and fire agencies), elimination of open space/ natural habitat.

We, the undersigned, oppose the University of California Berkeley's 2020 Long-Range Development Plan as seriously flawed and harmful to our community safety and well being. We urge UC to work with the City of Berkeley, and its community organizations and stop further development in our neighborhoods and adopt the alternatives for expansion we have proposed in our May 24, 2004 comment letter to Jennifer Lawrence at UC's Facilities Services.

Name	Signature	Address	Telephone	e-mail
Juanita McSweeney	<i>Juanita McSweeney</i>	10 Ajax Pl	510/243-9261	Juanita mcsweeney @comcast.net
CHRISTIAN KATZ	<i>Christian Katz</i>	1300 SUMMIT RD BERKELEY		CKATZ@ATTN.BERKELEY.CA
Robert L. Olight	<i>Robert L. Olight</i>	2, Olight	40 Senior Ave	79720

Sponsored by Summit Road/Grizzly Peak Boulevard Watch

11.2C.262 RESPONSE TO COMMENT LETTER C262

Most of the topics in this letter are covered in Thematic Response 8. The responses below also address more specific concerns articulated in this letter.

RESPONSE TO COMMENTS C262-1 AND C262-2

See Thematic Response 8 regarding seismicity and hydrology in the Hill Campus. Section B.1.5 of the Technical Appendices discusses why the faults and contact zones in the Hill Campus, except for the Hayward Fault, are considered inactive. The only fault in the Hill Campus designated as an Alquist-Priolo Fault Zone by the California Geological Survey (previously called the Division of Mines and Geology) is the Hayward Fault.

RESPONSE TO COMMENT C262-3

See Thematic Response 8 regarding emergency access in the Hill Campus.

RESPONSE TO COMMENT C262-4

The writer's comment is noted, although the Summit Road neighborhood is also adjacent to Tilden Regional Park, which also provides substantial open space for disaster staging.

RESPONSE TO COMMENT C262-5

The writer's point is unclear regarding the maintenance of Grizzly Peak Boulevard as a firebreak, since no changes are proposed to this roadway as part of the 2020 LRDP, but the issue of emergency access on Centennial Drive is revisited in Thematic Response 8.

RESPONSE TO COMMENT C262-6

See Thematic Response 8 regarding University parking.

RESPONSE TO COMMENTS C262-7 THRU C262-8

As noted in Thematic Response 8, faculty housing in the Hill Campus has been deleted from the 2020 LRDP, although the characterization of UC Berkeley faculty as homogeneous and uninterested in the community is unsupported by either current facts or civic history.

RESPONSE TO COMMENT C262-9

In this comment the writer seems to argue it would be better for University faculty to live in other residential districts adjacent to the campus, because they would be preferable to the students who live there now. However, this would seem to be a moot point since, as explained in Thematic Response 8, faculty housing in the Hill Campus has been deleted from the 2020 LRDP.

RESPONSE TO COMMENT C262-10

Historical patterns suggest the current vacancy rates in Berkeley are a temporary phenomenon. However, as noted in section 3.1.8:

Because the state provides no funds for University housing, the entire cost of housing construction, operation, and maintenance must be supported by rent revenues. Our goals to improve the amount and quality of housing must therefore be balanced by the need to keep rents at reasonable levels, and avoid building surplus capacity. The 2020 targets, and the pace at which we achieve

them, may be adjusted in the future to reflect changes in market conditions and the demand for University housing.

The writer advocates “long-term contracts”, presumably leases, with private landlords as a means to secure housing for faculty. This strategy not only achieves no improvement in the amount and quality of Berkeley housing, but would also remove existing taxable property from the tax rolls, since property leased by the University is exempt from property taxes.

RESPONSE TO COMMENT C262-11

The writer’s comment is noted.

RESPONSE TO COMMENT C262-12

The Richmond Field Station is not within the scope of the 2020 LRDP because, as stated in section 3.1.2, it is “... sufficiently distant and different enough from the Campus Park and its environs to merit separate environmental review.” The 1990-2005 LRDP also excludes it.

Richmond Field Station, due in part to its bayfront location and in part to its long history as an industrial site, presents very complex environmental issues for development in general and residential development in particular. While the University concurs the site may have longterm potential, further study is required before the nature and magnitude of this potential can be characterized.

Although Alternative L-3 of the EIR does present a scenario in which a portion of future research growth is housed at Richmond Field Station rather than on and around the Campus Park, this alternative does not fully meet the objectives of the 2020 LRDP, as explained in section 5.1.3. The principle of contiguity of academic programs is a core principle of the UC Berkeley Strategic Academic Plan, and the 2020 LRDP reflects this principle by locating 90-100% of new program space on or adjacent to the Campus Park.

RESPONSE TO COMMENTS C262-13 AND C262-14

See Thematic Response 6 regarding the relationship of UC Berkeley to Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT C262-15

The writer’s comment is noted. The horizon year for this Long Range Development Plan is 2020; at that time, a new or updated LRDP would be expected.

RESPONSE TO COMMENT C262-16

Study Intersection 10 in figure F.2-1 of the Draft EIR, Volume 2 is the intersection of Grizzly Peak Blvd and Centennial Drive/Golf Course Road. The writer’s opinion that the peak volumes may be higher is noted.

RESPONSE TO COMMENT C262-17

The current rate for University parking in the Hill Campus is not \$100 but \$59.50 per month, compared to \$81.50-\$113 per month for spaces on and around the Campus Park. Pre-tax purchase further reduces the net cost of these spaces by 12%-46%, depending on the tax bracket of the purchaser.

The Mathematical Sciences Research Institute occupies its site and buildings under a lease with the Regents of the University of California. A new lease is scheduled to commence on the date of substantial completion and delivery of the building addition now under construction, and to run for a period of 25 years. The parking designated for MSRI is included as part of the leased premises, and the University does not receive any further payment for parking beyond the consideration in the lease.

RESPONSE TO COMMENT C262-18

In comment C262-17 and C262-18, the writer implies that an increase in permit parking fees has led to a reduction in available parking in the surrounding neighborhood. That concern is noted. The University strives to provide an exemplary alternative transit program to entice commuters; see Thematic Response 10. Further, difficulty finding parking is not universally considered an “impact” -- see for example the comments and responses at letter B7a, in particular comments B7a-68 and B7a-69 earlier in this FEIR.

RESPONSE TO COMMENT C262-19

University parking, like University housing, receives no funds from the state. The entire cost of parking construction, operation, and maintenance must be supported through fees and other revenues. These same revenues also support many alternative transportation programs. The University is unable to offer free staff parking. Further, offering free staff parking would conflict with City policies to encourage use of transit and other alternatives to single-occupant vehicles.

RESPONSE TO COMMENT C262-20

This intersection was one of the 74 at which AM and PM peak hour traffic counts were conducted for the 2020 LRDP. The results are presented under intersection #10 in appendices F.2 and F.3 of the EIR.

RESPONSE TO COMMENT C262-21

As explained in Thematic Response 8, faculty housing in the Hill Campus has been deleted from the 2020 LRDP.

RESPONSE TO COMMENT C262-22

The University has no relationship to the private company that publishes these maps. However, we have located the company and informed them of their mistake.

RESPONSE TO COMMENTS C262-23 AND C262-24

As explained in Thematic Response 8, faculty housing in the Hill Campus has been deleted from the 2020 LRDP. While some new program space could be built in the Hill Campus under the 2020 LRDP, it would be served directly by Centennial Drive, and there is no evidence to indicate it would compromise emergency egress on Grizzly Peak Boulevard.

RESPONSE TO COMMENTS C262-25 THRU C262-28

As explained in Thematic Response 8, faculty housing in the Hill Campus has been deleted from the 2020 LRDP.

RESPONSE TO COMMENT C262-29

See response C262-12. While the University has initiated conversations with developers to explore alternative futures for the Richmond Field Station, as of July 2004 no

agreement has been made with any developer, and no project has yet been defined to a level of detail adequate to support environmental analysis.

RESPONSE TO COMMENT C262-30

See response C262-10.

RESPONSE TO COMMENTS C262-31 AND C262-32

See Thematic Response 8 regarding hydrology and seismicity.

RESPONSE TO COMMENTS C262-33 AND C262-34

As noted in section 3.1.15, UC Berkeley has an ongoing program of fire fuel management in the Hill Campus, including "... replacement of high-hazard introduced species with native species: for example, the restoration of native grassland and oak-bay woodland through the eradication of invasive exotics (broom, acacia, pampas grass) and the replacement of aged monterey pines and second-growth eucalyptus." The writer's concern over the specific cluster of eucalyptus has been conveyed to UC Berkeley's Manager of Emergency Planning and Fire Mitigation for future consideration.

UC Berkeley participates in the Hills Emergency Forum, a multi-agency organization that coordinates fuel management, emergency preparedness, and evacuation planning on the East Bay Hills. The Forum includes the California Department of Forestry, the Cities of Berkeley, Oakland, and El Cerrito, East Bay Municipal Utility District, East Bay Regional Park District, Lawrence Berkeley National Laboratory, and UC Berkeley.

RESPONSE TO COMMENTS C262-35 AND C262-36

As explained in Thematic Response 8, faculty housing in the Hill Campus has been deleted from the 2020 LRDP. Since both comments pertain to "high density housing", we presume they are now resolved.

RESPONSE TO COMMENT C262-37

Although faculty housing in the Hill Campus has been deleted from the 2020 LRDP, as noted above, the traffic analysis conducted for the EIR found no significant impact on the intersection of Grizzly Peak and Centennial due to the 2020 LRDP.

June 6, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

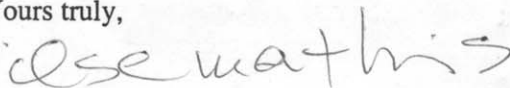
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,




Ilse Mathis
39 Canyon Rd
Berkeley CA 94704-1815

Signature

Address

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

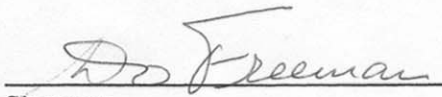
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


 Signature

70 Panoramic Way, Berkeley
 Address
 94704

11.2C. 263-264 RESPONSE TO COMMENT LETTERS C263 AND C264

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C263 AND C264

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

June 16, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Ms. Jennifer Lawrence
Co-Director, 2020 LRDP EIR
Facilities Services
1936 University Ave. #300
University of California
Berkeley, CA 94720-1382

Comments on U.C. Berkeley's 2020 Long Range Development Plan Draft Environmental Impact Report:
Failure to consider impacts of new housing in H1 and H2 on emergency evacuation of current residents

Dear Ms. Lawrence,

The University's 2020 Long Range Development Plan Draft Environmental Impact Report [hereinafter DEIR] proposes adding up to 100 units of housing near the top of Centennial Drive, in areas H1 and H2. The DEIR addresses fire prevention plans in the form of vegetation management, but it is silent as to the impact of those 100 units on the ability of existing hills residents to evacuate the area in the event of fire.

C265-1

The Berkeley hills are densely populated and many of the streets leading out of the hills are so narrow that when cars are parked along them, they function essentially as one-lane roads. The hills pose a high fire danger during the dry season or following an earthquake, and evacuating the area while simultaneously allowing emergency vehicles into the area has been and will be difficult. Centennial Drive will be a major egress route in an emergency.

The DEIR concludes that construction of the 100 housing units will not expose people in the Hill campus to a significant risk involving wildland fires because of its vegetation management plans. [LRDP Impact PUB-2.1]. However, the vegetation management plan, while vitally important, can only reduce, not eliminate, the extreme fire hazard that exists during the dry season in that area. The DEIR is silent, and should analyze and comment, on whether those current residents for whom Centennial Drive would be the best evacuation route during a hills fire would be exposed to a significantly increased risk by virtue of the additional, new residents trying to use that same road in an emergency.

The report concludes that the housing will not impair any campus emergency evacuation plans on the grounds that all new construction will be built with emergency egress for new occupants in mind. [LRDP Impact PUB-2.2] It is silent, and should analyze and comment, on the impacts of that housing on emergency evacuation by existing hills residents, e.g., impacts on the city's emergency evacuation plans.

The report also concludes that during its construction, the housing could result in temporary road closure or restriction to a single lane, but that this will be mitigated by coordination with the city's emergency service departments and by signage for the public. [LRDP Impact PUB-2.4] It is silent, and should analyze and comment, on the impacts to existing hills residents if a hills fire occurs during construction in H1 or H2 and if construction has temporarily closed Centennial Drive or reduced it to a one-lane road.

C265-1

Thank you for what I anticipate will be your careful consideration of these matters.

Sincerely,



Margit Roos-Collins
2109 Eunice St.
Berkeley, CA 94709

11.2C.265 RESPONSE TO COMMENT LETTER C265

RESPONSE TO COMMENT C265 - I

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

June 16, 2004

RE UCB 2000 LRDP.

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Dear Ms. Lawrence,

As a resident of Grizzly Peak area most affected by UCB plan to put 100 high density housing units I am writing to express my strong opposition to this plan.

My biggest concerns are the congestion + danger in an emergency evacuation - fire, earthquake or worse. We do not have adequate roadways now - Centennial Dr is already too busy.

For many other reasons - health, safety, pollution, noise, congestion, please build elsewhere.

Thank you.

Julianne Stoketrd
150 Hill Rd.
Berkeley CA 94708

C266-1

11.2C.266 RESPONSE TO COMMENT LETTER C266

RESPONSE TO COMMENT C266 - I

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

16
June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:


As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

150 Hill Rd.
Berkeley CA 94708
Address

11.2C. 267 RESPONSE TO COMMENT LETTER C267

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTER C267

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RECEIVED

JUN 18 2004

June 18, 2004

Jennifer Lawrence
 Environmental Planning Manager
 UC Berkeley Facilities Services
 1936 University Avenue, Suite #300
 Berkeley, CA 94720-1380

PHYSICAL & ENVIRONMENTAL
 PLANNING

Re: **PROPOSED LRDP AND DRAFT EIR**

Dear Jennifer:

This is to comment on the proposed 2020 LRDP and the Draft EIR thereon. The remarks here are my own, and don't purport to represent the views of any organization I happen to belong to.

Tables of Historic Resources

In the tables on pages 4.4-10 to 4.4-45 that purport to identify relevant historic resources, I've found a great many mistakes and inconsistencies. (In a few of these cases, the mistake appears also in the State's computerized Historic Properties Directory.)

Among the tables' problems are these:

- ◆ Page 4.4-14 fails to list 2300 and 2311 Le Conte Avenue as being within the Adjacent Blocks North zone. | C268-1
- ◆ While the item on page 4.4-15 about the Masonic Temple correctly has an "N" (for National Register) in the "National Designation" column, it has a blank in the "State Code" column. Shouldn't the latter column have an "R" in it? | C268-2
- ◆ On page 4.4-16 the Stadium Garage's address is erroneously given as "3020" Addison Street. The correct street number is 2020-26. | C268-3
- ◆ Page 4.4-17's item on the "3 Houses for Charles Finney" gets their addresses wrong. According to the SHRI, they're at 2742, 2744, and 2746 Fulton Street. That puts them within the General Plan's Low Medium Density Residential designation. So the table shouldn't say that they're in the LRDP's Housing Zone. | C268-4
- ◆ Page 4.4-17 incorrectly says that the Robert Elder house is at "2125" Kittredge Street. It's really at 2124. | C268-5
- ◆ On page 4.4-17 the name "Enwor's" should be spelled "Ennor's." | C268-6
- ◆ Page 4.4-18 should list 2125 University Avenue *separately from* 2131-35 University. | C268-7
- ◆ Page 4.4-25 incorrectly says that 2300 College and 2310 College are in the LRDP's Southside zone. Instead, they're in Adjacent Blocks South. | C268-8
- ◆ Page 4.4-26 mistakenly lists 2233 Fulton Street as being in Adjacent Blocks West. It's actually in the LRDP's Campus Park zone. | C268-9
- ◆ Page 4.4-26 mistakenly says that the Odd Fellows Temple is in the Southside zone. Page 4.4-16 correctly says that *the same building* is in Adjacent Blocks West. | C268-10
- ◆ Page 4.4-26 erroneously double-counts the Edgar House. (The property's address is 2437-41 Dwight Way.) | C268-11
- ◆ On page 4.4-27 "Wooley" should be spelled "Woolley." | C268-12
- ◆ Tables 4.4-12 and 4.4-13 should indicate that they exclude historic resources that are *also* in another LRDP zone. In other words, they should explain that they exclude the *overlap* with zones such as Adjacent Blocks West or Southside. | C268-13

- ◆ Why does page 4.4-31 say that the Old City Hall Annex, the Berkeley High School buildings, and Civic Center Park are in the LRDP's Housing Zone? Figure 3.1-5 seems to consciously exclude them from it. C268-14
- ◆ Page 4.4-32 seems to incorrectly treat 802 Delaware Street as part of the Housing Zone. This house appears to be more than a block away from any relevant bus line. C268-15
- ◆ For the same reason, page 4.4-33 seems to err in saying that 1808 Fifth Street and 1809-11 Fourth Street are in the Housing Zone. C268-16
- ◆ On page 4.4-33 "Hillegass Street" should be "Hillegass Avenue." C268-17
- ◆ Why does page 4.4-34 say that the Civic Center Fountain and Old City Hall are in the LRDP's Housing Zone? Figure 3.1-5 appears to consciously exclude them from it. C268-18
- ◆ It seems that page 4.4-34 shouldn't say that 1812 Sixth Street is in the Housing Zone. The site apparently is too far from any relevant bus line. C268-19
- ◆ While page 4.4-34 lists the UC Theatre as a "primary" resource, page 4.4-45 lists the same building as "secondary." Which is correct? If it's a primary resource, why does page 4.4-34's item have blank spaces in the "National Designation" and "State Codes" columns? C268-20
- ◆ Page 4.4-35 apparently shouldn't say that 828 and 1029 Addison are in the Housing Zone. The General Plan treats them as being in the Low Medium Density category--which the LRDP's Housing Zone is supposed to exclude. C268-21
- ◆ Page 4.4-38 may be incorrect in saying that the George Durrell House is in the LRDP's Housing Zone. The original SHRI form was unclear whether the address is 2028 Addison or 2029. If "2028" is correct, it seems to put the house in the General Plan's Low Medium Density Residential category--which the LRDP's Housing Zone is supposed to avoid. C268-22
- ◆ The house that page 4.4-40 lists at 2527 Hillegass is already included in page 4.4-33's listing of 2527-29 Hillegass. Furthermore, 2527-29 isn't in the LRDP's Housing Zone (albeit adjacent thereto). The property is now in the City's R-3 District, which corresponds to the General Plan's Medium Density Residential category--which in turn, it appears, the LRDP's Housing Zone is supposed to exclude. C268-23
- ◆ Similarly, why does page 4.4-36 say that 2528, 2555, and 2933 Benvenue are in the LRDP's Housing Zone? Their General Plan designations imply that they aren't. C268-24
- ◆ For the same reason, page 4.4-36 shouldn't say that 2733 Ashby Place is in the Housing Zone. C268-25
- ◆ Similarly, page 4.4-37 errs in saying that 1901 Bonita and 2530 College are in the LRDP's Housing Zone. C268-26
- ◆ Why does page 4.4-37 say that the John Muir School is in the Housing Zone? C268-27
- ◆ Page 4.4-37 mistakenly lists the Wells Fargo Building (2140 Shattuck/2081 Center) as a "secondary" resource. Page 4.4-32 correctly lists *the same building* as "primary." C268-28
- ◆ Page 4.4-38's listing of 2600-06 Dwight and page 4.4-40's listing of 2501-21 Hillegass refer to *the same entity*. It has been subsumed into a *single* City landmark (although only the Hobart Hall portion thereof is on the SHRI as such). C268-29
- ◆ Page 4.4-38's listing of the Barker Building *duplicates* page 4.4-43's listing of the same structure. C268-30
- ◆ Why does page 4.4-39 say that the houses at 2105, 2107, 2109, 2117, and 2212 Fifth Street are in the LRDP's Housing Zone? They don't meet the Housing Zone's criterion of being within one block of a relevant bus line. C268-31
- ◆ Page 4.4-39 shouldn't say that 2514, 2515, 2525, and 2531 Etna Street are in the LRDP's Housing Zone. They appear to be within the General Plan's Low Medium Density Residential category. C268-32

- ◆ On page 4.4-39 the address of the southern Bosse Cottage should be 2426 Fulton--and the address of the Kueffer House should be 2430 Fulton. C268-33
 - ◆ Why does page 4.4-39 say that the Kawneer building at 2547 Eighth Street is in the LRDP's Housing Zone? Figure 3.1-5 doesn't show the location as being within that. And the site is in the City's MU-LI District--which doesn't allow construction of new housing projects as such. C268-34
 - ◆ Page 4.4-40 shouldn't say that 8 Hazel Road is in the LRDP's Housing Zone. The relevant General Plan designation is Low Density Residential. C268-35
 - ◆ Why does page 4.4-40 treat Whittier School as part of the LRDP's Housing Zone? Although the General Plan Land Use Diagram depicts it (and other schools) as "Institutional," it's within the City's R-2A District--which would otherwise correspond to the General Plan's Medium Density Residential category. C268-36
 - ◆ Page 4.4-40 apparently shouldn't say that 2300 and 2311 Le Conte Avenue are in the Housing Zone. Instead (as pointed out above), they should be treated as being in the Adjacent Blocks North zone. C268-37
 - ◆ Page 4.4-41 *may* err in saying that 2317 Le Conte is in the LRDP's Housing Zone--if, that is, its General Plan designation is Medium Density Residential. C268-38
 - ◆ Page 4.4-41 incorrectly treats the Martin Luther King Jr. Civic Center Building (2180 Milvia Street) as only a "secondary" resource. It's part of a "primary" resource: the Civic Center Historic District. However, why is this particular building treated as being within the LRDP's Housing Zone? Figure 3.1-5 seems to purposely exclude it. C268-39
 - ◆ Why does page 4.4-41 say that the Claremont Court Gates are in the Housing Zone? The private property closest to these gates (which themselves are in a public right-of-way) is in the R-1 District--which corresponds to the General Plan's Low Density Residential category. C268-40
 - ◆ Page 4.4-41 says that 2523 Ridge Road and 2638 Russell Street are within the LRDP's Housing Zone, but this appears to be incorrect. The General Plan shows the Ridge house's vicinity as Medium Density Residential., and the Russell house's vicinity as Low Medium Density Residential. C268-41
 - ◆ Page 4.4-41 apparently shouldn't say that 2028 Ninth Street is in the Housing Zone. The General Plan seems to show it as being within a Medium Density Residential area. C268-42
 - ◆ It may be appropriate to mention, on page 4.4-43, that the Berkeley Theatre has been demolished. C268-43
 - ◆ On page 4.4-44 "West University Branch Library" should be "West Berkeley Branch Library." C268-44
 - ◆ Why does page 4.4-45 say that 2050 University Avenue is a "secondary" resource while page 4.4-34 says that 2054 is a "primary" one? In any event, both addresses are in *the same building*. C268-45
 - ◆ Page 4.4-45's inclusion of 1525 Walnut Street within the Housing Zone seems to be incorrect. The General Plan appears to treat its vicinity as Medium Density Residential. C268-46
 - ◆ None of the tables mentions the Hezlett's Silk Store building at 2277 Shattuck Avenue. This is on the SHRI (and is located in the Adjacent Blocks West zone). C268-47
 - ◆ Also totally missing is Walnut Square, at 1500 Walnut Street. This is on the SHRI (and seems to be within the LRDP's Housing Zone). C268-48
 - ◆ While all the tables cite "Page and Turnbull, 2003" as their source, nowhere does there seem to be any further description of that document. C268-49
- The pertinent historic-resources tables should include the buildings--such as 2136-40 University Avenue--that aren't otherwise identified but that are listed as significant by the *Downtown Berkeley Design Guidelines*. C268-50

Furthermore, the tables should be updated to reflect recent landmarkings by the City, such as this year's designation of 2509-13 Telegraph Avenue.

C268-50

LRDP Zones

My above listing of problems in Tables 4.4-1 to 4.4-13 works within the LRDP's framework of "zones" as described by pages 3.1-5 and 3.1-7 and as mapped by Figures 3.1-1 and 3.1-5. However, delineation of the zones is in various cases problematic.

C268-51

For instance, why does Figure 3.1-5 show the Housing Zone as including areas that the Draft Southside Plan indicates for the R-3 District? R-3 corresponds to the General Plan's Medium Density Residential category, which the LRDP's Housing Zone seems to generally exclude. As another example, why does Figure 3.1-5 show the Housing Zone as including the Clark Kerr Campus? The Housing Zone presumably is where *new* housing would or could be built by 2020, but development on the Clark Kerr Campus is restricted by an MOU and covenants that will last till 2032. Also, the City's General Plan shows the UC-owned parts of the Clark Kerr land as Medium Density Residential.

To the extent that the proposed LRDP's zones may get reconfigured, Tables 4.4-1 to 4.4-13 will of course need further revision.

In the fine print of Figure 3.1-5 is the statement that "[s]uitable sites within one block of some BART stations may also qualify for inclusion in the [Housing] Zone." If, as I presume, the intent here is to refer to stations in other cities (like Oakland and El Cerrito) it would be much clearer to say, "...some BART stations *outside Berkeley*...."

C268-52

Other Problems Regarding General Plan Designations

Figure 4.8-1 and page 4.8-9 claim that the Berkeley General Plan calls the Clark Kerr Campus "undesignated," but that is quite incorrect. Also incorrect is Figure 4.8-1's depiction as "high density residential" of a small area along the west side of Hillside Avenue that the General Plan shows as Low Medium Density Residential.

C268-53

Page 4.8-9 says that "[i]n the Berkeley General Plan, land in the LRDP Housing Zone outside the other land use zones described above is primarily designated Avenue Commercial along University, Telegraph, Shattuck, and Adeline, with some pockets of Neighborhood Commercial along College and North Shattuck, and High Density Residential south of the Downtown and west of Shattuck." However, this should also mention Neighborhood Commercial areas along "lower Shattuck and lower Adeline," and High Density Residential in various places including "north of the Campus Park."

C268-54

Figure 4.8-1's and page 4.8-10's claim that the General Plan designates the Berkeley section of 6701 San Pablo as "Manufacturing" is partly incorrect. The frontage along San Pablo itself is actually shown, by the General Plan, as Avenue Commercial.

C268-55

Dwinelle Parking Lot

Maps such as Figure 3.1-2 show a new building to be constructed on the site of the present parking lot just west of Dwinelle Hall. Although the site directly adjoins important Classical Core structures on two sides, the draft LRDP does not depict it as part of the Classical Core.

C268-56

The LRDP should include this site within the Classical Core, and make the latter's design guidelines apply to any construction on it.

For thousands of pedestrians coming up from the BART station and Center Street, the first part of their route into the campus is rustic and wooded. But then this prime footpath curves slightly, crosses the south fork of Strawberry Creek--and suddenly one is on formal Campanile Way, which is aimed straight at the distant tower and paced graciously uphill toward it by flanking buildings of classical, or at least stripped classical, design. It is one of the

campus's most powerful and coherent ensembles. Whatever new building goes onto the parking-lot site should be carefully designed to honor, extend, and genuinely strengthen this vital ensemble.

Oakland Cultural Heritage Survey

The fourth paragraph on page 4.4-6 seems to mistakenly treat the "Oakland Cultural Heritage Survey" as quite separate from the "windshield survey" that it mentions. I believe that the OCHS actually includes both the windshield (or reconnaissance) survey and the detailed (intensive) survey that the paragraph alludes to.

C268-57

Sincerely,



John S. English
2500 Hillegass Avenue, Apt. 3
Berkeley, CA 94704-2937

11.2C.268 RESPONSE TO COMMENT LETTER C268

RESPONSE TO COMMENTS C268-1 THRU C268-48

These comments suggest corrections to data in the tables of historic resources on pages 4.4-10 thru 4.4-45. UC Berkeley staff have reviewed these corrections and revised the tables where appropriate.

RESPONSE TO COMMENT C268-49

There is no document: the reference merely notes the tables were prepared by Page and Turnbull in 2003 for the purpose of the 2020 LRDP EIR.

RESPONSE TO COMMENT C268-50

The writer requests the tables be augmented to include properties that do not meet the criteria established on page 4.4-7 but listed in the city's Downtown Berkeley Design Guidelines. While the table criteria have not been changed, the tables have, as requested by the writer, been updated to reflect recent landmarkings by the city through June 30, 2004.

RESPONSE TO COMMENT C268-51

See Thematic Response 11. Whereas the zoning ordinance as of July 2003 is an existing body of policy, which the University can evaluate against its own mission and make an informed judgment as to what extent it can comply, the Southside Plan does not presently exist in final, adopted form. Once the Southside Plan is adopted, assuming no further substantive changes are made by the City, the provisions of the Southside Plan would supersede the provisions of the current zoning ordinance. However, because in retrospect this is not entirely clear in the Draft EIR language, Best Practices AES-1-h and LU-2-d have been revised in the Final EIR as follows:

Continuing Best Practice AES-1-h: Assuming the City adopts the Southside Plan without substantive changes, the University would as a general rule use, as its guide for the location and design of University projects implemented under the 2020 LRDP within the area of the Southside Plan, the design guidelines and standards prescribed in the Southside Plan, which would supersede provisions of the City's prior zoning policy. [*Continuing Best Practice LU-2-d identical*]

The writer's comment regarding the Clark Kerr campus does not align with the Land Use map in the Berkeley General Plan website, on which the Clark Kerr Campus has no designation. But in response to this comment, University staff inquired about the designation. City staff found the website (and the public review copy) of the map to be incorrect: the correct designation was retrieved from the record copy, which shows most of the Clark Kerr Campus as having a medium density residential designation, with the easternmost portion designated as open space.

However, from the standpoint of new University housing the point is moot, since section 3.1.14 explicitly states no substantial change in use or character of the Clark Kerr Campus is planned under the 2020 LRDP. In the Final EIR, figure 3.1-5 has been adjusted to exclude Clark Kerr Campus and Smyth-Fernwald from the Housing Zone. As the writer notes, however, the Housing Zone only pertains to construction of *new* University student housing.

RESPONSE TO COMMENT C268-52

The Final EIR includes the suggested change.

RESPONSE TO COMMENT C268-53

See response C268-51 regarding the Clark Kerr Campus. The Final EIR has been revised to remove the west side of Hillside Avenue from the Housing Zone.

RESPONSE TO COMMENTS C268-54 AND C268-55

The Final EIR includes the suggested changes.

RESPONSE TO COMMENT C268-56

In response to this comment, the University has re-evaluated the classical core boundary and agrees with the writer it should include the Dwinelle lot. Campanile Way is a significant and integral part of the classical core ensemble, and like the central glades derives both its form and its character largely from the buildings which frame and define it.

Although the neighboring Valley Life Sciences Building is not itself a neoclassical building, it does share the axial orientation, symmetrical composition, and some of the classical architectural features of its older neighbors. Dwinelle Hall, as the writer notes, represents a late example of the “stripped classical” style. Inclusion of the Dwinelle lot site in the classical core would help ensure the future building would enhance the spatial and architectural integrity of Campanile Way. Figures 3.1-8 and 3.1-12 have been revised in the Final EIR to incorporate this boundary change.

RESPONSE TO COMMENT C268-57

The writer’s comment is noted.

11.2C.269 RESPONSE TO COMMENT LETTER C269

At the request of the writer, letter was removed and replaced by Comment Letter 280

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

UC Berkeley Capital Projects
Environmental and Long Range Planning
1936 University Ave.
Berkeley, Ca
94720

June 18th 2004

To whom it may concern:

I am a resident of Southeast Berkeley and I am writing to comment on transportation issues raised in the current 2020 LRDP process. The focus of this letter will be on the Piedmont Avenue - Warring Street - Derby Street - Belrose Avenue - Claremont Avenue - Tunnel Road corridor.

The Piedmont Avenue to Tunnel Road corridor is a complicated and indirect route for transportation. The corridor meanders through residential neighborhoods making several sharp right-angle turns in order to find a route from the campus toward the south. This corridor traverses long established neighborhoods of residential homes and venerable fraternities and sororities. The history of these neighborhoods dates back to the late 19th and early 20th century. Over the past 100 years as the population of the UC Berkeley campus has grown, ever increasing vehicular traffic has woven it's way through this twisting and circuitous route.

Although more direct and potentially much more efficient routes to the south exist along Telegraph Avenue and Shattuck Avenue, due to current Berkeley street configurations combined with use patterns from the UC Berkeley population these corridors remain under utilized by comparison to the often saturated Piedmont to Tunnel Road corridor. As UC faculty, staff and students commute to the campus in the morning and leave campus in the late afternoon the Piedmont to Tunnel Road corridor becomes clogged. The fundamental lesson to be learned from the current situation is that transportation planning or lack thereof along this corridor has over time allowed a level of use to

develop which is incompatible with the neighborhood through which the traffic flows and furthermore this level of use is also fundamentally incompatible with the very nature of the physical layout of this complex twisting and meandering conglomeration of streets and intersections. These streets were never intended to carry such a load and by the very nature of their configuration it is inappropriate to expect them to do so.

This brings us to the current 2020 LRDP Draft EIR. For this LRDP the University conducted an Intersection Study which analyzed six intersections along the Piedmont to Tunnel Road corridor. Not surprisingly the study found that the "Level of Service" at intersections along this corridor is often very poor during peak traffic hours, with several intersections grading at the lowest levels, considered "unacceptable" in the language of traffic engineering. Along the Piedmont to Tunnel Road corridor these "unacceptable" traffic intersections are characterized during peak hours by lines of cars slowly making their way through stop sign controlled intersections.

C270-1

Clearly the current 2020 LRDP planning process puts UC in an awkward position when it comes to dealing with UC related traffic impacts along this already saturated Piedmont Avenue to Tunnel Road traffic corridor. The current "unacceptable" levels of service along this corridor are due in large part to UC related vehicular traffic. Meanwhile future expansion laid out in the proposed LRDP will introduce more vehicles into the campus community that would prefer to commute along this corridor.

UC's proposed remedy to this problem is to decrease the back-up of cars at stop sign controlled intersections by converting those intersections to traffic signals, thereby increasing the speed and through-put of vehicles along this twisting corridor. UC offers this approach to their problem as a "mitigation". But for those of us who live in the neighborhoods along this corridor, the conversion of stop signs to traffic lights would not be a "mitigation" at all. In fact, the introduction of traffic signals and the subsequent increase in vehicle traffic, vehicle speeds and related noise would represent a clear degradation of our quality of life and safety. One needs only to look at the degradation of quality of life and excessive vehicle speeds along Dwight Way and Haste Street south of campus to anticipate the damage that would be caused to our neighborhoods by the introduction of timed traffic signals. Traffic along these stop light controlled corridors rush towards the next traffic signal often greatly exceeding speed limits. Stop signs by contrast are traffic calming

C270-2

devices, because stop signs don't change from green to red there is no need to rush to "make the next light".

C270-2

Fundamental to gaining a perspective on this issue is to ask the question, "For whom is the 'Level of Service' unacceptable?" The answer is that the unacceptable Level of Service is mostly for those who have to commute through this corridor and sit in the traffic. For those of us who live in these neighborhoods, the proposed mitigation of traffic signals represents a much more unacceptable impact on our lives than the presence of calm traffic slowly making it's way through stop sign controlled intersections in our neighborhood.

In truth, UC Berkeley is proposing the installation of a series of timeable traffic signals which will represent a major infrastructure improvement for the campus, allowing the campus to pump excessive levels of traffic at greater speeds through this neighborhood. But this infrastructure improvement is being passed off within the LRDP as if it is a mitigation.

Instead of attempting to force incompatible traffic loads through this narrow twisting corridor, UC Berkeley should work with the local citizenry, the City of Berkeley, Alameda County and the State of California to explore ways to better utilize the large traffic corridors of the area which are appropriate for carrying substantial commuter loads. During the past two decades some studies have been done by the City of Berkeley on potential changes in street configuration which could help redirect UC commuter traffic to the major arteries of Shattuck and Telegraph Avenues, but to this date none of this thought has translated into action, now is the time to make a serious effort in revisiting these ideas. Before any changes are made to the Piedmont to Tunnel Road corridor alternative traffic flow options need to be explored in depth.

C270-3

On a more technical level it needs to be noted that the LRDP traffic analysis for this corridor makes it's recommendations without fully understanding the dynamics of the corridor. The stop sign controlled stop at Warring and Parker Streets was not included in the intersection study, even though this intersection is one of the most congested in Berkeley. Recommendations do not anticipate the changes that would also be necessary at this intersection. Furthermore the danger to pedestrian crossings at the non controlled intersections of Piedmont, such as Piedmont and Channing are not anticipated, and are particularly relevant in light of the increased traffic speeds which would result from the introduction of traffic signals along the corridor. Also

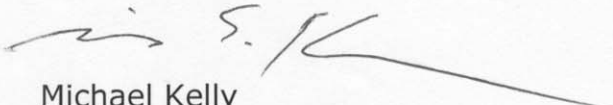
C270-4

of concern is the impact that the introduction of traffic signals would have on the historic fabric of Piedmont Avenue as a historic resource.

C270-4

Thank you for the opportunity to comment on these projects and please keep me informed of any future developments regarding planning along this corridor.

Yours Sincerely,



Michael Kelly
16 Mosswood Road
Berkeley, CA
94704

11.2C.270 RESPONSE TO COMMENT LETTER C270

RESPONSE TO COMMENT C270-1

The writer comments on existing conditions, and not on the 2020 LRDP Draft EIR. No response is necessary.

An all-day study of the origins and destinations of vehicles using the corridor was conducted by LBNL and made public in 1998. The study showed that, in the northbound direction on Warring near Parker, 37 percent of the traffic had University-related destinations; in the southbound direction, 27 percent of the traffic had University-related origins. The next highest destinations in the northbound direction were North Berkeley (20 percent) and downtown Berkeley (15 percent). In the southbound direction, North Berkeley was proportionally the highest origin, at 29 percent, followed by the University (27 percent) and downtown Berkeley (15 percent).

RESPONSE TO COMMENT C270-2

The writer suggests that stop signs are preferred traffic calming devices, over the street light signalization proposed as a mitigation measure in the 2020 LRDP Draft EIR. UC Berkeley would support mitigations that reliably and feasibly reduce the level of service impact. See also Response to Comment C217-1.

RESPONSE TO COMMENT C270-3

UC Berkeley is eager to work with other area agencies on traffic planning. With the City of Berkeley UC Berkeley co-sponsored circulation studies for the Telegraph Avenue area, and UC Berkeley supports AC Transit Bus Rapid Transit and related improvements; however, actual implementation of circulation changes are within the jurisdiction of the City of Berkeley.

RESPONSE TO COMMENT C270-4

The proposed traffic signal at Derby/Warring will benefit southbound traffic flow along Warring by increasing capacity for traffic exiting the Warring Street/Parker Street intersection i.e., there will no longer be vehicle queues extending from Derby/Warring back through the Parker Street intersection, thereby, blocking efficient southbound traffic flow through the Parker Street intersection at Warring Street. Northbound traffic on Warring will arrive at the Warring/Parker intersection in “platoons” with the new signal, but the delays for northbound traffic at Parker/Warring will still be controlled by the all-way-stop at that intersection. Thus, overall, a new signal to the south at Derby/Warring will have a beneficial effect on traffic congestion at Warring/Parker. Because the City of Berkeley installed the all-way-stop at Warring/Parker in order to impede traffic and discourage the use of SR 13/Belrose/Derby/Warring/Piedmont as a citywide travel route, and thus the intersection is designed to increase congestion, this intersection was not included in the 2020 LRDP Draft EIR traffic analysis.

June 17,2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Ave. Suite #300
Berkeley, CA 94720-1380

Re: Comments on UC Berkeley's 2020 Long Range Development Plan (LDRP)
Draft Environmental Impact Report

Dear Ms. Lawrence:

The remarks I am writing here are the comments I made a few weeks ago at a meeting of members of the Long Range Development Plan and the Planning Commission of the city of Berkeley.

I have lived in Berkeley since 1968 and was a professor at the University of California for many years. I retired early and went into business. A few weeks ago I listened to those who spoke with conviction and understanding about the serious problems which the development and expansion plans of the university will bring about. I agree completely with what they said.

As I listened to the speakers I thought of a previous experience I had in my business. We had to negotiate some details of business with a large company. The business advisor I spoke with, someone of ability and experience, gave me some good ideas. He also said "remember one thing, they don't care about you. They will get what they want and you can go along with it or not". I feel the same way about what is being said by the university. I think the building of the houses on Summit is way out of line for many reasons. However, if they decide not to build them, please don't come to me and point out how cooperative they are being. They are not.

All of the issues being discussed are very serious whether it is payment to the city for services, improving the ease for bicycles, maintaining some semblance of open space or dealing with the staggering traffic problems. Please remember that we are way behind. The problems which I have mentioned should be solved before any expansion takes place. Other cities and universities have done it, why not Berkeley?

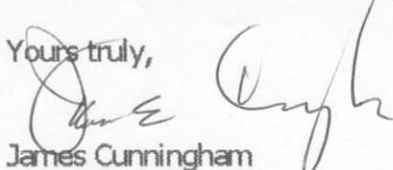
C271-1

We also have to remember that we are not dealing with just the university. We are dealing with the Berkeley city government, the state government, the Federal government and the Board of Regents. If you want to start at the local level talk with Mr. Devries, the assistant to mayor Bates, and ask him what he

did in his work for the Department of Energy before coming to Berkeley. If you talk to the Laboratory administration ask them why they prepared an EIR three inches thick on an office building and refused to do an EIR on the molecular foundry, where important research will be done. You might also ask them when they are going to clean up the pollution in the ground and vegetation and air on the site of the tritium lab. You might be told what I was told by one of their lawyers when I asked these things at a public meeting. "So sue us". The arrogance of her attitude and remark was unbelievable.

I don't want to go on endlessly but I do want somehow to help the people of Berkeley to realize that what we are asking for will never get things back to "normal" but they are essential to help slow the downhill slide which is being imposed on us. I do believe the slide can only be stopped by having someone in authority in the state and federal government state that no more parking spaces, no more office buildings and no more 85 million dollar research facilities can be planned or built in an area which cannot sustain at the moment the development and pollution which has already been done.

Yours truly,



James Cunningham
1007 Miller Ave.
Berkeley, CA 94708

11.2C.271 RESPONSE TO COMMENT LETTER C271

RESPONSE TO COMMENT C271-I

The writer's general commentary is not a comment on the 2020 LRDP Draft EIR. No response is necessary.

D THOMPSON/J SHARP • 2663 LE CONTE AVENUE BERKELEY CA 94709 • 510/644-9344

RECEIVED

18 June 2004

JUN 18 2004

Ms Jennifer Lawrence, Principal Planner
Facilities Services, University of California
1935 University Avenue Suite#300
Berkeley CA 94720

PHYSICAL & ENVIRONMENTAL PLANNING
PHYSICAL & ENVIRONMENTAL PLANNING

JUN 18 2004

RECEIVED

Re: A comment on UC Berkeley's 2020 LRDP DEIR

Dear Ms Lawrence:

At the Long Range Development Plan Draft Environmental Impact Report (LRDP DEIR) public hearings (5 & 11my04), we heard many nearby residents voice displeasure about how UC Berkeley's relentless growth is negatively impacting their quality of life and that existing DEIR Mitigation Measures are insufficient to cope with what promises to be UCB's most ambitious 15-year expansion period ever.

Hence, we hereby propose a single mitigation which could offer some hope for these unfortunate folks.

C272-1

LRDP Mitigation Measure LU-3: The primary residence* of the following University of California, Berkeley employees shall be on taxable property** located no more than a 1/2-mile from the perimeter of Campus Park:

Chancellor, Vice Chancellors, Assistant & Associate Vice Chancellors, Provost, Vice and Assistant Provosts, Deans, and Design Review Committee members.

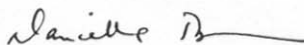
So as not to cause undue hardship on personnel newly appointed to any of the above positions, Mitigation Measure LU-3 shall allow for a nine-month grace period to accommodate relocation into the 1/2-mile perimeter zone.

.....

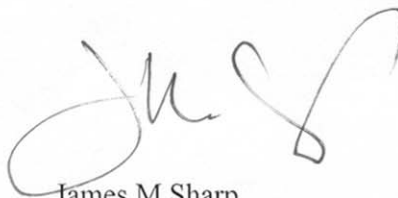
* For the purposes of this Mitigation, "primary residence" shall be defined as that property occupied by the resident/employee on 180 or more nights per non-sabbatical academic year.

** The only exception to Mitigation Measure LU-3 shall be tax-exempt University House at 2400 Hearst Avenue, the Chancellor's official residence.

Sincerely,



Daniella Thompson



James M Sharp

June 6, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Signature

JM SHARP

2663 LECONTE AVE

Address

Berkeley CA 94709

June 6, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Daniela Thompson

2663 Le Conte Ave. Berkeley 94709

Signature

Address

11.2C.272 RESPONSE TO COMMENT LETTER C272

This letter includes as attachments two form letters identical to those covered under response C111 et al.

RESPONSE TO COMMENT C272-1

The writers' suggestion is noted.

Gene Bernardi's comments on U.C. LRDP. May 5, 2004.

We are against any housing being built in the Strawberry Canyon. This is a high fire risk area near the Hayward fault and crisscrossed by other faults. Furthermore the area is contaminated from the operation of the Lawrence Berkeley National Laboratory where there are more than a 1/2 dozen ground water contamination plumes. The vegetation in the canyon is contaminated with radioactive tritium, especially in the eucalyptus grove next to the Lawrence Hall of Science, to such a high degree that the Lab has been unable to get permission from the Dept of Energy Washington DC office to cut the trees and ship them to Japanese and Korean paper mills as planned. All this in an area accessible only by a narrow winding road, which has been closed due to landslides, once in the 1980's for at least 8 months. In case of heavy rains this could again occur, isolating the faculty projected to live in housing above Power Pole curve, the area particularly susceptible to landslides.

C273-1

C273-2

C273-3

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Ms. Gene Bernardi
9 Arden Rd
Berkeley, CA 94704-1808



OFFICE OF PUBLIC INFORMATION

KENNETH R. SCHMITZ
Associate Director — Grounds Services
Physical Plant Operations



101 SPROUL HALL, BERKELEY, CA. 94720
(415) 842-3734

UNIVERSITY OF CALIFORNIA
Office of Physical Resources
100 Carleton Street
Berkeley, California 94720

(415) 842-6338
FAX (415) 643-7264

5/9/84--McClendon--File #9070

FOR IMMEDIATE RELEASE

Berkeley--Centennial Drive, connecting the "main" University of California-Berkeley campus to hilltop facilities, will reopen tomorrow (Thurs., May 10) after an eight-month closing.

The reopening restores convenient access to U.C.'s Lawrence Hall of Science in plenty of time for the public to take advantage of its summer programs.

The road has been closed from just beyond the U.C. Botanical Garden in Strawberry Canyon since last September 19 to repair damage caused by two years of heavy rains and run-off.

Officials had expected the closure to last only 12 to 15 weeks, but wet weather caused many delays in the work, which included rebuilding a section of the road that had become unsafe.

At the Lawrence Hall of Science, five sessions of summer courses will be offered in computers, biology, chemistry, physics and astronomy for various age levels, ranging from age two through adulthood.

Other activities, such as film series and exhibits, will also be offered.

For information on Lawrence Hall of Science summer activities, call 642-5133.

11.2C.273 RESPONSE TO COMMENT LETTER C273

RESPONSE TO COMMENT C273 -1

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT C273 -2

The statements regarding groundwater plumes and hill campus vegetation are noted. At page 4.6-7 and 4.6-8 of the Draft 2020 LRDP EIR, campus procedures to protect workers, occupants and the general public from hazardous materials exposures are outlined.

RESPONSE TO COMMENT C273 -3

See response to comment 273-1, above.

Friends & Neighbors of Memorial Stadium

Jennifer Lawrence
Principal Planner
Environmental & Long Range planning
Capital Projects
1936 University Avenue
Berkeley, California 94720

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: 2020 Long Range Development Plan

6-17-2004

Dear Ms. Lawrence:

The Friends & Neighbors of Memorial Stadium is a community group that takes special interest in historic Memorial Stadium at the University of California in Berkeley. We value the important role that this stadium plays in the history, current life and culture of the University, it's surrounding neighborhoods, and California.

In the past there has been significant controversy regarding plans to install permanent television lighting arrays at Memorial Stadium. We are aware that the University wishes to perform seismic upgrades to Memorial Stadium and may wish to revisit the idea of installing lighting systems at the Stadium as well. Given the degree of past controversy we hope that we can be of service for future planning projects by facilitating dialog between the UC Planning department and the community in order to help bridge gaps in the planning process and stimulate creative solutions to planning challenges.

In regards to the proposed retrofitting of Memorial Stadium we feel it is important to be sensitive in the planning process not only to the historic fabric of the structure but also to the setting of the stadium within the surrounding landscape; of special concern is the historic Oak grove to the west of the stadium which plays an essential role in the cultural experience of the stadium in addition to playing an important role in the landscape of the University as a whole. We also wish to draw your attention to the Historic Structure

C274-1

Report for Memorial Stadium prepared by Siegel & Strain Architects in 1999 (attached). The conclusions and recommendations given in the back of this report provide a basic initial framework for considering the historic integrity of the stadium's design and raise some of the basic issues that need to be considered in future stadium planning projects.

In regards to the possible reactivation of plans to install a network of permanent lights for nighttime football at Memorial Stadium, it is important to remember that potential impacts from such a project extended well beyond the impact of light from the project and range into changes in use, special health and safety concerns, impacts to historic views and resources, impacts to local wildlife, cumulative impacts in relation to other projects both proposed and already built, to name but a few.

C274-2

Some of the most significant impacts that could result from the installation of massive lighting towers above Memorial Stadium would be the destruction of long established, well known, and often heralded views of the picturesque curves of the Berkeley Hills from vantage points on the UC Campus and the greater Berkeley area. The elegant horizon line of the Berkeley Hills forms the backdrop against which the day to day life of the UC campus unfolds. The vista of the hills has played an essential role in the planning of the campus layout and in the architectural alignment, layout and sightings of buildings within the campus. The historic landmark works of architectural design that characterize the formative years of the Berkeley campus gave special consideration to views of the Berkeley Hills in their design and as such, those views remain an essential cultural resource and component of the overall cultural significance of the Berkeley campus. Take for instance the stunning view of Memorial Stadium and the hillside behind which is presented from the Campanile; a view from one landmark John Galen Howard structure to another. Throughout the campus, from classrooms and pathways, from academic and administrative office windows, views of landmark buildings are framed by the Berkeley Hills beyond. A massive array of industrial stadium lights looming high over Memorial Stadium would disrupt and sever many of these important and carefully laid-out views. Those lighting array would tower over the dome of the International House and serve as the new backdrop for the Campanile. Due to the destruction of multiple view corridors and architectural vistas, a mass of lighting arrays at Memorial Stadium would not only pose potential significant impacts for the historic stadium but would impact the architectural fabric and integrity of the campus as a whole.

We also wish to stress that any projects or changes in use for Memorial Stadium and the Strawberry Canyon area should take into consideration impacts on and historical

C274-3

resources within the surrounding neighborhoods of Panoramic Hill, Dwight Hillside, and nearby Piedmont Avenue districts. We have noted in the past that many previous planning documents and CEQA reports generated by UC Berkeley have omitted the Panoramic Hill and Dwight Hillside neighborhoods from maps that define and illustrate the scope of planning projects.

C274-3

It is a concern to us that little differentiation is made within the LRDP between projects that involve smaller recreational athletic facilities and larger athletic facilities and projects.

C274-4

To provide a frame of reference to the level of public concern and controversy attributed to projects that involve Memorial Stadium and its surrounding environs and to give voice to some specific concerns that relate to Memorial Stadium related projects we have attached a series of reports and correspondence relating to Memorial Stadium.

It should be noted that although much of the attached materials were generated during the period of controversy resulting from UC Berkeley's recent proposal to install an array of permanent lights at Memorial Stadium, and although the immediate subject of most of these materials addresses that lighting proposal, the attached materials raise important issues of concern and express significant statements of position whose implications extend far beyond the specific scope of that proposed lighting project. In addressing the proposed lighting project the correspondence from the Berkeley community, The City of Berkeley and a variety of other organizations raised many concerns which are applicable to any future projects that would involve Memorial Stadium or its surrounding environs.

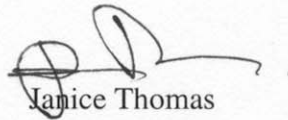
Over the past two decades The UC Berkeley Office of Physical and Environmental Planning, The UC Berkeley Athletic Department, The UC Berkeley Office of The Chancellor and the UC Regents have all received significant levels of correspondence and input from members of the public, government entities and other organizations regarding the use of Memorial Stadium and surrounding environs; as such you should consider the small set of attached materials to be only the tip of the iceberg of materials currently in UC Berkeley's possession which bare significance in assessing the potential impacts of development or change in use in the Memorial Stadium, Strawberry Canyon and East Campus Area. Given the high level of controversy which has repeatedly arisen around Memorial Stadium related activities and development in the adjacent areas of Strawberry Canyon, UC should be diligent in considering and referencing correspondence and materials from previous projects in assessing current planning

projects, because many of the issues and concerns previously raised remain relevant and significant to the current UC planning process. By studying and learning from the past lessons found in earlier planning controversies, we may be able to avoid conflict and achieve greater progress in future projects.

Sincerely,



Robert Breuer



Janice Thomas

LIST OF ATTACHED MATERIALS

UC Berkeley Memorial Stadium: Historic Structure Report

September 23, 1999 Prepared for The University of California Office of Planning,
Design, and Construction By Siegel & Strain, Architects

City of Berkeley Correspondence

June 6, 2000 City Manager to Chancellor Berdahl
July 11, 2000 Landmarks Preservation Commission to Mayor & City Council
August 18, 2000 City Attorney to Jennifer Lawrence, UC Planning
September 26, 2000 City Attorney to Jennifer Lawrence, UC Planning
December 8, 2000 City Attorney to Jennifer Lawrence, UC Planning

City of Oakland Correspondence

August 13, 2000 Jane Brunner, Oakland City Council to Chancellor Berdahl

Comments from Organizations

July 22, 1999 BAHA to Chancellor Berdahl et.al.
July 10, 2000 Maybeck Foundation to Jennifer Lawrence, UC Planning
July 10, 2000 Visual Impacts Analysis to Jennifer Lawrence, UC Planning
July 22, 2000 Panoramic Hill Association to Jennifer Lawrence, UC Planning

UC Regents, Meeting as a Committee of the Whole Minutes

July 20, 2000 Public Comments on UC Stadium Lighting Project

Comments from Berkeley Residents

July 7, 2000 Bill Robbins to Jennifer Lawrence, UC Planning
July 8, 2000 John V. Wehausen to Jennifer Lawrence, UC Planning
July 16, 2000 John Stenzel to Jennifer Lawrence, UC Planning
July 23, 2000 Charles H. Ferguson to Jennifer Lawrence, UC Planning
July 24, 2000 Ben White & Sharon Landes to Jennifer Lawrence, UC Planning

Correspondence on CEQA standing

August 17, 1999 Jennifer Lawrence, UC Planning to Brian Gaffney NOMS
April 24, 2000 Brian Gaffney, NOMS to Jacki Bernier, UC Planning

Correspondence / Agreements on Use of UC Memorial Stadium

September 3, 2002 Chancellor Berdahl to Janice Thomas, PHA
September 29, 1999 Chancellor Berdahl to Fredrica Drotos, PHA
August 4, 1999 Fredrica Drotos, PHA to Chancellor Berdahl
July 18, 1990 Chancellor Tien to PHA
April 23, 1981 Chancellor Heyman to Richard E. Murphy, PHA
June 13, 1977 Community Liaison Group Agreement of Understanding
October 17, 1974 Use of Memorial Stadium & Edwards Field, Chancellor Bowker
April 4, 1960 President Kerr to George Maslach, PHA
February 16, 1960 VP Wellman to UC Regents

Newspaper Articles on UC Memorial Stadium Lighting Project

August 18, 1999 "Compromise on Cal stadium lights may prove elusive"
May 21, 2001 "Stadium lighting creates neighborhood heat"

Photos

- Inscription honoring the architectural achievements of John Galen Howard in the plaza of The Campanile.
- Alumni observing UC Memorial Stadium from the observation deck of The Campanile.

11.2C.274 RESPONSE TO COMMENT LETTER C274

RESPONSE TO COMMENTS C274-1 AND C274-2

Memorial Stadium does require renovation to address its seismic deficiencies. However, no project has yet been defined to a level of detail adequate to support project level CEQA review. Please see Thematic Response 1 regarding the role of the 2020 LRDP in project level review.

RESPONSE TO COMMENT C274-3

The writer's comment is noted. Although the writer does not identify the reports in question, it is possible some UC Berkeley planning documents may have omitted the Panoramic Hill and Dwight Hillside districts because no University actions were proposed in those districts. However, they would certainly be included in any environmental analyses for projects with potential effects on those districts. With regard to the 2020 LRDP, other commentors have noted the inadvertent omission of some buildings on upper Panoramic Hill in figures 3.1-4 and 3.1-11; these figures have been corrected in the Final EIR.

RESPONSE TO COMMENT C274-4

The writer's comment is noted. It is not the University's intent to obscure the differences in recreational and intercollegiate athletic facilities. Memorial Stadium is unique in terms of its physical and operational characteristics, but as a program level document the 2020 LRDP can not address in detail the individual characteristics of each potential future project. Please see Thematic Response 1 regarding the role of the 2020 LRDP in project level review.



THE BERKELEY
ARCHITECTURAL
HERITAGE
ASSOCIATION

P.O. BOX 1137 MAIN POST OFFICE
BERKELEY, CALIFORNIA 94701

TEL. 510-841-2242 FAX. 510-841-7421

June 18, 2004

Jennifer Lawrence
Environmental Planning Manager
University of California Berkeley Facilities Services
1936 University Avenue, Suite #300 HAND DELIVERED
Berkeley, California 94720-1380

Re: University of California Berkeley 2020 Long Range Development Plan , Chang
Lin Tien Center for East Asian Studies, and Draft Environmental Impact
Report

Dear Ms. Lawrence:

It is the understanding of the Berkeley Architectural Heritage Association (BAHA) that under the California Environmental Quality Act, where a plan or a project requires an Environmental Impact Report, it is not permissible to segment environmental review of projects which are dependent or impact one upon the other. CEQA requires that all aspects and impacts of a plan or proposal clearly state their relationship, and requires at the same time that all portions of a plan are disclosed together. For this purpose, in California the Environmental Quality Act sets out provisions that govern the total environment affected and impacted by a project or plan, and therefore requires that under no condition may there be partitioning or consideration of only some part of a plan, without considering the whole environmental impact. It is therefore required that the University's EIR on its Long Range Development Plan (Plan) consider now, and disclose now, the full extent of resulting development and impacts.

This Draft EIR for the fifteen-year Plan proposed by the University is totally inadequate in this regard. The 2020 Long Range Development Plan itself has undisclosed assumptions and vague planning policies. It therefore needs an especially

thorough Draft EIR rigorously disclosing all aspects of the Plan, all resources that will or may be affected, and all the overlapping environmental effects on both the University campus and the City of Berkeley. BAHA wishes to go on record as saying that it is of grave concern that this Draft EIR does not at all adequately reveal the full extent of the Plan's environmental impacts. The University should not proceed with the Plan until all such impacts are adequately disclosed and evaluated.

C275-1

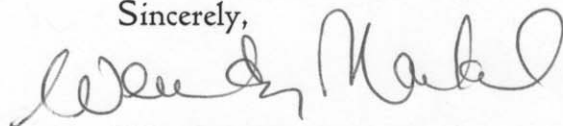
To emphasize, an EIR is complete and can be certified only at such time as it reports on all environmental impacts and not just some impacts. For the purpose of assessing the impacts on Berkeley for the next fifteen years, this Draft EIR is inadequate because:

C275-2

- It does not sufficiently describe the full extent of intended University projects, including those of the Lawrence Berkeley National Laboratory and those at the Richmond Field Station;
- It does not consider all projects that are related to the Plan or that might otherwise, in combination with it, have a significant cumulative effect;
- It does not fully disclose significant negative impacts;
- It does not adequately identify and assess alternatives; and
- It does not provide adequate measures to mitigate negative impacts.

To substantiate BAHA's concerns, BAHA is submitting this comment letter along with (1) a letter with detailed comments on the proposed LRDP and Draft EIR, (2) a letter commenting on the proposed Chang-Lin Tien Center for East Asian Studies and related aspects of the Draft EIR, and (3) a letter commenting on the failure to disclose the intended project that would include a new building adjacent to the California Memorial Stadium.

Sincerely,



Wendy Markel, President

page 3, University of California Berkeley 2020 Long Range Development Plan, Chang-Lin Tien Center for East Asian Studies, and
Draft Environmental Impact Report, June 18, 2004

Encl: (1) BAHA letter to Jennifer Lawrence, Detailed Comments, 2020 Long Range
Development Plan and Draft Environmental Impact Report, June 18, 2004
(2) BAHA letter to Jennifer Lawrence, Proposed Chang-Lin Tien Center for
East Asian Studies and Draft Environmental Impact Report, June 18, 2004
(3) BAHA letter to Jennifer Lawrence, Project Adjacent to California Memorial
Stadium, June 18, 2004

cc: Robert M. Berdahl, Chancellor
George Marcus, Regent, Chair Committee on Grounds and Buildings
Dan Marks, Planning Director, City of Berkeley



THE BERKELEY
ARCHITECTURAL
HERITAGE
ASSOCIATION

P.O. BOX 1137 MAIN POST OFFICE
BERKELEY, CALIFORNIA 94701

TEL. 510-841-2242 FAX. 510-841-7421

June 18, 2004

Jennifer Lawrence
Environmental Planning Manager
University of California Berkeley Facilities Services
1936 University Avenue, Suite #300
Berkeley, California 94720-1380

Re: Detailed Comments, 2020 Long Range Development Plan and Draft
Impact Report

Dear Ms. Lawrence:

This is to give you detailed comments from the Berkeley Architectural Heritage Association (BAHA) on the proposed 2020 Long Range Development Plan and the Draft EIR with respect thereto.

BAHA holds as its mission "to educate the community to encourage and secure the preservation of those structures, sites, and areas which have special architectural, historic, or aesthetic value contributing to the enrichment of the Berkeley environment and to the understanding of its heritage."

It is thus with grave concern that BAHA views the University of California's plans to impact or eliminate important historic, cultural, and scenic resources both on the University campus and elsewhere in Berkeley. In general, the LRDP envisions large amounts of new construction, both on- and off-campus. Such massive development is liable to displace or otherwise impact an unknown, but potentially large, number of historic resources.

C275-3

Examining the maps in the Plan, BAHA notes with foreboding the absence of several key resources. For example, Figure 3.1-2 by itself, though supposedly illustrative, clearly indicates removal of six buildings that are on the SHRI (State Historic

C275-4

Resources Inventory) and/or landmarked by the City. They are the two Warren Cheney houses, the Berkeley Art Museum, the UC Press Building, the structure at 2233 Fulton Street, and the Martha E. Sell Building at 2154-60 University Avenue that the City recently landmarked. The Draft EIR is almost totally silent about their fate.

C275-4

Seeing these and other major resources treated so lightly or ignored altogether in the Draft EIR, BAHA has every reason to fear that the CEQA review conducted on them will end up being perfunctory. Our apprehension has been increased by the recent ceremonial dedication of the Chang-Lin Tien Center at its proposed site, although that site is highly controversial, and the EIR has yet to be finalized, let alone certified.

Need to Comprehensively Address Scenic and Cultural Resources

The LRDP and EIR should address aesthetic concerns and cultural resources quite comprehensively. It should avoid using narrow definitions of what is historic. And it should acknowledge that both on- and off-campus, the process of identifying and listing historic resources is still far from complete. In an important sense, it can never be complete. As new information is found or insights occur, and/or as time goes on and perceptions evolve, additional buildings and other features will be landmarked or otherwise officially listed.

C275-5

Indeed, pages 4.4-2 and 4.4-7 should be revised to point out that under CEQA, the mere fact that something is not already listed does not necessarily mean that it is not a historical resource.

As for on-campus resources, it is very misleading for Figure 3.1-8 to be titled "Campus Park Architecture & Cultural Resources." The only individual structures it identifies are ones that are now on the National Register. This map does not call out the many other buildings or features that are on the SHRI and/or landmarked by the City. It even fails to identify the Classical Core "contributory" buildings that were helpfully shown by Figure 3.1 of the New Century Plan.

C275-6

One of the latter was Mulford Hall, which in fact is a very important structure.

C275-7

Prominently aligned with University Avenue, it is also the only building that, through its design, brings the stylistic feel of the Classical Core down to the campus's west face. The Draft LRDP's Figure 3.1-3A should not label it as a "candidate building for replacement."

C275-7

Still other buildings, such as Sproul Hall, clearly are historic resources. Even some hitherto quite underappreciated structures deserve consideration. For example, Lewis Hall and the older portion of Donner Lab have stripped classical designs that in their modest way support the notion of the Classical Core, and serve to bring some of its feel right up to Gayley Road.

C275-8

The EIR should fully take into account its own citing of the State guideline that (to quote from page 4.4-52) "a substantial adverse change in the significance of a historical resource" by acknowledging that this may result from a change in a historic building's *setting*, even if the building itself remains physically unaltered. Federal and State rules, of course, recognize "setting" as one of the aspects of "integrity."

C275-9

A related, and crucial, point is that concern should go well beyond just looking at individual structures. Valuable building *ensembles* (including their linking open spaces) should also be identified and genuinely respected. In a sense, the whole Central Campus is a "historic district," as is the Classical Core in general. And for anyone with eyes to see, the lengthy grand classical ensemble along the Central Glade, essentially much as John Galen Howard envisioned it, still exists—albeit partly in ghostly form at the gaps where it almost palpably yearns for faithful completion.

C275-10

Need for Stronger Design Guidelines

Although many UC planning documents have piously lamented Evans Hall and other mistakes of the past, comparable mistakes continue to be made. For instance, take the design of the new Stanley Hall that is under construction. With its hodgepodge massing and flat roofs, it will woefully fail to harmonize with the neighboring Hearst Memorial Mining Building, and with the Classical Core in general. UC staff had drawn up design guidelines for the area around the Mining Circle, but the new Stanley Hall will patently violate those.

C275-11

Similarly, the idiosyncratic design of the new Hargrove Music Library not only fails to relate at all to the Music Department's adjoining buildings but also seriously clashes with the beautiful and highly acclaimed Hearst Gymnasium.

C275-12

In order to mitigate the LRDP's and T'ien Center's potential impacts on aesthetic and cultural resources, tighter and more specific guidelines are needed for designing in context. Equally needed is the institutional will to actually follow such guidelines.

C275-13

This is not at all to say that tightness of design control should be uniform everywhere. Different portions of the central campus have different characters, and much greater variety of massing and detailing would be acceptable in some locales than in others. But within the Classical Core and especially confronting the Central Glade, a high degree of genuine "contextuality" is needed.

C275-14

Here, simply having an orthogonal footprint, light-colored granite or architectural concrete walls, and a red-tiled sloping roof *isn't enough*. Building designs should very seriously reflect and embody the other common patterns found in older buildings that characterize the Classical Core. Among these are basic symmetry of massing; a hierarchy of forms; a generally regular rhythm of relatively small-scaled solids and voids, with no large windowless wall surfaces; a molded cornice or other comparable elaboration of the juncture between walls and roof; and some type of celebratory elaboration of main entries.

And in the Classical Core, buildings really should include a version of some of classicism's actual decorative vocabulary. It is possible to do so creatively, and without precisely replicating the specific ornaments of nearby buildings.

In that regard, important lessons can be learned from the 1940s- and early-1950s buildings that followed what author and former UC planner Harvey Helfand (on page 25 of his 2002 campus guidebook) called "[Arthur Brown Jr.'s] transitional theme of stripped neoclassical designs that maintained a dignified compatibility with [John Galen] Howard's monuments." Among these buildings are Sproul Hall, Mulford Hall, the Doe Annex, and the Le Conte Hall addition.

There are architects today who can do comparably compatible designs. The actual

C275-15

success of any design guidelines will depend, of course, on carefully choosing the right architect for the particular job. In selecting who should design buildings within the Classical Core, UC should seek out firms that have a proven track record of truly harmonious design in comparable settings. It *shouldn't* use architects who are otherwise good or even renowned but who are too wedded to their own house style, or rigid Modernist dogma, to do what is needed. And UC should strongly discourage the pernicious practice of tying a building endowment to use of a pre-selected particular architect.

C275-15

Panoramic Hill and Adjoining Streets

As Figures 3.1-1 and 3.1-5 demonstrate, existing or potential UC development would almost surround Berkeley's Panoramic Hill neighborhood, as well as nearby private properties along Hillside Court, Hillside Avenue, and Dwight Way. Yet the Draft EIR makes very little, if any, reference to these areas, which are, and would be, heavily impacted. For instance, Panoramic Hill suffers noise from the Memorial Stadium, gross inconvenience from and potential endangerment by frequent congestion along Piedmont Avenue and Gayley Road, and potential glare from "lighted recreation/athletic facilities."

C275-16

To appropriately recognize the numerous historic resources in the areas mentioned above and the special environmental conditions applying there, these areas ought to be recognized as a "City Environs East" zone.

Though the Draft EIR's Table 4.4-10 does happen to list six historic houses on Panoramic Way (as well as one on Hillside Court and four on Hillside Avenue), it omits many others—including these SHRI properties:

C275-17

- o Torrey house (built in 1905) at 1 Canyon Road
- o Hutchinson/Dean Hayes house (1908) at 9 Canyon Road
- o Charles Rieber house (1904) at 15 Canyon Road
- o Steilberg cottage (1930) at 4 Mosswood Lane
- o Orchard Lane/Mosswood Path
- o W.L. Jepson house (1930) at 11 Mosswood Road
- o Feldman house (1975) at 13 Mosswood Road

- o Parsons/Mauser house (1890/1908) at 21 Mosswood Road
- o Parsons house (1923) at 29 Mosswood Road
- o Steilberg family home (1922) at 1 Orchard Lane

C275-17

Lest anyone think the houses on streets like Canyon and Mosswood Roads are not relevant to University development, Sanborn maps readily illustrate how close they are to Memorial Stadium.

In between Hillside Avenue and Dwight Way, there is a small area which is in the City's R-2 zoning district but which Figure 3.1-5 mistakenly assigns to the LRDP's Housing Zone. By its own terms, the latter is supposed to exclude sites with a municipal general plan's residential designation of less than 40 units per acre. The Berkeley General Plan actually shows this area in its Low Medium Density Residential category, where density generally ranges from 10 to 20 units per acre. Figure 4.8-1's depiction of it as High Density Residential is quite incorrect.

C275-18

The Stadium, Greek Theater, Piedmont Way, and Gayley Road

The UC facilities in general on the uphill side of Piedmont Avenue and Gayley Road are really in a transition zone between the Campus Park and the Hill Campus.

C275-19

The proposed LRDP's framework of zones awkwardly treats the Stadium, Kleeberger Field, and International House as part of the so-called "Adjacent Blocks South." This is wrong, partly because they are all UC-owned and because they are basically *east*, not south, of the Campus Park. And environmentally, the Stadium is in its own category: a unique entity at the mouth of Strawberry Canyon and at a prominently higher elevation than most of Berkeley. No other campus use is comparable in terms of impact. And it sits right within the Alquist-Priolo Special Studies Zone which, of course, straddles the main trace of the Hayward Fault.

For some of the same reasons, it is wrong for the Greek Theater, and the UC-owned housing between it and Hearst Avenue, to be lumped into "Adjacent Blocks North."

C275-20

It is also wrong for Figure 3.1-5 to show the uphill side of Piedmont/Gayley,

C275-21

from the Stadium northward, as overlapped by the "Housing Zone." The latter presumably is meant to be where new housing should or could be built. Such construction would severely impair this corridor's scenic and historic qualities, as well as expose occupants to major earthquake hazards.

C275-21

Other Problems with the LRDP's "Zones"

Figure 3.1-5 should not show the Clark Kerr Campus as part of the Housing Zone. This erroneous depiction may be based on a misreading of the Berkeley General Plan. Figure 4.8-1 claims that the General Plan's designation for Clark Kerr (except for the Regional Park District sections) is "undesignated," and page 4.8-9 makes a similar statement, but those contentions are quite wrong. The General Plan actually classifies all the UC-owned portions of it as Medium Density Residential. And Figure 3.1-5 itself and page 3.1-7 say that the Housing Zone excludes sites with "residential designations of under 40 units per acre in a municipal general plan as of July 2003." That wording implies excluding the General Plan Land Use Diagram's Low Density Residential, Low Medium Density Residential, and Medium Density Residential categories.

C275-22

Another reason for excluding the Clark Kerr Campus is that whereas the "Housing Zone" indicates where new housing should or could be built by the year 2020, development on Clark Kerr is restricted by an MOU and covenants that run till 2032. Still another concern – which is highly important – is that the Clark Kerr Campus is listed on the National Register of Historic Places.

C275-23

The above-quoted rule about residential designations of under 40 units per acre also implies that the Smyth-Fernwald complex should be excluded from the Housing Zone. The Berkeley General Plan shows this complex as Medium Density Residential.

C275-24

Even considering that Figure 3.1-5 calls its depiction of the Housing Zone "generalized," the map reveals various other noticeable inconsistencies in relation to General Plan designations and/or transit service. For instance, the map's Housing Zone inconsistently includes sites at the intersection of Arch Street and Le Conte Avenue, and along the south side of Berkeley Way for most of the distance between Martin Luther King Jr. Way and Shattuck Avenue, that the General Plan shows as

C275-25

Medium Density Residential.

C275-25

The proposed LRDP's Southside and Adjacent Blocks South zones relate poorly to the boundary of the actual Southside Plan Study Area. Each of them ought to be reconfigured so that, together, they add up to the Southside Plan Study Area.

C275-26

(Incidentally, the proposed LRDP is inconsistent about the Southside zone's eastern boundary in between the Stadium and Dwight Way. While page 3.1-7 says that the zone is bounded on the east by Prospect Street itself, Figures 3.1-1 and 3.1-5 show it as including the lots along Prospect's east side.)

C275-27

The Draft Southside Plan also implies needed changes in the boundary of the proposed LRDP's Housing Zone. Page 4.8-14 incorrectly says that the Southside Plan "may ultimately become an amendment to the City's General Plan." The General Plan itself says that "[o]nce completed the Southside Plan will be adopted as an amendment to the General Plan." It goes on to state that "[t]he amendment is anticipated to result in changes to some of the designations within the Study Area." The Draft Southside Plan (even as it existed in July 2003) proposes rezoning some portions of the Study Area to the R-3 District—which corresponds to the General Plan Land Use Diagram's Medium Density Residential category. So these portions should be excluded from the Housing Zone.

C275-28

C275-29

The Elmwood Shopping District (along College Avenue generally between Russell and Webster Streets) should also be excluded from the Housing Zone. This is a very special, and potentially vulnerable, area whose restrictive C-E zoning limits building height to two stories. For consistency, the general Housing Zone description might be revised so as to exclude "nonresidential areas whose zoning prescribes a two-story height limit."

C275-30

C275-31

Relation to City Policy and Zoning

Pages 4.8-12 and 4.8-17 say that "[a]ssuming no further substantive changes are made by the city prior to adoption, the University would as a general rule use the design guidelines and standards prescribed in the Southside Plan as its guide for the location and design of projects implemented under the 2020 LRDP within the

C275-32

geographic area of the Southside Plan." Rather similar wording also appears on pages 3.1-49 and 3.1-50. But the words "as a general rule" are problematic and seem to contradict the 1997 MOU, which said that "...the campus will acknowledge the Plan as the guide for campus developments in the Southside area."

C275-32

UC's intent to use the Southside Plan as its guide is subtly but seriously contradicted by two statements that refer to *zoning*. Page 3.1-50 says that "to the extent feasible university housing projects in the Housing Zone should not have a greater number of stories nor have setback dimensions less than could be permitted for a project under the relevant city zoning ordinance as of July 2003." Page 4.8-18 says that "[t]o the extent feasible, University housing projects in the [...] Housing Zone would not have a greater number of stories nor lesser setback dimensions than could be permitted for a project under the relevant city zoning ordinance as of July 2003." However, the Draft Southside Plan contains proposed *changes from* the zoning standards that existed in July 2003. (In some locations, the changes would actually help developers, by relaxing certain standards.) This inconsistency should in any event be corrected.

C275-33

Furthermore, regarding both the Southside and Berkeley in general, the above-quoted qualifier "to the extent feasible" is very vague and very dangerous. This is especially worrisome because UC apparently wants to hunt widely for housing sites and to partner with private developers. The qualifier should be deleted, and UC should say that its housing projects *will* meet City standards.

C275-34

The above-quoted references to zoning "as of July 2003" are very problematic not just for the Southside but also for many other areas. For instance, they seem to mean that even if and when the City enacts new zoning along University Avenue, UC will design its projects there to last year's standards. Why should the relevance of zoning be, in effect, frozen as of July 2003? Instead, projects should conform to whatever zoning is in place when they are proposed.

C275-35

The Draft EIR's page 4.8-10 asks, as a standard of significance, "[w]ould the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, adopted for the purpose of avoiding or mitigating an environmental effect?" That language itself seems evasive, because the corresponding checklist question in CEQA Guidelines Appendix G also contains the important

C275-36

wording "including but not limited to the general plan, specific plan [...] or zoning ordinance." Numerous provisions of Berkeley's General Plan, Draft Southside Plan, and Zoning Ordinance do indeed aim at avoiding or mitigating environmental effects. And for purposes of CEQA, the City appears to satisfy all three of CEQA Guidelines Section 15366(b)'s ways of meeting its liberal definition of "jurisdiction by law."

C275-36

The Draft EIR's page 4.8-15 tries to dodge the question by saying that UC is "constitutionally exempt from local land use regulations when using its property in furtherance of its educational mission," and that it is "the only agency with jurisdiction over such projects." While that may be true in one technical sense, it is beside the point. The CEQA Guidelines still call for identifying conflicts with such plans and regulations.

In any case, the proposed LRDP does seem to conflict seriously with various of the City's policy-type statements about UC expansion. In the General Plan, these especially include several of Policy LU-35's "Action" statements, Policy LU-36 and particularly its Action A, and Policy LU-38 and its Action B. The Draft EIR's Table 4.8-1 conveniently omits all those telling "Action" statements.

C275-37

While page 4.8-15 says that the LRDP "would require future projects to be informed by city plans and policies," it limits even that vague sop to projects "[i]n the City Environs." But projects in the Campus Park and the Hill Campus should also be "informed" by City policy.

C275-38

One of the Draft LRDP/EIR's most glaring omissions is the total failure to mention the City's official Downtown Berkeley Design Guidelines. This is especially serious because UC obviously intends a large amount of construction in the Downtown. The LRDP should prominently cite these guidelines, and pledge to respect them.

C275-39

Claremont Boulevard-Derby-Warring Corridor

The Draft EIR does not adequately address the cumulative impacts of traffic along Claremont Boulevard, Derby Street, and Warring Street.

C275-40

The gracious and historic homes along these streets include those distinctive homes within Duncan McDuffie's great Claremont Court subdivision of 1906. These

C275-41

historic resources deserve fuller attention and better solutions to relieve the daily traffic congestion and noise that they suffer.

C275-41

Tabulation of Historic Resources

The Draft EIR's attempted tabulation of historic resources (pages 4.4-10 through 4.4-47) has numerous mistakes and inconsistencies. Various buildings are mislocated in terms of the proposed LRDP's zones and/or listed with an incorrect address. In various cases, a single building is listed twice, sometimes in different zones. To give just a few examples:

C275-42

- o On page 4.4-16, the Stadium Garage is given the nonexistent address of "3020" (rather than 2020-26) Addison Street, and is mistakenly classified as being in the Adjacent Blocks West zone.
- o Page 4.4-34 lists "2054 University Avenue" as a primary resource and page 4.4-45 lists "2050 University Avenue" as a secondary resource, but both addresses really are in the same building.
- o Page 4.4-26 erroneously says that 2233 Fulton is in the Southside (it actually is in the Campus Park zone).
- o That same page mistakenly lists the Odd Fellows Temple as being in the Southside, while page 4.4-16 correctly lists the same building as being in the Adjacent Blocks West zone.

Furthermore, the tabulation should be updated to reflect the City's recent landmarking of buildings such as 2509-13 Telegraph Avenue.

After correction of all such individual problems—and after resolution of the problems we have described earlier herein about the zones themselves and their boundaries—page 4.4-9's *totals* by zone will of course need to be changed.

Miscellaneous Comments

On various pages such as 3.1-49 there are statements that UC would make informational presentations on major projects "to the [...] Planning Commission and, if relevant, the [...] Landmarks Commission..." But shouldn't the Zoning Adjustments Board, and/or its Design Review Committee, also be contacted?

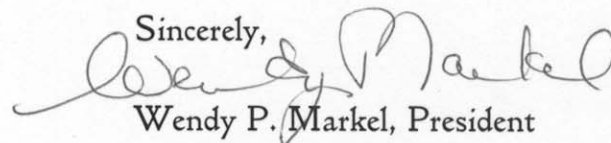
C275-43

Page 4.4-5's quite faulty discussion of the Landmarks Preservation Ordinance badly needs correcting. In its first paragraph, "establish a list of potential buildings that should be considered for..." should be changed to "consider buildings, sites, and areas for potential..." The word "procedures" should be changed to "procedures and criteria." The term "landmark status" should be changed to "such status," and "landmark buildings" to "designated historic resources." "Buildings designated as landmarks or as structures of merit" should be changed to "Projects on landmark sites or structure-of-merit sites or in historic districts." The words "codifies policies" should be changed to "is very important in implementing policies." In the second paragraph, "buildings" should be changed to "resources." The words "three levels of designation" should be replaced by "three types of designation." The wording "properties of exceptional significance (landmarks)" should be changed to just "landmarks." The language "properties that do not meet landmark criteria but are worthy of preservation as part of a neighborhood, block, or street front" should be replaced by "historic districts." At the end of the second paragraph, "landmarks" should be changed to "landmarks, structures of merit, or historic districts."

C275-44

We hope that the University will carefully consider all the comments in this letter and duly reflect them in the final LRDP and EIR.

Sincerely,



Wendy P. Markel, President

cc: Robert M. Berdahl, Chancellor
George Marcus, Regent, Chair, Committee on Grounds and Buildings
Wayne Donaldson, State Historic Preservation Officer
Dan Marks, Planning Director, City of Berkeley



THE BERKELEY
ARCHITECTURAL
HERITAGE
ASSOCIATION

P.O. BOX 1137 MAIN POST OFFICE
BERKELEY, CALIFORNIA 94701

TEL. 510-841-2242 FAX. 510-841-7421

June 18, 2004

Jennifer Lawrence
Environmental Planning Manager
University of California Berkeley Facilities Services
1936 University Avenue, Suite #300
Berkeley, California 94720-1380

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Re: Proposed Chang-Lin Tien Center for East Asian Studies and Draft
Environmental Impact Report

Dear Ms. Lawrence:

This is to convey BAHA's comments on the proposed Chang-Lin Tien Center for East Asian Studies and the Draft EIR's aspects pertaining thereto. In a separate letter we are commenting on the proposed 2020 LRDP and related aspects of the Draft EIR.

On this April 23, University jumped the gun by elaborately dedicating the Tien Center's intended specific site. Occurring as it did long before environmental review could be completed, that act violated the spirit and arguably the letter of CEQA. It furthered BAHA's fear that for the Tien Center—as for so many previous University projects—environmental review will in essence be perfunctory. We hope it will not be.

C275-45

Awkwardly tacked onto the proposed overall LRDP, the Tien Center project may get overlooked by stressed citizens trying to cope with all the other issues posed by burgeoning campus growth. But it poses vital issues in itself, and deserves close attention.

C275-46

The proposed LRDP is peppered with noble-sounding goals like "Maintain and enhance the image and experience of the campus, and preserve our historic legacy of landscape and architecture" and "Preserve and maintain significant views, natural areas,

C275-47

and open spaces in the Campus Park." The Notice of Preparation said that "the Tien Center will serve as a useful example of how the principles articulated in the LRDP will be realized in the design of an actual building." But as now proposed, it does just the opposite. So far it demonstrates that those "principles"—and the so-called Campus Park Design Guidelines—are quite inadequate.

C275-47

The project would be built on an extremely sensitive site across from Doe Library, adjoining the Classical Core's Central Glade. It would directly impinge on two key resources: Haviland Hall and Observatory Hill. And as now sited and designed, it would have significant negative effects on scenic and cultural resources in general.

The crude and aggressive design of Phase 1 would badly disrupt the visual harmony of the Classical Core. It would significantly affect nearby historic buildings like Doe Library by marring their special setting. It would fly in the face of Policy 3.1 in the New Century Plan's section on Campus Architecture Strategic Goals: "Projects within the Classical Core shall enhance the integrity of this ensemble, and complement rather than compete with existing historic buildings."

C275-48

The Draft EIR's page 4.1-20 lamely contends that the preliminary design meets all of the five guidelines that it lists "except" the one about individual punched windows. But that one by itself is a huge exception. The actual guideline's full wording (which page 4.1-20 does not give) says:

C275-49

Each new building within the classical core should be fenestrated exclusively with individual punched windows, having a greater vertical than horizontal dimension. Windows and doors should be inset at least 6" from the exterior wall surface. Windows may be large and paned, but should not span structural elements.

Instead, the Phase 1 building's crucial south wall facing the Central Glade would have a cartoonishly overscaled solid and void pattern. There would be vast and essentially unrelieved wall surfaces (almost unmatched elsewhere on campus except on Davis Hall's brutish facades) on either side of what would read as (despite its light metal grille) an essentially continuous window area. The window area would span multiple bays, it would be horizontally oriented, and it would come across as discordantly gigantic.

Page 4.1-20 admits that in the Classical Core, such a feature of that size is "unprecedented." The text's attempt to compare it to the Valley Life Sciences Building's alleged "smaller versions" is specious. The latter are firmly disciplined within the LSB's gracefully columned, thoughtfully composed overall façades.

C275-50

The Phase 1 building's design also has other serious problems. For instance, it appears that the juncture between walls and roof would be utterly plain, and that the huge window area would rise all the way up to the roof's bottom. This would be in stark contrast to the masonry—and the molded cornices or other decorative treatments—which the Classical Core's older buildings display at that level. Rather similarly, building entries would feature dumb, stark rectangular recesses, instead of the projecting surrounds or other ornamental elaboration so characteristic of older structures in the Classical Core.

C275-51

And it appears that the building's main entry would be largely hidden behind an asymmetrical jumble of blunt-walled access stairways (see Figures 3.2-4 through 3.2-6) which would further obstruct views between Observatory Hill and Doe Library. The drawings seem to show an awkward relation between these stairways and the "Memorial Stair" mentioned by page 3.2-4.

Haviland Hall is one of the campus's architectural treasures. Designed by John Galen Howard and built in 1923, it is a City of Berkeley Landmark and is listed on the National Register of Historic Places. Among the campus's major academic buildings, Haviland is the most secluded. On all four sides it is now surrounded by open space consisting largely of dense tree and shrub plantings. But the Tien Center proposal would radically change this setting. The roughly 75-foot-high (and uphill) Phase 1 building would upstage, overwhelm, and block views of Haviland, while its bluntly conceived facade would trivialize Haviland's delicate detailing. And the still-totally-undesigned Phase 2 building would parallel Haviland from only 40 feet away and tower over it.

C275-52

Historic Observatory Hill is a unique and important open space. It is home to varied native species, including manzanita, Pacific madrone, coast live oak, and California buckeye. It also retains remnants of the old Students' Observatory. But big chunks of the hill would be gouged out if the Tien Center is built as proposed. Adding insult to injury, the planning for open-space "preservation areas" (as reflected in Figure

C275-53

3.1-7) seems to have treated the Tien Center as a *fait accompli*, making believe that the green area that still exists on the west flank of Observatory Hill was already gone and therefore not in need of preserving.

C275-53

The Tien Center's siting would reduce the existing visual continuity of the Central Glade as an open space. Although the Glade was sadly impinged on by construction of Moffitt Library, it has continued to flow fairly effectively past Moffitt because of the distance between that building and Haviland, and because of the openness at the foot of Observatory Hill. The Tien Center would significantly change all that.

C275-54

Yet the Draft EIR fails to adequately consider alternative locations for the Tien Center.

C275-55

Not discussed at all is the alternative of using Haviland Hall itself. Sometimes moving a department is preferable to adding yet another building to an already overcrowded campus. If the School of Social Welfare (currently housed in Haviland) were to move to another location, Haviland could make a fitting and stately new home for Phase 1 of the Tien Center. Then later on, a new Phase 2 building could be built nearby, but the overall impact on this highly sensitive locale would be substantially reduced.

Although the Draft EIR does discuss "Alternative T-2," which would build the Tien Center on the parking lot west of Dwinelle Hall, it dismisses that option much too lightly. The parking-lot site would actually be a more convenient location than the site near Haviland. It would be closer to BART, buses along Bancroft Way, and such cultural attractions as Zellerbach Hall. Page 5.2-3 concludes that the T-2 site is big enough to hold Phase 1 but could not feasibly also hold Phase 2. But especially since Phase 2 would involve things like East Asian studies' offices and classrooms, why couldn't those remain where they now mostly are, in neighboring Dwinelle and/or Durant Hall?

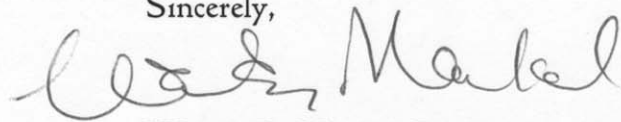
Page 5.2-3's other argument against Alternative T-2 is nearly absurd. It claims that choosing the T-2 site instead of the proposed location would lose "the opportunity to enhance the visual character of the classical core, with a new building sited and

page 5, Proposed Chang-lin Tien Center for East Asian Studies and Draft EIR, June 18, 2004

designed to respect and complement its historic buildings and open spaces, and strengthen the integrity of the classical ensemble." But unless the Tien Center design is greatly improved, concern for the Classical Core is a strong argument *for the T-2 site*. The proposed design would do less damage there.

C275-55

Sincerely,



Wendy P. Markel, President

cc: Robert M. Berdahl, Chancellor
George Marcus, Regent, Chair Committee on Grounds and Buildings
Wayne Donaldson, State Office of Historic Preservation Officer
Dan Marks, Planning Director



THE BERKELEY
ARCHITECTURAL
HERITAGE
ASSOCIATION

P.O. BOX 1137 MAIN POST OFFICE
BERKELEY, CALIFORNIA 94701

TEL. 510-841-2242 FAX. 510-841-7421

June 18, 2004

Jennifer Lawrence
Environmental Planning Manager
University of California Berkeley Facilities Services
1936 University Avenue, Suite #300
Berkeley, California 94720-1380

Re: Project Adjacent to California Memorial Stadium (John Galen Howard, 1923)

Dear Ms. Lawrence:

The Board of Directors of the Berkeley Architectural Heritage Association (BAHA) is perplexed by an announcement that was made in January 2004 regarding a decision by "officials of the University" to construct a "new building that would run the length of the west side of the stadium," in conjunction with a seismic restoration of the California Memorial Stadium (*Berkeley Voice*, January 9, 2004). It would appear to be a serious oversight that no potential expansion project of the Memorial Stadium was disclosed in the Draft Environmental Impact Report on the 2020 Long Range Development Plan & Chang-Lin Tien Center for East Asian Studies.

C275-56

Not only is the landmark Memorial Stadium one of the few remaining classic collegiate sports facilities still extant in the United States, but it is within an environmental setting of local, state, and national importance. Its Area of Potential Effect (APE) includes Strawberry Canyon, a natural resource of historic significance to the establishment of the University and a landscape of unparalleled and regional beauty that rises as a backdrop to the Stadium itself. The APE of the Stadium also includes Panoramic Hill and the Berkeley Property Tract, the seminal residential neighborhood plan laid out in 1864 by Frederick Law Olmsted. Olmsted's vision for the Berkeley Property Tract, with its gracious centerpiece Piedmont Way, inspired the development of a neighborhood of great architectural distinction. In recent years the continuing

C275-57

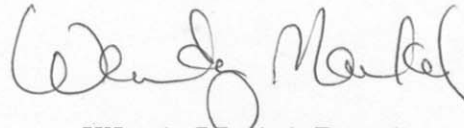
institutional degradation of these irreplaceable assets, so vital to defining the special character of Berkeley's environment, has diminished both the University and the City.

C275-57

It is BAHA's responsibility to emphasize that any further changes to either the face of the Stadium or its surroundings, including all cumulative effects, must be fully and adequately revealed to the public-at-large in a timely fashion, in compliance with the California Environmental Quality Act. It would seem to be in violation of the public trust for University officials to be proceeding with any substantive project plans for the Stadium and any adjacent building without disclosing in the EIR the intent to undertake the project.

C275-58

Sincerely,



Wendy Markel, President

cc: Robert M. Berdahl, Chancellor
George Marcus, Regent, Chair Grounds and Buildings
Steve Gladstone, Athletic Director
Dexter Bailey, Bear Backers
Wayne Donaldson, State Historic Preservation Officer
Dan Marks, Planning Director, City of Berkeley
Robert Breuer, Friends and Neighbors of Memorial Stadium
Susan Brandt-Hawley, esq.

11.2C.275 RESPONSE TO COMMENT LETTER C275

RESPONSE TO COMMENTS C275-1 AND C275-2

These remarks serve to introduce the more detailed comments below.

RESPONSE TO COMMENT C275-3

The Draft EIR recognizes the potential for impacts to cultural resources under the 2020 LRDP, but contrary to the writer's statement the University does not "plan" to impact or eliminate such resources. Rather, such impacts will be avoided or mitigated to less than significant levels whenever feasible.

RESPONSE TO COMMENT C275-4

As the writer notes, figure 3.1-2 is illustrative, and "...depicts one way in which the program described in the 2020 LRDP might be realized on the UC Berkeley campus." No decisions have been made on any of the sites mentioned, nor have projects been defined to a level of detail adequate to enable site-specific analysis. The Tien Center dedication event was simply a celebration of the University's progress toward achieving its fundraising goals for the project, and has no effect on the consideration of alternatives under CEQA.

RESPONSE TO COMMENT C275-5

The second paragraph in section 4.4.4 has been revised in the Final EIR as follows:

This section begins with an explanation of the different types of historical resources described in Section 5024.1 of the Public Resources Code. Then, for each 2020 LRDP land use zone, the resources in each of these categories are presented in a table. Brief histories of the Primary and Secondary Historical Resources owned by the University are included in Appendix D. The tables represent conditions as of January 2004; the lists of Primary and Secondary Resources will be updated as additional resources enter these categories.

RESPONSE TO COMMENT C275-6

The purpose of figure 3.1-8 is to show the "primary resources" of the Campus Park and Adjacent Blocks: those buildings, sites and landscape which have met the rigorous criteria of the National Register.

RESPONSE TO COMMENTS C275-7 AND C275-8

Buildings shown in figure 3.1-3a as candidates for replacement, as explained in the caption, include "... those which have seismic or other functional deficiencies, or which represent underutilizations of their respective sites." Mulford and Lewis Halls qualify on at least the first two counts. The writer's comments on style are noted, but a particular architectural style does not in itself impart cultural significance. The classical core provisions of the Campus Park Design Guidelines in the 2020 LRDP speak to precisely the same aesthetic values as the writer invokes, but Mulford and Lewis Halls do not at present have standing as cultural resources of significance, nor do Sproul or Donner.

RESPONSE TO COMMENT C275-9

The writer's comments are noted. In section 4.4.8, for example, the Tien Center impacts are extensively analyzed in terms of its setting, including its relationship to Haviland

Hall, and quotes the Haviland National Register nomination to characterize its cultural significance and assess how the Tien Center would affect it.

RESPONSE TO COMMENT C275-10

The fact the 2020 LRDP includes design guidelines for the entire Campus Park, as well as more prescriptive guidelines for the classical core, is clear evidence the 2020 LRDP supports the principles stated by the writer.

RESPONSE TO COMMENTS C275-11 THRU C275-13

Both projects cited by the writer, the new Stanley Hall and the Hargrove Music Library, predate the 2020 LRDP and the Campus Park Design Guidelines, and do not reflect their influence.

RESPONSE TO COMMENT C275-14

The writer appears to agree with the classical core criteria the Campus Park Design Guidelines *do* contain, but then goes on to suggest other, more detailed criteria, including a requirement for classical decorative elements, citing the stripped classical buildings of the postwar period as examples. While these buildings do serve as valuable contributors to the classical core ensemble, they succeed because of the sensitivity of the architect, who had a clear understanding of their role as complements to the campus' architectural masterpieces, rather than architectural objects in their own right.

The prescription of neoclassical ornament, given both the enormous changes in materials and workmanship over the past half century, and the fact architects with the deft, modest touch of Arthur Brown are far more the exception than the rule, would be more likely to result in caricature than homage. The recent postmodern movement demonstrates the often unfortunate results of such exercises in "interpretation" of historic elements.

The Secretary of the Interior's Standards for Rehabilitation are quite clear on this matter. They state:

Related new construction ... shall be compatible with the massing, size, scale, and architectural features to protect the integrity of the [historic] property and its environment ... Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken."

The guidelines for the classical core as presently written reflect the balance articulated in the Standards.

RESPONSE TO COMMENT C275-15

The writer's comment is noted. However, the selection of an architect on any project is subject to state contracting procedures as modified by the recently enacted Bowen Act, which require a documented competitive selection process.

RESPONSE TO COMMENT C275-16

The writer is correct in noting Panoramic Hill and adjacent residential areas are bordered on the south and west by the Southside and Clark Kerr Campus, and on the east

by Strawberry Canyon Recreation Area and the Ecological Study Area. However, this does not imply substantial University development within those areas.

No substantial change in use or character is anticipated in the Ecological Study Area or, as stated in section 3.1.14, on the Clark Kerr Campus. As stated in 3.1.15, future potential changes at Strawberry Canyon would be limited to renovation and expansion, or replacement, of the existing buildings and pools. Lastly, the area to the west would be significantly downzoned once the Southside Plan is adopted, and as stated in 3.1.14 the University is committed to using the Plan as its guide to future investment in the Southside.

There are two areas adjacent to Panoramic Hill where there is known potential for future University projects within the timeframe of the 2020 LRDP: Memorial Stadium and the Smyth-Fernwald housing complex. The Stadium requires renovation to correct its seismic deficiencies. However, at this point no specific project has yet been defined to a level of detail adequate to support project-level CEQA review.

The other area adjacent to Panoramic Hill with future potential for a University project is the Smyth-Fernwald housing complex, given its age and condition. However, no decision has yet been made by the University on the long-term future of the site. While the Clark Kerr Campus also requires major capital investment in the near future, under the provisions of existing covenants and memoranda of understanding, no substantial change in use or character is planned.

The land use zones designated in the 2020 LRDP indicate those areas where at least some capital investment by the University would occur within the timeframe of the 2020 LRDP. No such University investment is planned for Panoramic Hill.

RESPONSE TO COMMENT C275-17

See response C275-16, final paragraph. While the writer contends the table should include additional properties on Panoramic Hill, in fact Panoramic Hill lies outside the Southside zone as described in the 2020 LRDP, and no University capital projects are anticipated on Panoramic Hill within the timeframe of the 2020 LRDP. The inclusion of the Panoramic Hill properties in Table 4.4-10 was an error, which has been corrected in the Final EIR.

RESPONSE TO COMMENT C275-18

Figures 3.1-5 and 4.8-1 have been corrected in the Final EIR.

RESPONSE TO COMMENTS C275-19 AND C275-20

The writer's comments are noted. The areas described, although entirely owned by the University, differ in character from the Campus Park. They are separated from the Campus Park by a public street (or in the case of Gayley Road by a University street with the same function), and they include a substantial amount of housing, both characteristics more similar to the Adjacent Blocks than the Campus Park.

RESPONSE TO COMMENTS C275-21 THRU C275-24

The writer's comments do not align with the Land Use map in the Berkeley General Plan website, on which the Clark Kerr Campus has no designation. But in response to this comment, University staff inquired about the designation. City staff found the website (and the public review copy) of the map to be incorrect: the correct designation

was retrieved from the record copy, which shows most of the Clark Kerr Campus as having a medium density residential designation, with the easternmost portion designated as open space. However, from the standpoint of new University housing the point is moot, since section 3.1.14 explicitly states no substantial change in use or character of the Clark Kerr Campus is planned under the 2020 LRDP.

As mentioned above, no decision has yet been made by the University on the long-term future of the Smyth-Fernwald site. However, in this case the writer is correct on the general plan designation. In the Final EIR, figure 3.1-5 has been adjusted to exclude Clark Kerr Campus and Smyth-Fernwald from the Housing Zone. Note, however, the Housing Zone only pertains to construction of new University student housing, not to the renovation of existing housing, which could occur at one or both locations.

RESPONSE TO COMMENTS C275-25 THRU C275-27

Figure 3.1-5, and the cited description on page 3.1-7, have been revised in the Final EIR. The purpose of the 2020 LRDP land use zones is to characterize future UC Berkeley land use, and in this respect they have a different purpose than the Southside Plan: for example, the Southside land use zone in the 2020 LRDP does not extend south of Dwight Way.

RESPONSE TO COMMENTS C275-28 AND C275-29

See Thematic Response 11 regarding the Southside Plan.

RESPONSE TO COMMENTS C275-30 AND C275-31

The University concurs with suggestions to remove the Elmwood commercial district from the Housing Zone, as well as the west side of Hillside Ave. Figure 3.1-5 has been revised in the Final EIR to incorporate these changes.

RESPONSE TO COMMENTS C275-32 AND C275-34

See Thematic Response 5 regarding the use of qualifiers.

RESPONSE TO COMMENT C275-33

See response C275-28.

RESPONSE TO COMMENT C275-35

As the Draft EIR notes, UC Berkeley is constitutionally exempt from local land use regulations, including municipal general plans and zoning whenever using its land in furtherance of its educational purposes. The University serves the entire state of California, and its mission can not always be met entirely within the parameters of municipal policy. However, compatibility with adjacent land uses is a matter of concern for the University, and it therefore voluntarily considers the 2020 LRDP's compatibility with the adjacent land uses in the City Environs. The University can not commit to comply with future, as yet unknown local regulations. The University will assess each such change in zoning in light of its mission, the objectives and policies of the 2020 LRDP, and its obligations under CEQA.

RESPONSE TO COMMENT C275-36

The constitutional exemption of the University from local regulations is not “beside the point”, but rather is a critical fact the reader of the EIR must understand in order to evaluate the 2020 LRDP and its relationship to those regulations. However, under

LRDP Impact LU-2, the EIR presents an extensive analysis of 2020 LRDP conformance with the Berkeley and Oakland general plans, and the potential for significant land use incompatibility.

The conclusion in the Draft EIR that the City of Berkeley does not have jurisdiction over University projects developed on land UC controls and uses in furtherance of its education purposes is correct. CEQA Guidelines section 15366(b) does not modify UC's constitutional exemption from local regulation. The Draft EIR correctly notes that plans such as the City's General Plan are not "applicable" to UC.

RESPONSE TO COMMENTS C275-37 AND C275-38

The purpose of table 4.8-1 is to provide the EIR reader with a brief reference to the policies of the Berkeley General Plan that pertain to the University, in order that the reader first understand such policies exist, and second understands where to go in the document to find more detailed background on those policies.

However, while the University respects those policies, as noted above UC Berkeley is constitutionally exempt from local land use regulations, including municipal general plans and zoning whenever using its property in furtherance of its educational purposes. UC has a statewide mission of education, research and public service. Therefore, while the interests of the University and the City often coincide – for example, in ensuring Berkeley remains a great place to learn, work, and live – differences on some points, including some of the policies in the Berkeley General Plan, are not surprising.

RESPONSE TO COMMENT C275-39

The Berkeley Downtown Plan and its Historic Preservation and Urban Design Element are cited and described at page 4.1-3 of chapter 4.1. The University does not understand the Downtown Berkeley Design Guidelines to be a separate policy document: rather, as the Downtown Guidelines themselves state, they "... are intended to implement the objectives and policies of the Historic Preservation and Urban Design Element of the Downtown Plan ... [they provide] specific guidance on how to modify existing buildings and construct new ones in a manner which furthers the goals and objectives of the Downtown Plan."³ The recognition of the Downtown Plan at page 4.1-3 is meant to include its implementing Downtown Guidelines.

However, the writer argues the 2020 LRDP should not only recognize the Downtown Guidelines but pledge to respect them. Unlike the Southside Plan, which was a collaborative effort by the City and University, and which the University has committed to respect, the Downtown Guidelines were a unilateral effort by the City. While the University has consulted the Downtown Guidelines in order to inform the design of specific projects, it has not undertaken the detailed critical review required before it could make the blanket pledge advocated by the writer.

Since the City continues to use the Downtown Guidelines in its consideration of new downtown projects, the City-University consultation described in Best Practice AES-1e (revised as described in Thematic Response 11) would ensure their provisions do inform future projects implemented under the 2020 LRDP.

RESPONSE TO COMMENTS C275-40 AND C275-41

The writer's comment is noted, but is not specific enough to enable a response.

RESPONSE TO COMMENT C275-42

The corrections suggested to the tables of historic resources in section 4.4 duplicate those suggested in comment letter C268.

RESPONSE TO COMMENT C275-43

The University proposes the Planning Commission as the body with the more comprehensive scope of jurisdiction. However, the Commission may delegate to the ZAB or the DRC at its discretion.

RESPONSE TO COMMENT C275-44

The Final EIR has been revised to incorporate the suggested corrections.

RESPONSE TO COMMENT C275-45

The event in question was simply a celebration of the University's progress toward achieving its fundraising goals for the project, and has no effect on the consideration of alternatives under CEQA.

RESPONSE TO COMMENT C275-46

The writer's concern is noted, but the inclusion of the Tien Center serves a useful purpose in providing the reader with an example of how the objectives, policies and guidelines of the 2020 LRDP would be implemented in an actual project. Conversely, the 2020 LRDP provides the reader with a larger, long-term context for the evaluation of the Tien Center project.

RESPONSE TO COMMENTS C275-47 AND C275-48

These statements offer opinions on the design of the Tien Center, which are not in themselves substantive CEQA comments, but which serve as introductions to more detailed comments below.

RESPONSE TO COMMENTS C275-49 AND C275-50

As the writer notes, the Draft EIR stipulates the Tien Center Phase 1 design does not comply with one of the Campus Park Design Guidelines for the classical core: namely, the guideline that each new building "... should be fenestrated exclusively with individual punched windows, having a greater vertical than horizontal dimension." The Draft EIR also stipulates such a feature is unprecedented at this scale in the classical core.

The Campus Park Design Guidelines are guidelines, not standards, and as such they are subject to judgment. As the 2020 LRDP states in the introduction to the Guidelines,

The provisions of the Guidelines are not meant to entirely preclude alternate design solutions. The best solution for a site should not be rejected just because we could not imagine it in advance ... As a rule, the campus should not depart from the Guidelines except for solutions of extraordinary quality.

In determining what is and what is not a "solution of extraordinary quality", UC Berkeley relies on the advice of its Design Review Committee. In light of the findings of, and comments on, the 2020 LRDP Draft EIR, the DRC met on August 12, 2004 to review progress on the Tien Center design, and in particular to address the question of whether this variation from the Campus Park Design Guidelines was supported by the merits of the design. In general, the DRC confirmed this determination. It found the

design has an elegant serenity, and represents a unique synthesis of western and eastern architectural traditions. The building reflects both its context of western classical buildings, and its own identity as a center of East Asian culture, in a single coherent architectural concept.

The DRC felt strongly that the decorative screen on the south façade represents a major aspect of the design parti, and is crucial to retain as a central feature of the design. However, there was widespread concern among the committee that the design treatment shown in the current model and drawings would allow the horizontal bands of windows behind the screen to predominate at night, and also be somewhat visible during the day. The DRC urged unanimously that the design of the screen and windows be carefully rethought to avoid this effect.

RESPONSE TO COMMENT C275-51

See response C275-14: replication of ornamental details from older, genuinely historic buildings is discouraged by the Secretary of the Interior's Standards. With regard to the stairways, the simulations in figure 3.2-4, prepared at the schematic stage of design, indicate the view of Doe Library from the crest of Observatory Hill would not be compromised.

RESPONSE TO COMMENT C275-52

The relationship of the Tien Center to Haviland Hall is examined in sections 4.1.8 and 4.4.8. While Haviland Hall is, as the writer notes, presently surrounded by open space, its significance as a cultural resource is due not to this open space but, as described in its National Register nomination, to "... its role in John Galen Howard's Beaux Arts plan of the University ... the building is important because it helps to define both the actual structure of Howard's plan and the principles on which his plan is based."⁴ The location and configuration of the Tien Center reinforces this structure: in fact, the Howard Plan itself shows Observatory Hill as obliterated and replaced with a building of roughly the same scale as Doe Library, with its front (south) façade in the same alignment as the phase 1 of the Tien Center.⁵

RESPONSE TO COMMENT C275-53

The impact on Observatory Hill and the Students' Observatory is examined in sections 4.1.8, 4.3.8, and 4.4.8. The proposed modifications to Observatory Hill would not substantially affect any sensitive natural community, nor substantially interfere with movement or nursery sites of native species, nor create significant adverse impacts on special-status species. Some limited reduction in oak woodland habitat would occur along the south and west base of Observatory Hill, although the balance of the hill would remain intact.

Of the 36 specimen trees or other trees desirable to retain, only one would definitely be lost (and replaced) due to the project, while two other specimen trees and two other desirable trees are located within a few feet of the project and would be protected, but are at risk of loss. The preservation areas shown in figure 3.1-7 do, as the writer notes, reflect the construction of the Tien Center as envisioned in the EIR, but the figure caption is clear in this regard.

RESPONSE TO COMMENT C275-54

Contrary to the writer's assertion, the Tien Center would reinforce rather than compromise the integrity and continuity of the Central Glades as envisioned by Howard. As explained in section 4.1.8, "... phase 1 of the Tien Center would respect the preservation zones established in the Campus park Framework and Guidelines: the façade would not protrude further into the Central Glades than the façade of McLaughlin Hall, thus preserving the formal definition of the Glades by the buildings facing it." This vision of the Glades as an open space defined by buildings arranged in a formal, axial relationship is a key feature of the Howard Plan: see also response C275-52.

RESPONSE TO COMMENT C275-55

Haviland Hall was not considered for the Tien Center because its 51,200 GSF is only roughly 75% of the space required for phase 1 alone. Moreover, the specialized program requirements of a state-of-the-art library, including high floor loads, may be extremely hard to achieve within the constraints of a National Register building. The School of Social Welfare would, of course, have to be rehoused, with unknown potential environmental impacts.

The writer suggests Alternative T-2 would be feasible if phase 2 of the Tien Center were housed on another site, but as explained in the EIR this is directly contrary to a primary objective of the project: namely, to "Create a central location for research and scholarship by students and faculty in all fields of the arts, humanities, social sciences and professional disciplines with a focus on East Asia." The writer also contends the Tien Center would not enhance, but rather would "damage" the classical core, and therefore T-2 is preferable by virtue of being less conspicuous, but this opinion is unsupported by the environmental analysis.

RESPONSE TO COMMENT C275-56 THRU C275-58

The Stadium requires renovation to correct its seismic deficiencies. However, while speculative stories have been published in the press, at this point no specific project has yet been defined to a level of detail adequate to support project-level CEQA review.

Jennifer Lawrence
 Environmental & Long Range Planning
 University of California Capital Projects
 1936 University Ave.
 Berkeley, CA 94720

RECEIVED

JUN 18 2004

June 14, 2004
 PHYSICAL & ENVIRONMENTAL
 PLANNING

**Re: Comments on the UC Berkeley 2020 Long Range Development Plan (LRDP)
 (and Chang-Lin Tien Center for East Asian Studies) Draft Environmental Impact
 Report (EIR)**

Dear Ms. Lawrence,

The enclosed comments are mostly related to issues, that need more comprehensive and detailed scrutiny in the Final EIR, concerning the some 1000 acres of land above the Campus Park in the area designated as Hill Campus, aka the Strawberry Creek Watershed, located within the City limits of Berkeley, Oakland and the East Bay Regional Park District. Over 200 of the watershed acres are located at the Lawrence Berkeley National Laboratory (LBNL), which is managed by the University of California (UC) for the Department of Energy (DOE).

The UCB 2020 LRDP Draft EIR lacked detailed maps pertaining to this very important and fragile Watershed including its many creeks, all tributaries of the Strawberry creek, and numerous springs and aquifers. The Final EIR must include comprehensive analysis of the Watershed, including its complex hydrogeology, as well as a detailed description of the complex management/ownership/oversight jurisdictions and responsibilities between UC, DOE and LBNL. Some of these concerns were expressed in a letter dated 3/13/03 to Kerry O' Banion for which we are requesting full and detailed answers. (Attachment 1)

C276-1

For instance:

1. When will the Lawrence Berkeley National Laboratory's (LBNL) Draft 2002 Long Range Development Plan (dated May 2001) be available for Public Review and Comment? Will LBNL prepare an EIR/EIS for the LRDP? When will the EIR/EIS be circulated for Public Review and Comment?

C276-2

2. When will the UC's Master Plan and EIR for the Richmond Field Station be available for Public Review and Comment?

C276-3

3. What are the specifics of the UCB's plan to develop Student and Faculty Housing in the Strawberry Canyon Watershed? How many units are proposed for each of the 2 sites being considered?

C276-4

A. Corner of Grizzly Peak Boulevard and Centennial Drive, currently a quiet, single family residential neighborhood,

B. Parking Terraces next to the Lawrence Hall of Science, a landslide area.

4. Will UC(B) continue to allow Department of Energy (DOE) operations on Central (Core) Campus? Both the current Donner Lab (LBNL Building 1) and Melvin Calvin Lab (LBNL Building 3) were marked on the maps as sites for "planned/potential buildings", what specifically is being proposed to replace these 2 buildings? Are they included in the UCB 2020 LRDP EIR? If not, why?

C276-5

5. Nanoscience/engineering was mentioned as part of the new Academic Initiatives. What specifically will be the location/ building for the nanoscience/engineering initiative?

C276-6

6. What specific consideration is being given to the fact that LBNL is proceeding with the proposal to implement DOE's National Nanotechnology Initiative by locating a nanoscale research facility, the Molecular Foundry, in the Strawberry Canyon Watershed, next to Chicken Creek?

C276-7

7. What specific research activities are being considered for the Strawberry Canyon Watershed, i.e. the Hill Campus, in the UCB 2020 LRDP?

C276-8

8. Since the UC manages LBNL for the Department of Energy, and LBNL is located on leased University land, why are the UCB's and LBNL's LRDPs not circulated at the same time for Public Review and Comment? Since the operations of LBNL are inseparable from the UC (unless DOE decides not to renew the management contract, which expired on September 30, 2002 but was extended until January 2005), will UC and LBNL/DOE prepare an umbrella EIR/EIS to evaluate the cumulative environmental impacts of both the UCB's and LBNL's LRDPs, including the Richmond Field Station activities? How are decisions made regarding the locating of research, which is " too big, stinky and uses hazardous materials", outside the "Core" Campus?

C276-9

C276-10

Background

In 1860, the College of California moved from Oakland to the present campus site. Strawberry Creek was one of the main reasons why the founders choose this location. "All the other striking advantages of this location could not make it a place fit to be chosen as the College Home without this water. With it every excellence is of double value." (Attachment 2)

LBNL originated on the University of California Berkeley (UCB) campus in 1932 as the UC Radiation "Rad" Laboratory. In the late 1930's the regents gave Ernest O. Lawrence, permission to build in Strawberry Canyon above the University. In 1940, the Rad Lab was relocated to its present site. Dr. Lawrence wrote that the new site "gave privacy and sufficient distance to alleviate the possible in effects of errant radiation upon the town below" (Attachment 3). However, this was not to be. After 1948, the facility was funded by the US Atomic Energy Commission and its successor agencies. In 1972, the name was changed from the Lawrence Radiation Laboratory to Lawrence Berkeley Laboratory (Attachment 4), which by this time had become a major nuclear industrial complex surrounded by residential neighborhoods, to the south, west and north.

Air Quality (2) and Hazardous Materials (6)

New science, nanotechnology is being introduced to the central campus, i.e. Campus Park (Attachment 5) and to the Strawberry Canyon's Hill Campus. The EIR must address how nano-scale materials, nano-pollution is being prevented from entering the environment. It is our understanding that there are no filtering systems available to prevent emissions from either routine or accidental releases resulting from the nano-fabrication and manipulation of biological, organic and inorganic nanostructures.

C276-11

The Draft EIR ignores these concerns, although much is known about the potential health and environmental impacts of nanotechnology which were recently highlighted in the Washington Post February 1, 2004 article (Attachment 6).

Campus Park includes laboratory operations for both UCB and LBNL. LBNL's laboratories occupy over 105,500 sq ft. of space in fifteen different buildings on central campus. Of these, Melvin Calvin Laboratory and Donner Laboratory operate under federal jurisdiction, i.e. DOE rules apply to radioactive limits and releases. UCB is under CA Department of Health Services regulatory oversight that places strict limits to the use, storage and emissions for radioactive materials. For example, LBNL's average annual use of tritium on their hill campus facility (NTLF) was almost 80 times greater than the amount used at UCB labs on the central campus (Attachment 7). The Final EIR should address the magnitude of LBNL's present and future inventory/use of radioactive substances and their impacts at the Melvin Calvin, Donner and other central campus labs.

C276-12

Of special concern is the location of the Girton Childcare Center, which is about a 100 meters from LBNL's Melvin Calvin Lab and about 200 meters from LBNL's Donner Laboratory. The UCB LRDP erroneously states: "Existing schools or childcare centers within 1/2 mile of campus laboratories are not within 1/4 mile of LBNL". The impacts of both LBNL's Donner and Calvin Laboratories on the Girton Childcare Center must be evaluated. Furthermore, please provide a full copy of the Safety Analysis Documents (SAD) for both Donner and Calvin Labs in the Final EIR. It should be noted that in 1998 the US Environmental Protection Agency (EPA) evaluated LBNL as a potential Superfund site and found that over half of the Tritium air monitoring samples collected at the Calvin Lab in 1995 exceeded EPA's Cancer Risk Screening Concentrations. Curiously, after 1995 the Calvin lab's Tritium monitor was removed from the monitoring network.

C276-13

The Final EIR should further explain the complicated, often misleading and mostly poorly understood federal, versus state regulatory oversight differences and the resulting ramifications regarding the use/storage limits for radionuclides at LBNL/DOE on the central campus and on the hill, compared to UCB.

C276-14

Biological Resources (3), Hydrology & Water Quality (7), and Land Use (8)

The UCB's New Century Plan includes a section titled: "Accommodating the Next Lawrence Berkeley Laboratory", and one of the possible locations listed is "The Hill", outlining a section of undeveloped land in the eastern part of the Strawberry Creek Watershed (Attachment 8). Although LBNL is in the process of preparing its own LRDP EIR (NOP October 2000), these two institutions, UCB and LBNL, are so intertwined academically and geographically that the UCB LRDP must include a comprehensive discussion on the environmental impacts of LBNL, especially due to its prime watershed location.

C276-15

As stated earlier, about 1000 acres of the UCB Hill Campus encompass the very important Strawberry Creek Watershed (Attachment 9). The Final EIR must include a comprehensive Watershed Management Plan that would address the canyon water resources and their preservation. Clear explanation should be given to what an "Ecological Study Area" is, other than land reserved for future development. Special concerns: LBNL's chemical and radioactive groundwater plumes and seepage of contaminated groundwater and storm water runoff into the creeks (Attachment 10). The Final EIR should characterize the fresh water (geologic water) containing aquifers, especially the Lennert Aquifer underneath and northeast of the Lawrence Hall of Science (LHS). Note that Shively Well #1 is currently pumping this fresh water, which is being dumped into the north fork of Strawberry Creek (Attachment 11).

C276-16

Geology, Seismicity & Soils (5)

There are both UCB and LBNL buildings located in the Hayward Fault Zone and many right in the Alquist Priolo Earthquake Fault Zone. The UCB LRDP EIR must have a comprehensive discussion with detailed maps showing the location of present and proposed buildings in this seismic hazard zone and answer the question: why there? (Attachment 12). "On the basis of research conducted since the 1989 Loma Prieta earthquake, US Geological Survey (USGS) and other scientists conclude that there is a 70% probability of at least one magnitude 6.7 or greater quake, capable of causing widespread damage, striking the San Francisco Bay region before 2030" (Attachment 13).

C276-17

A 1984 Converse Consultants report titled: Hill Area Dewatering and Stabilization Studies provide a comprehensive view of the hydrogeology of the Strawberry Creek Watershed (Attachment 14). The UCB LRDP must have a full discussion with updated data on issues related to the geology and hydrology of the Canyon, based on the findings of the Converse Consultants and other more recent investigations. The Converse report lists several faults, including, but not limited to the Hayward Fault, Wildcat Fault, Strawberry Canyon Fault, University Fault, New Fault, Lawrence Hall Fault Complex and several other faults passing under the Space Sciences Building, and next to Building 62, which is in the same general area where LBNL is proposing to build a nanotechnology facility, the Molecular Foundry. (Attachment 15)

C276-18

In February of 2003, the California Geological Survey published a series of Seismic Hazard Zone maps, which indicate that most of the Strawberry Creek Watershed/UCB Hill Campus/LBNL is located in a very high-risk earthquake induced landslide area (Attachment 16). The Converse Report addresses issues related to slope stability, and again, it is imperative that the UCB LRDP EIR provide detailed, updated data and maps related to landslides, both wet season (caused by rain) and dry season (caused by aquifers, specifically the Lennert Aquifer) landslides. A consideration should be given to designate all of the remaining pristine, undeveloped lands in the Strawberry Creek Watershed as an Ecological Protection Zone into perpetuity so they will be there for future generations to enjoy.

C276-19

Noise (9), Population & Housing (10), Public Services: Fire & Emergency Protection (11) Transportation & Traffic (12) and Utilities & Service Systems (13)

The initial study indicates that 100 family suitable housing units (2,3 & 4 bedroom) for faculty and staff are being proposed in the high-risk fire hazard zone of the Strawberry Canyon (Attachment 17). This would mean that about 400 individuals and 200 cars would be located in an area with the potential for extreme natural hazards. The City of Berkeley's Fire Department has in the past expressed concern over their limited access to the canyon via narrow, winding and already clogged Centennial drive and their ability to respond to emergencies and fire.

UCB's own 2020 Hill Area Fire Fuel Management Program states that 14 major fires occurred within the past 75 years in the East Bay Hills. The frequency and severity of the fires make these hills amongst the most dangerous areas to live in California. The 1923 fire in Berkeley set the early record for structural fire losses in California, burning over 584 homes and other buildings. This record lasted until the October 1991 Oakland-Berkeley Hills firestorm that destroyed over 3400 structures, killed 25 people and injured 150 more.

Furthermore, the three sites listed in the Notice of Preparation (NOP) as housing reserves have additional issues: Chicken Creek sub-basin is contaminated with radioactive tritium, LHS parking terraces are over the Lennert Aquifer, which has caused major landslides in the past. And the third site at the end of a narrow crowded lower Summit Road ends in a cul-de-sac and is currently a quiet residential neighborhood and not suitable for an additional 100 high density housing units. Faculty/staff housing should be within walking distance from campus, for instance the Oxford Track lot seems ideal.

C276-20

In the Draft LRDP EIR, the Chicken Creek housing reserve designation was changed to a "study site". What does this mean? We also learned that the Chicken Creek site is currently used by UCB as a makeshift corporation yard. This new land use does not conform to UCB's current land use in the hill area. Clearly, there should have been a public review process, under California Environmental Quality Act (CEQA) prior to the development of the new corporation yard site. The current impacts of these activities are heavy machinery/truck traffic, dumping of soils and other materials, potential oil, gas and diesel leaks into Chicken and No-name Creeks, etc.

C276-21

This approach to development is unethical and likely illegal. Certainly this "corporation yard" does not conform to state and federal guidelines and regulations for businesses required to participate in the National Pollutant Discharge Elimination System (NPDES) Permitting Program and to implement a Stormwater Management Plan. (SWMP) Why has this development been allowed to move forward when it has never been addressed by the prior LRDP evaluation in 1990?

C276-21

Conclusion

The UC LRDP EIR must evaluate all risks and cumulative impacts from the use of hazardous, radioactive and nanoscale materials both at UCB and LBNL (Campus Park/Hill Campus). The evaluation must include details regarding impacts to the Strawberry Creek Watershed, its creeks, fauna, flora, air, soil, humans, etc., as well as risks from earthquakes, fires, landslides and existing radioactive and chemical contamination in the Chicken Creek sub-watershed and in other areas burdened by LBNL's operations.

C276-22

The UC management of the three national labs, Los Alamos, Livermore and Berkeley is currently under scrutiny due to financial and other kinds of mismanagement. As of the date of this letter the Department of Energy has not yet signed a new contract with UC for the management of LBNL (the last five-year contract expired on September 30,2002). It is possible that DOE will not be funding LBNL within the LRDP 2020 time period.

C276-23

For this reason the EIR should evaluate alternatives for the over 200acre site currently occupied by LBNL. What would the impacts be if the funding diverted back to UCB as was the case prior to 1948, and the CA DHS would have oversight responsibilities regarding issues of clean-up, reuse of contaminated, decommissioned facility sites etc.? After clean-up, would the old LBNL site be deemed potentially suitable for student, faculty and staff housing for example? The Final EIR should evaluate all these scenarios.

Furthermore, in view of DOE Secretary Abraham's recent proposal to remove plutonium/ weapons work from Livermore, it would seem logical and financially prudent, since both LBNL and LLNL are taxpayer funded, for DOE to consolidate resources and transfer all the redundant scientific missions/activities and divisions from LBNL to Livermore. (Attachment 18) This would help LLNL to remain DOE's major civilian scientific laboratory in California, and would free over 200 acres of land, now occupied by LBNL to divert back to UCB, since the University, as described in the UCB 2020 Long Range Development Plan (LRDP) is in dire need for land and space.

The UCB 2020 LRDP mandates the University to accept 4000 new students by year 2010, as the Central Campus and the contiguous neighborhoods are already cracking at their seams. UCB is a small urban campus, already overcrowded having created enormous traffic management and safety, fire safety, utility and sewer management, environmental and ecological degradation etc. problems for the City and citizens of Berkeley.

C276-24

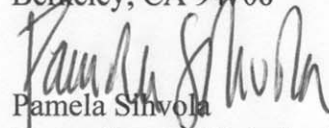
We propose DOE's divestment from LBNL and ask that a Masterplan and a timeline be provided for the transfer of activities from LBNL to LLNL. We also ask that a timeline and budget be included for the site clean-up, that would allow UCB to include sections of the LBNL site in the 2020 LRDP planning, for instance to be used for the proposed faculty and student housing, just a walking distance from the main campus.

The ultimate goal is that the LBNL site be converted into an integral part of the core campus, without barbed wire fences, security guards and constant threats of terrorist attacks. It should become a place where the University could continue its mission as an institute of higher learning.

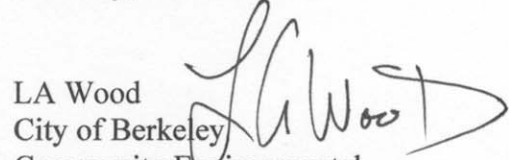
Sincerely,



James Cunningham
Committee to Minimize Toxic Waste
1007 Miller Avenue
Berkeley, CA 94708



Pamela Silvola
Committee to Minimize Toxic Waste
P O Box 9646
Berkeley, CA 94709



LA Wood
City of Berkeley
Community Environmental
Advisory Commission*
1803 Bonita Avenue
Berkeley, CA 94709

* for identification only

Comment Letter C276: List of Attachments

Documents are available for review during business hours at the Physical & Environmental Planning office at 1936 University Ave, Suite 300, Berkeley CA 94720.

<u>No.</u>	<u>Date</u>	<u>Description</u>
A1	January 13, 2003	Correspondence from Pamela Sihvola to Kerry O'Banion and Jennifer Lawrence
A2	January 2000	<i>Strawberry Creek: A Walking Tour of Campus Natural History</i> , UCB, pages 2-3 and 16-19
A3	September 1999	<i>Imperial San Francisco: Urban Power, Earthly Ruin</i> , Gray Brechin, pages 314-315
A4	February 1991	<i>Tiger Team Assessment of the Lawrence Berkeley Laboratory</i> , U.S. Department of Energy, Office of Environment, Safety and Health, preface, pages 1-5 and 1-7, figure 1-2
A5 (a-e)	February 19, 2003 March 29, 2003 April 2003 November 26, 2003 November 26, 2003	a) "'Smart Dust' To Aid Military, Civilian Users", <i>The Daily Californian</i> b) "How Safe is Nanotech?", <i>New Scientist</i> c) "Measuring the Risks of Nanotechnology", <i>Technology Review</i> d) Correspondence from Thomas Kelly to Jeff Philliber, LBNL e) Correspondence from Phil Kamlarz, COB, to Jeff Philliber, LBNL
A6	February 1, 2004	"Nanotech Poses Big Unknown to Science", <i>The Washington Post</i>
A7 (a-f)	March 18, 1997 March 18, 1997 unknown October 1, 1997 July 15, 1997	a) Correspondence from Paul Lavelly, UCB, to Co-Chairs, Tritium Issues Workgroup b) UCB Tritium Data, Locations with Tritium in Use or Storage as of 3/14/97 c) UCB Map d) "Contract Between The United States of America and The Regents of the University of California, For Management of the Lawrence Berkeley National Laboratory, Supplemental Agreement to Contract No. DE-AC03-76SF00098, effective October 1, 1997", title page e) Modification No.: M253, Supplemental Agreement to Contract No. DE-AC03-76SF00098, page I-4 f) Tritium Purchases, Releases, Shipments & Disposal: 1969 - Present
A7 (d-e)	June 17, 1997	d) "US Department of Energy, Radionuclide Air Emission Annual Report (Subpart H of 40 CFR 61) Calendar Year 1996", pages 13-15 e) Preliminary Assessment/Site Inspection on LBNL's National Tritium Labeling Facility, pages 1-1 thru 1-4, figure 3-1, table 3-1, table 3-2
A8	October 19, 1999	"Working Paper: University of California, Berkeley, New Century Plan", section 4.3

A9 (a-c)	c. 1875 unknown September 1997	a) "Map of Strawberry Valley and Vicinity", Frank Soule, Jr. b) Watershed map of LBNL c) <i>Strawberry Creek Management Plan</i> , "figure 9 Drainage, Subcatchment Areas"
A10 (a-e)	October 1997 October 2002 April 2003 June 2002 November 1998	a) "Figure 9. Groundwater Contamination Plumes, Fourth Quarter FY99" b) "Figure 1. Location of New Temporary Groundwater Sampling Point SB31-02-7 and Concentrations of Tritium Detected in Groundwater (pCi/L), First Quarter FY03" c) "Figure 2. Locations of New Temporary Groundwater Sampling Points SB31-03-1, SB31-03-2, and SB31-03-3 and Concentrations of Tritium Detected in Surface Water Samples (pCi/L), Second Quarter FY03" d) "Figure 16. Tritium Concentrations in Groundwater (pCi/L) in Corporation Yard Area, Second Quarter, FY2002" e) "Figure 8. Proposed Surface Water and Sediment Sampling Locations for Tritium"
A-11	May 28, 1999	Correspondence from John Shively to Charles Shank, LBNL
A-12	unknown	Seismicity maps of Berkeley/Oakland Hills
A-13	1999	"USGS Fact Sheet 152-99: Understanding Earthquake Hazards in the San Francisco Bay Region"
A14	October 31, 1984	<i>Hill Area Dewatering and Stabilization Studies</i> , Converse Consultants, chapter 5 and plate 4
A15	October 31, 1984	<i>Hill Area Dewatering and Stabilization Studies</i> , Converse Consultants, chapter 4 and plates 2 & 3
A16 (a-b)	unknown	East Bay hills maps
A17	August 19, 2003	<i>UC Berkeley 2020 LRDP EIR Notice of Preparation</i> , page 13
A18 (a-d)	July 19, 2002 May 25, 2004 May 8, 2004 June 14, 2004	a) "Red tape is sticking point for lab deal", <i>The Berkeley Voice</i> b) Correspondence from Committee to Minimize Toxic Waste to Thomas Grim, US DOE c) "US wants to remove plutonium from lab", "Nuke watchdog at odds with Energy Dept. on lab's future", <i>San Francisco Chronicle</i> d) "University Laboratories up for Grabs", <i>The Daily Californian</i>

11.2C.276 RESPONSE TO COMMENT LETTER C276

RESPONSE TO COMMENT C276-1

The writers' opinion is noted. CEQA suggests that environmental impact reports appropriately limit background material, and may be "analytic rather than encyclopedic." See the CEQA Guidelines 15006. Nonetheless, a general description of drainages and a general map appears in the Draft 2020 LRDP EIR at pages 4.7-7 to 4.7-11. Also see Thematic Response 6 regarding UC Berkeley's relationship to LBNL.

RESPONSE TO COMMENT C276-2

The question is not a comment on the 2020 LRDP Draft EIR, and no response is required. Please contact the Lawrence Berkeley National Laboratory for schedule information regarding the Long Range Development Plan for that facility.

RESPONSE TO COMMENT C276-3

The question is not a comment on the 2020 LRDP Draft EIR, and no response is required. As stated at page 3.1-7 of the Draft EIR, the Richmond Field Station is outside the scope of the 2020 LRDP. No master planning schedule for the Richmond Field Station is available at this time.

RESPONSE TO COMMENT C276-4

Please see Thematic Response 8 regarding Hill Campus Development.

RESPONSE TO COMMENT C276-5

Illustrative concepts at pages 3.1-20 and 3.1-21 of the 2020 LRDP Draft EIR demonstrate only one possible outcome of implementation of the 2020 LRDP. The figures are not intended to demonstrate programmatic intent with regard to LBNL occupancy of campus space.

RESPONSE TO COMMENT C276-6

As described in the 2020 LRDP Draft EIR, the 2020 LRDP is a programmatic document, and with one exception, does not include specific building proposals. The only exception is the Tien Center, analyzed at a project specific level in the Draft EIR.

RESPONSE TO COMMENT C276-7

The Molecular Foundry, as analyzed in CEQA documentation prepared for LBNL, is considered in the cumulative analysis prepared for the 2020 LRDP Draft EIR.

RESPONSE TO COMMENT C276-8

The 2020 LRDP is a programmatic document and does not include specific building proposals, nor proposals for siting research facilities.

RESPONSE TO COMMENT C276-9

Please see Thematic Response 6 regarding Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT C276-10

The Location Guidelines in section 3.1.16 of the 2020 LRDP Draft EIR provide guidance on the location priorities for different types of UC Berkeley programs.

RESPONSE TO COMMENT C276-11

The University employs current safe practices already established for ultrafine particles and these would apply to nanotechnology research. As further safe practices are developed by appropriate agencies, the University Office of Environment, Health and Safety (EH&S) will incorporate these practices, as is University policy on the handling of all materials with known or potentially dangerous properties. As described at page 4.6-16 of the 2020 LRDP Draft EIR, each laboratory at UC Berkeley maintains a chemical hygiene plan and chemical inventory system. Biohazard safety measures are also described in this section of the 2020 LRDP Draft EIR. These safety frameworks would apply to the use of any new materials, including nanoparticles, as appropriate.

The following Internet link (<http://www.cdc.gov/niosh/topics/nanotech/#oshrisks>) provides a summary of recent National Institute for Occupational Safety and Health (NIOSH) efforts, which are at the same stage as the U.S. Environmental Protection Agency (EPA) nanotechnology program – the funding of initial research in toxicity and health risks. The NIOSH announcement on the development of a safe practices document was released on May 7, 2004, after the publication of the Draft EIR (<http://nano.gov/html/about/NIOSHannounce.htm>). The announcement states that NIOSH "...plans to issue a "best practice" document for working with nanomaterials." EH&S will examine this information once it becomes available.

RESPONSE TO COMMENT C276-12

UC Berkeley and LBNL fall under the regulatory guidance of two essentially identical rules regarding radiation protection. See Title 10, Code of Federal Regulations (CFR) Part 835 and CAC Title 17 and Title 10 CFR Part 20. LBNL manages the chemical and radioactive material inventory in Calvin and Donner. A Partnership Agreement between UCB and LBNL coordinates environmental compliance activities. Regulators and LBNL can be directly contacted for additional information on inventory limits. See also discussion of the risk analysis in response to comment C276-13, below. Further, LBNL's National Tritium Labeling Facility (NTLF) closed in 2001.⁶

RESPONSE TO COMMENT C276-13

Existing schools or childcare centers within ½ mile of laboratories on the UC Berkeley central campus are not within ¼ mile of LBNL, under the common language meaning of Calvin and Donner laboratories' physical locations on the University of California central campus. However, it is true that Calvin and Donner laboratories are operated by LBNL and are within ¼ mile of the Girton Childcare Center. Calvin and Donner laboratories were excluded from the UC Berkeley 2020 LRDP analysis since they are operated by LBNL and are to be included in the LBNL 2025 LRDP EIR. They are considered in the cumulative analysis presented in the 2020 LRDP EIR. However, LBNL's detailed analysis is not available at the time of this writing, thus the response below elaborates upon these laboratories' impact on the Girton Childcare Center.

At the time that UC Berkeley prepared the first human health risk assessment (HRA) for the central campus for year 2000 emissions⁷ Calvin and Donner were included in that analysis. Emissions from Calvin and Donner were calculated based on laboratory square footage estimates for these buildings and emission factors per laboratory square footage based on laboratory chemical usage at the UC Berkeley campus. Emission factors for common radioisotopes used in laboratory work were developed from subsequent work performed for UC Davis⁸ and added to the UC Berkeley laboratory emission factors in

the re-run of the UC Berkeley Baseline HRA for the year 2003 (2020 LRDP Draft EIR, Appendix C). To address the comment about potential impacts of Calvin and Donner on the Girton Childcare Center, the 2003 baseline HRA has been re-run with laboratory emissions estimates for Calvin and Donner based on the UC Berkeley and UC Davis work discussed above.

The potential cancer risk calculated on a continuous 70-year exposure basis from the estimated Calvin and Donner operations is about 0.067 in one million. It is noted, as discussed in the UC Berkeley 2020 LRDP Draft EIR, that exposures as a daycare worker or a child are not continuous 70-year exposures. Adjustment factors to 70-year risk estimates to assess these exposures are 0.144 for a daycare worker and 0.110 for a child (explained further in Appendix C of the Draft EIR). These factors yield a cancer risk estimate of about 0.01 in one million for a daycare worker and 0.007 in one million for a child at the Girton Childcare Center. These estimates do not add significantly to the overall cancer risks at the Girton Childcare Center reported in the 2020 LRDP Draft EIR from all UC Berkeley emission sources (which did not include Calvin and Donner laboratories). This assessment is based on the best information currently available. When the 2025 LBNL LRDP EIR becomes available, the assessment for Calvin and Donner Laboratories presented in that document can be compared against the one presented here.

Additionally, in 2000 the City of Berkeley contracted with the Institut für Energie - und Umweltforschung (Institute for Energy and Environmental Research or IFEU) for an independent assessment of tritium issues. In the final report and in public meetings, Dr. Bernd Franke of IFEU reported that emissions from Donner and Calvin have no impact on Girton Hall.⁹ According to UC Berkeley's radiation safety officer "Making the assumption that the work with radioactive materials in Donner and Calvin was at its peak well over 10 years ago (and continues to decrease) future impacts on Girton are expected to be nil."¹⁰ As noted above, LBNL's National Tritium Labeling Facility (NTLF) closed in 2001.¹¹

RESPONSE TO COMMENT C276-14

The writers are referred to the individual regulatory agencies for the requested material. CEQA suggests that environmental impact reports appropriately limit background material, and may be "analytic rather than encyclopedic." See the CEQA Guidelines, 15006. The rules and implementation under the DOE (10 CFR 835) and UCB (under CAC Title 17 and 10 CFR 20) are so similar as to provide essentially identical levels of control.

RESPONSE TO COMMENT C276-15

The writer mistakenly refers to a draft consultant working paper from early 2000 which was unfortunately mistitled "New Century Plan", but was in fact just an exploration of alternate concepts, some of which were deliberately provocative. The actual UC Berkeley New Century Plan, viewable at:
<http://www.cp.berkeley.edu/ncp/index.html>
contains no section "Accommodating the Next Lawrence Berkeley Laboratory". Please see Thematic Response 6 regarding Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT C276-16

The 2020 LRDP Draft EIR defines Ecological Study Area at page 3.1-53 as preserved “for education and research.”

The writers’ request for a Watershed Management Plan is noted. The 2020 LRDP Draft EIR includes many protections for riparian areas, in both the Hill Campus and the Campus Park. Continuing Best Practices outlined in Chapter 4.3, Biological Resources serve to protect and enhance riparian areas, wildlife habitat, and other natural communities in the Hill Campus and Campus Park. UC Berkeley is eager to work with the City of Berkeley and other land management agencies in the watershed to evolve additional improvements in land management strategies for the watershed. However, the Draft EIR reviews possible impacts of implementing the 2020 LRDP, and under CEQA the document need not include additional detail about existing conditions in the watershed.

RESPONSE TO COMMENT C276-17

The 2020 LRDP is a programmatic document and generally does not include specific building or siting proposals. A project proposed under the 2020 LRDP would comply with the Alquist Priolo Earthquake Fault Zoning Act; further, a project would implement Continuing Best Practice GEO-1-b, requiring site-specific geotechnical studies. See page 4.5-17 of the 2020 LRDP Draft EIR.

RESPONSE TO COMMENT C276-18

The opinion of the writers is noted. See response C276-1.

RESPONSE TO COMMENT C276-19

The 2020 LRDP Draft EIR reviews possible impacts of implementing the 2020 LRDP, and under CEQA the document adequately describes the watershed setting. UC Berkeley is eager to work with the City of Berkeley and other land management agencies in the watershed to evolve additional improvements in land management strategies for the watershed.

RESPONSE TO COMMENT C276-20

See Thematic Response 8 regarding Hill Campus development, and Thematic Response 1 regarding the role of the 2020 LRDP in subsequent project review. Any proposed project at the noted sites would be subject to further review in accordance with CEQA. With regard to Chicken Creek it should be noted that the contaminant levels are very low under EPA limits, and that UCB activities are not the source of the contaminants and will not exacerbate the problem.¹²

RESPONSE TO COMMENT C276-21

The site described was identified in the 1990-2005 LRDP at page 52 as the “Poultry Husbandry Reserve Site for Field Research” and has never been identified as part of the Ecological Study Area.

To temporarily meet the urgent need for a base from which to serve needs of the more easterly campus facilities, the site has provided staging and storage for the Department of Facilities Services (Physical Plant—Campus Services Division, Facilities Group). The site was partially paved and engineered retaining walls, drainage systems, temporary equipment sheds and fencing installed to manage the site appropriately for public and habitat health and safety. Storage only of campus maintenance materials and vehicles

occurs on the site under applicable standards, codes, and best management practices for such use. Risks of groundwater contamination are minimal.

The draft 2020 LRDP at page 3.1-55 states "The upslope area of the former Poultry Husbandry site, shown as S1 in figure 3.1-10, is now used by the campus as a materials storage and vehicle parking site. This site was designated in the 1990-2005 LRDP as a reserve site for a future research facility. While the current use may remain as an interim use in the near term, a feasibility study should be conducted to identify a more suitable long term use for this site and a more suitable location for the current use."

RESPONSE TO COMMENT C276-22

The comment summarizes the writer's concerns. Please see responses to comments, above.

RESPONSE TO COMMENT C276-23

The writers seem to request that the 2020 LRDP Draft EIR include an alternative where LBNL is managed by UC Berkeley. However, this outcome is highly speculative. See Thematic Response 3 regarding LRDP Alternatives.

Whether or not the University of California loses the contract for management of LBNL, any new plans for the facility would be subject to environmental review. Any decommissioning activities would be subject to essentially identical rules and clean up levels.

RESPONSE TO COMMENT C276-24

The writers' opinions are noted. The 2020 LRDP and Draft EIR analyzes growth at UC Berkeley, but does not mandate it.

RESPONSE TO COMMENT C276-25

The writers request conversion of LBNL, and a schedule to achieve it. The comment is noted.

Re: Comments on University of California Berkeley
2020 LRDP Draft EIR

LETTER C277

To: University of California Regents
UC President Dynes
Governor Schwarzenegger
Cal EPA Secretary Tamminen
US Energy Secretary Abraham
LBNL Director Shank
UCB Chancellor Berdahl

June 10, 2004

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RECEIVED

JUN 18 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

From: Preserve Strawberry Creek Watershed Alliance
P O Box 9646, Berkeley, CA 94709

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

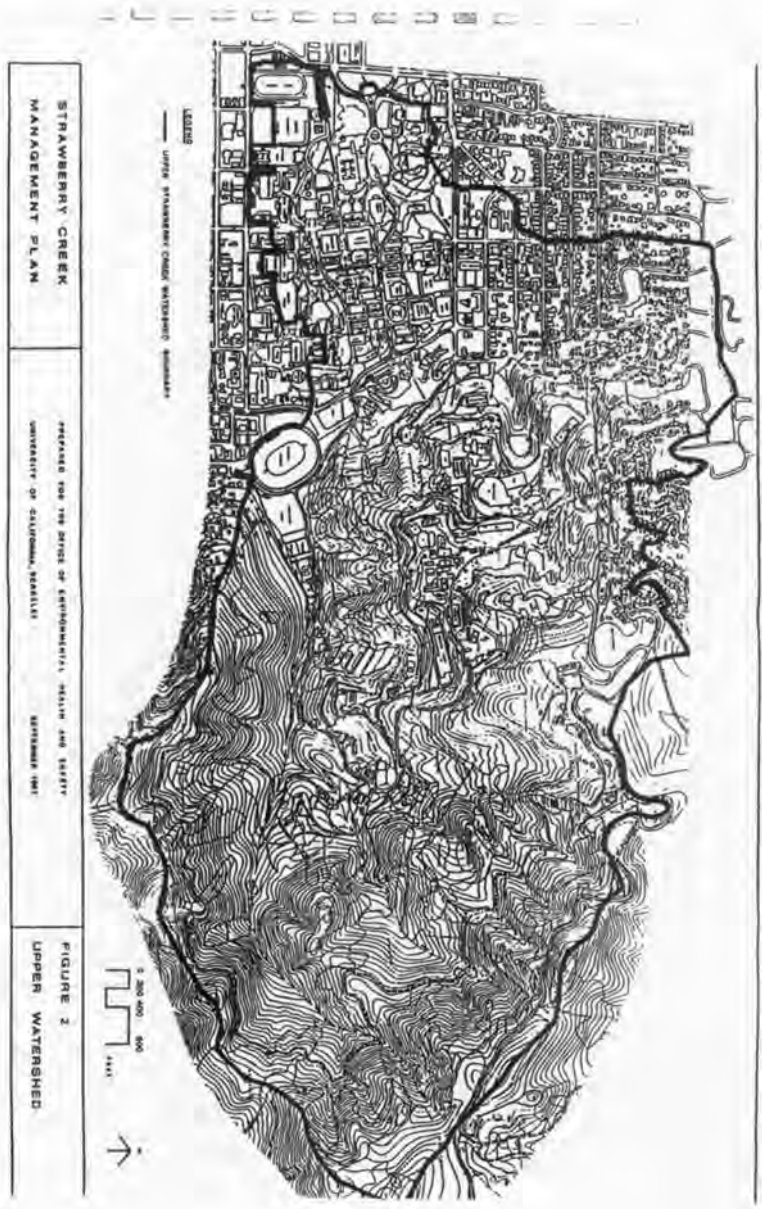
The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.



SAVE Strawberry Creek Watershed

- 1. STOP the Further Destruction of the Strawberry Creek Watershed**
LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".
- 2. PREPARE an Environmental Impact Report (EIR)**
LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.
- 3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts**
The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.
- 4. DECONTAMINATE Existing Buildings that have been Decommissioned**
LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Robins Kierst	<i>[Signature]</i>	1679 Addison St	898-1473	
KARL REZIL	<i>[Signature]</i>	2229 SHANT	843-2602	Karl.Rezil@arl.com
Sharon Hudson	<i>[Signature]</i>	2501 Benvenue #21	845-4009	sharonhudson@earthlink.net
Carl Friberg	<i>[Signature]</i>	1685 Arch	548-5083	
Wendy Alfson	<i>[Signature]</i>	1800 Allston	883-9725	cleveland@aculca.com
Roger Van Ougtsel	<i>[Signature]</i>	2611 Le Conte	549-1231	redhunts@earthlink.net
Dawn METZGER	<i>[Signature]</i>	1 Hazel Rd	549-0379	dawn.la.zer@earthlink.net

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
Annelingley	Annelingley	127 Alvarado	204-9505	wagley@igc.org
William Berry	William Berry	1366 Summit	849-1453	bberry@berkeley.edu
Suzanne F. Berry	Suzanne F. Berry	1366 Summit	849-1453	
Michael Pfanner	Michael Pfanner	6 Summit Ln.	549-3449	
Andrea Pfanner	Andrea Pfanner	6 Summit Ln	848-9493	
Mohammad Kazerouni	Mohammad Kazerouni	1498 Summit Rd	644-9898	
Kathleen Anken	Kathleen Anken	1497 Summit Rd	845-5787	
Cellette Denton	Cellette Denton	1400 Summit Rd	652-3299	
Robert Denton	Robert Denton	1400 Summit Rd	652-3299	
Kathleen M. Keckman	Kathleen M. Keckman	144 Hill Rd.		
Melissa Bloom	Melissa Bloom	7 Ajax Pl	644-3027	melissa@jbloom.com
MARIS MEYERSON	MARIS MEYERSON	1509 LALOMA	845-8559	
James Bloom	James Bloom	7 Ajax Place	644-3027	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

- STOP the Further Destruction of the Strawberry Creek Watershed**
LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".
- PREPARE an Environmental Impact Report (EIR)**
LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.
- ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts**
The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.
- DECONTAMINATE Existing Buildings that have been Decommissioned**
LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Joyce R. Kraus	Joyce R. Kraus	Berkeley 94708 510 Summit Rd	841-8930	
Hanika Biondi	Hanika Biondi	1460 Grizzly Peak Blvd. Berkeley Ca	94708 849-2384	
Stuart Rainsch	Stuart Rainsch	1528 Summit Rd.	510-8482359	
Pauline L	Pauline L	1570 Summit Rd.	510-8451028	
Katherine Hansel	Katherine Hansel	1537 Summit Rd	848-7749	
Marge Modigan	Marge Modigan	1532 Summit Rd Berk	848-4602	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
Raphael Mazar	<i>Raphael Mazar</i>	806 52 nd St Oakland CA 94608	(415) 205-7224	rdm24@cox2.com
Mary Dain	<i>Mary Dain</i>	2700 Hearst Ave Berkeley, CA	604-0448	mdain@berkeley
Hallie Bahr	<i>Hallie Bahr</i>	1734 Alister Way		
Rob Shapera	<i>Rob Shapera</i>			
Cindy Spring	<i>Cindy Spring</i>	6886 Pinedown Rd Oakland	94611	
Mary Rudman	<i>Mary Rudman</i>	71 El Toyonal Orinda		marya@math.
Steve Rogie	<i>Steve Rogie</i>	1704 Walnut St. Berkeley, CA	94709	SRDru7@yaho.com
David Heller	<i>David Heller</i>	1303 Walnut St.	Berkeley 94709	
Jessie Ortiz	<i>Jessie Ortiz</i>	2909 Ashby	Berk 94705	
Amir Rahway	<i>Amir Rahway</i>	985 Bayview Ave.	Oakland 94610	
Steve Bloom	<i>Steve Bloom</i>	1517 E 17 th St.,	Oakland CA 94606	spbloom@earthlink.net
Merri Mitchell	<i>Merri Mitchell</i>	1612 Delaware St.	Berkeley 94703	
After Crooks	<i>After Crooks</i>	6232 Mansell	Oakland 94618	
David Ourisman	<i>David Ourisman</i>	1522 Summit Rd.	Berkeley 94708	
Claire Riskey	<i>Claire Riskey</i>	1130 Hopkins	Berkeley CA 94702-1508	
Tom Madigan	<i>Tom Madigan</i>	1532 Summit Rd	Berkeley, CA 94708	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

- STOP the Further Destruction of the Strawberry Creek Watershed**
LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".
- PREPARE an Environmental Impact Report (EIR)**
LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.
- ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts**
The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.
- DECONTAMINATE Existing Buildings that have been Decommissioned**
LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
NEELY BUNN	<i>NEELY BUNN</i>	1544 Summit	510/841-5230	
MAST BROWN	<i>MAST BROWN</i>	1545 Summit Rd	908415230	
FRANCESCA BROWN	<i>FRANCESCA BROWN</i>	1506 Josephine St		
CLIFFERS FRED	<i>CLIFFERS FRED</i>	1334 PERALTA AVE	Berkeley	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Gene Bernardi	<i>Gene Bernardi</i>	9 Arden Rd	510-843-2152	
Charlene Woodcock	<i>Charlene Woodcock</i>	2355 Virginia St., Pech.		
Kirk Abbott	<i>Kirk Abbott</i>	2718 Parker St., #D, Berkeley		
James Cunningham	<i>James Cunningham</i>	1007 Miller Ave	(510) 525-9399	
Dean Metzger	<i>Dean Metzger</i>	11 Hazlet Rd	549-0379	
Anne Wagley	<i>Anne Wagley</i>	127 Alvarado Rd		wagley@igc.org
Alex Krivmenacher	<i>Alex Krivmenacher</i>	2736 College Ave	841-4759	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
MIKE ORR	<i>Mike Orr</i>	2224 BLAKE BERKELEY, CA	94704	
VINCENT PASIORE	<i>Vincent Pasiore</i>	1100 Vaca del Sol	Washville TN 37076	831 763 3878
BRENT WOOD	<i>Brent Wood</i>	4131 Dimpas Ave	Oakland CA 94619	
JIM SWAPP	<i>Jim Swapp</i>	2663 LeCure Ave	Boak 94709	<ITSAC@DNAI.COM>

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Walter Hale	<i>Walter Hale</i>	1320 Addison St Apt B226	510/644-3831	
LEUREN MONT	<i>Leuren Mont</i>	2233 Grant St Apt 1	510/845-3139	leurenmont@yahoo.com
EVEN NEUMAN	<i>EN</i>	1160 Josephine St		
PAM SIECH	<i>P.Siech</i>	2744 FULTON ST		
Marcia Levenson	<i>Marcia Levenson</i>	2507 Stuart St		
Stanley Kohn	<i>Stanley Kohn</i>	2445 Russell St. Berkeley		
Lorie BRILLINGER	<i>Lorie Brillinger</i>	Lorie Brillinger, 2841 Webster, Berkeley, CA 94705		

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
David Lamm	<i>David Lamm</i>	112 Ross St, Berkeley		
Susan Matheson	<i>Susan Matheson</i>	1709 Franklin Berkeley CA		
ELISE LATEJOU	<i>Elise Latejou</i>	351 RALPH ST		elatej@yaho.com
Christine Chan	<i>Christine Chan</i>	122 Hilba Ln #3 Pacifica, Ca		9401
CAROL SELZ	<i>Carol Selz</i>	801 Regal Rd. Berkeley, CA. 94708		
ERIK OH	<i>Erik Oh</i>	Box 851 Berkeley Ca. 94701		

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Susan Andros	<i>[Signature]</i>	1218 Evelyn Ave Berkeley, CA 94706		andros@pacbell.net
Todd Jersey	<i>[Signature]</i>	"		toddo.jersey@ucsf.edu
MAYA RAPPAPORT	<i>[Signature]</i>	52 Charles St. Berkeley, CA		

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
BRUCE DOUGLAS	<i>[Signature]</i>	448 48TH ST SAN 94605	510655-0341	rdouglas@lbl.gov
Shirley Jowell	<i>[Signature]</i>	1143 Evelyn Ave	510 525 7012	sjowell@lbl.gov
Dana Eselberger	<i>[Signature]</i>	PO# 9104 Oak 94613	510430 2230	

SAVE Strawberry Creek Watershed

- 1. STOP the Further Destruction of the Strawberry Creek Watershed**
LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".
- 2. PREPARE an Environmental Impact Report (EIR)**
LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.
- 3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts**
The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.
- 4. DECONTAMINATE Existing Buildings that have been Decommissioned**
LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
LA Wood	<i>[Signature]</i>	1803 BONITA AVE - Berkeley CA	94709	
G. Connolly	<i>[Signature]</i>	5598 McEvoy Ave Richmond	94805	
Anya Perron-Burdick	<i>[Signature]</i>	18214 Allister St SF	94115	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

- 1. STOP the Further Destruction of the Strawberry Creek Watershed**
LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".
- 2. PREPARE an Environmental Impact Report (EIR)**
LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.
- 3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts**
The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.
- 4. DECONTAMINATE Existing Buildings that have been Decommissioned**
LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Wendy Wood	<i>[Signature]</i>	3225 2nd Ave	94702-4312	wendy@conrad.com
Gwynn O'Neill	<i>[Signature]</i>	210 Tunnel Ave #3	Richmond CA	gwynno@iminc.com
Kirk Abbott	<i>[Signature]</i>	2218 Parker St. #D	Berkeley	kirk.abbott@iminc.com
John Hynes	<i>[Signature]</i>	7310 Rockway	El Cerrito CA	510 528 2913
Colin Sutton	<i>[Signature]</i>	877 4th Alameda	Berkeley	510 520 0971 cmsutton@theed.com
Brian Lawson	<i>[Signature]</i>	1057 Hamstead Ave	Walnut Creek	slawson@ix.netcom.com

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Mandi Kilinge	<i>Mandi Kilinge</i>	1771 Alcatraz Ave		oacett@aol.com
Carol Houston	<i>Carol Houston</i>	1427 Derby, Berkeley	510 540-6402	
Jesse Quirk	<i>Jesse Quirk</i>	2251 Derby St. Berk	94705 510.376-9957	
Jory Necht	<i>Jory Necht</i>	509 Pomona Ave Albany	94706	jorynecht@yahoo.com
Manish Mal	<i>Manish Mal</i>	483 5th Oakland		
Michelle Lee	<i>Michelle Lee</i>	2923 Sheldon Piedmond, CA	94803	510.243-1265
Joy Morrison	<i>Joy Morrison</i>	1336 Boulevard Way Walnut Creek	94595	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Gail Broesder	<i>Gail Broesder</i>	1252 McKay Ave, Alameda	94501	
CAROLINE WARE	<i>Caroline W. Ware</i>	P.O. Box 5065, Lakeside, CA	94577	
Michael Milandron	<i>Michael Milandron</i>	110 Camellia Lane, La Jolla, CA	92037	
Richard Mathews	<i>Richard Mathews</i>	2255 Marshall, Oakland	94608	510 985 2956
Diana Benner	<i>Diana Benner</i>	155 Tamalpais Rd.	849-0124	dbenner@sfsu.edu
Christopher Kral	<i>Christopher Kral</i>	1605 Curtis Bk		quercus240@hotmail.com
Luiz Manuel de Costa	<i>Luiz Manuel de Costa</i>	32306 Debarck Dr	94528	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Bob Schwan		1676 Tucuman Ave	5241683	
JIM SWARTZ		2653 Le Conte Blvd CA 94709	841-7271	ITSAC@DIAL.COM
Claire Elliott		271 Chestnut Ave Palo Alto CA 94306		
GREG WOLFORD		2905 OTIS ST BERKELEY, CA 94705		
MARK LIQUOS		1846 Parker St Berkeley 94703	510-549-0818	
Jane Kelly		1809 San Ramon Berkeley 94707		
Tom Kelly		" " " "		jandtkelly@igc.org

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
JAMES BENNEY		P.O. Box 446 OR. 97144	957	957 930-6098
Steve Danelly		1138 Park Ave. Berkeley CA 94705	928-4798	Swidmally@hotmail.com
Mike Yushman		2496 Coolidge Avenue Oakland, CA, 94601	510-436-4136	YCC - mikoy@earthlink.net
SONG-KUAN KUANG		1119 Chaucer Way SJ 95131	408-219-3285	SKUAN@juno.com
Mike Ammann		516 Morrison Pl. Davis CA 95618	925-820-8703	
Yousra Chawantes		4105 Webster Oakland 94609	985-1602	kceant@hotmail.com
Aki Creelman		Seaview 200 Southwood San Pablo CA 94506	510 724 0444	acreelman@ucsd.edu K12.CA.US

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental

Impacts The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
K. Paulsell		1016-61st 9th fl	510-655-0918	kpaulsell@psdell
J. Brown		1616 63rd St.	510-651-6511	jenbrown@aol.com
Joe Cannon		130 Sycamore St.	831-421-9364	historic.ecology@comcast.net
Kristen Hopper		2410 Roosevelt	848-9865	feldasausa@comcast.net
Laura Hanson		155 Tamarind Rd	510-548-4714	
Jeanine Sidran		5830 Ayala Ave	510-548-3857	jsidran@comcast.net
KAREN DABRUSIN		1460 ORCHARD ST.	(510) 558-8403	KDABRUSIN@NETSCAPE.NET

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental

Impacts The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Rita Underwood		7 Ashmun	(510) 525-3095	rhaberlin@aol.com
John Steere		2329 Webster	849-1969	
Charles Smith		41 San Mateo Rd Berkeley 94707		
DIANE Livia		6445 Colby	94614 510-547-7033	diane.livia@netmail.com
Christopher Hoban		5938 Claremont Ave (SW)	Oakland 94618	arcob57@yahoo.com
Vikki Chen		663 Colusa Ave	Berkeley 94707	chansv@berkeley.edu
Kathleen Keen		8408 Oak Grove	Oakland 94618	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Kristin Khartharway		5989 Monterey Ave.	94805 (510) 235-4358	khartharway@earthlink.net
Briggs Nisbet				briggs@savestray.org
Janet Laughlin		836 Main Rd.	95803 (510) 222-9626	janlaugh2001@yahoo.com
Paul Richards		551 Radnor Rd, Oak.	94606 510 7638204	paulrdr@pacbell.net
Maura Sullivan		2589 Francis Pinole	94564	twomrs@comcast.net
Cindy Spring		6886 Pinetaven Oakland	94611	spring5@mindspring.com
Sarah Beamish		240 Shattuck Ave, 5th Fl. Berkeley	94704 (510) 842-2100x113	Sarah.beamish@n-h-i.org

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
FRANK CARROLL		6618 Tremont St OAKLAND 94609	510-547-4269	fcarroll@prodigy.net
CHICORY BECHTEL		1519 Stuart St. 820A	510-981-8489	chicoryb@earthlink.net
MARY MALKO			925 639-5159	malimalko@comcast.net
Sharon Adams		1321 1/2 Mills SAPAVILLE, CA 94579	510/527-9761	Sharon.adams@ycd.com
BILL ROBBINS		3135 JARDINI WAY	925-283-1314	WMROB@IUC@UCALC.OI
Alisa Shor		121 Athol Ave	415 845-8739	coordinator@savestray.org

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Alison Russell	<i>Alison Russell</i>	2500 Russell	510-883-1770	alisonp@nature.berkeley
Josh Bradt	<i>Josh Bradt</i>	825 Delaware APT 274	510 527 5840	joshbradt@comcast.net
Roger Buttermore Loop	<i>Roger Buttermore Loop</i>	5216 BASILICA DR 209	478 5848	rogerb46@earthlink.n
John P. Mustax	<i>John P. Mustax</i>	1129 Cornell Ave.	510- 527-7744 ⁵²⁷⁻⁷³¹⁵	
Kevin Fisher	<i>Kevin Fisher</i>	212 Green St	510 94153	kfish333@701100
Roger Moss	<i>Roger Moss</i>	1663 San Lorenzo Ave.		BERKELEY 94707
Lucy Stidener	<i>Lucy Stidener</i>	1692 San Lorenzo Ave		Berkeley 94707

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
Jonda Jackson	<i>Jonda Jackson</i>	PO Box 13952		Berkeley 94712
Laura Miller	<i>Laura Miller</i>	968 Regal rd		Berkeley 94708
?				

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
David Gottlieb	<i>[Signature]</i>	1406 N. T. Ortega Cyn. Blvd. Tujunga	90270	daugot@aol.com
Ann Riley	<i>[Signature]</i>	1110 Chances St Berkeley	94702	

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Chau Tong	<i>[Signature]</i>	1921-1 MLK JR WAY	510-905-8664	
Burton Li	<i>[Signature]</i>	516 38th Ave. #7 SF	415 831 1606	
Jackie Potts	<i>[Signature]</i>	45714th St. Santa Monica, CA	310-395-9363	
Suk-Ann Yee	<i>[Signature]</i>	2700 Hearst Ave	(510) 669-0441	suk_ann@berkeley.edu
Ricky Hong	<i>[Signature]</i>	2769 Hearst St. 94720		chana665@yahoo.com
Renee Nerenberg	<i>[Signature]</i>	2116 Allston #612	94704	R.medialuna@hrtma.com
Christine Su	<i>[Signature]</i>	2230 Durant Ave #12	(408) 718-2957	chrisysu@hrtma.com

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
Desmond Cheung		2325 Blake St	(415) 717-1175	desmondc@berkeley.edu
Ivy Chen		2422 Durant	(510) 540-8046	
Takashi Miyagi		2335 Dwight Way #108	510-393-3442	
Brandon Sotter			(510) 644-0121	msotter@berkeley.edu
Jon Brown			(415) 392-2939	stclerk@hotmail.com
Luis Sanchez			(415) 846-5094	sanchez@berkeley.edu
Zin Sun				zsin@ucsc.edu
Maya Selig		2154 Virginia St	510-845-5001	mayas@berkeley.edu
Jim Yoon		2627 Hillegass Ave	415-704	
Suzanne Mannest		395 University Ave	91014	sm@berkeley.edu
Angie Chanem				angie@berkeley.edu
Jamie Masu				jamie.masu@aol.com
William J. Ma				HotCowM@berkeley.edu
Pamela Bachille				pamelobachille@earthlink.net
Geoffrey Duran		2207 Dwight Way #227		gduran@ucdavis.edu
Rebecca Crane		1225 Cedar Pl Davis, CA 95616		
Amanda Mattis		2491 Haskett St #30 Berkeley, CA 94704		

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Josh Senswold		2601 Manning St.	(510) 600-5717	jsensw@berkeley.edu
Lynette Mulvihill		2422 Ridge #29	510-204-9883	lynetz1@berkeley.edu
Emily Lee		2527 Ridge Rd.	918-4011	
Galen Hancock		777 Euclid Ave.	206-1595	
Simone Cifuentes		245 Prospect St	(510) 684-1126	
Kristen Van Dam		2231 Derby St	510-540-7099	kvandam@berkeley.edu
Pietro Narber		2700 Hearst Ave	510-664-0359	pet@berkeley.edu

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
James Faulstich	<i>James Faulstich</i>	2218 Rosecrans St		
Neil Mayer	<i>Neil S. Mayer</i>	1039 Sierra, Berkeley		nmayer@earthlink.net
DANA KRISTAL		1248 23rd Ave Oak		
LOUI KASSE		1917 Virginia Berkeley		
Shawn Nichols	<i>Shawn Nichols</i>	140 Divisadero St # 2 San Francisco		
Chad Scraps	<i>Chad Scraps</i>	140 Divisadero St SF.		
Morie Fudenberg	<i>Morie Fudenberg</i>	11195 Bonner Valley Rd Sebastopol CA 95472		
Jason Cross	<i>Jason Cross</i>	827 Arlington Ave Berkeley 94707		ⓧ least contact ⓧ
Evelyn Stirewalt	<i>Evelyn Stirewalt</i>	10843 30144 Oakland CA 94604		lyn-st@jpl
Suzanne Husky	<i>Suzanne Husky</i>	3099 Fallon, CA 94705 Berkeley		
Stuart Antoncich	<i>Stuart Antoncich</i>	2711 Forest Ave Berk.		
Cynthia Papermaster	<i>Cynthia Papermaster</i>	1907 McCree Berkeley 94703		
Dana Carron	<i>Dana Carron</i>	1304 Marin Ave Albany 94706		
Clayton Anderson	<i>Clayton Anderson</i>	P.O. 23371 Oakland, CA 94623		
Cindy Kim	<i>Cindy Kim</i>	1739 Francisco St #23 Berkeley CA 94703		
DAVID HARRON	<i>David Harron</i>	506 SANTA BARBARA RD Berkeley 94707		
S. O'NEILL	<i>S. O'Neill</i>	1707 APOECINOS ST BERKELEY, 94707		

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Laura Walker	<i>Laura Walker</i>	815 Key Lute Blvd Albany CA 94706		
Mark Leuten	<i>Mark Leuten</i>	" "	" "	
Doug See	<i>Doug See</i>	2111 Ashby Ave. Berkeley 94705		
Stephanie Thomas	<i>Stephanie Thomas</i>	1827 San Lorenzo Ave Berkeley CA 94707		
Sheryl Faria	<i>Sheryl Faria</i>	2240 Lisa Lane Pleasant Hill 94523		sefaria@comcast.net
VINCENT PARRAR	<i>Vincent Parrar</i>	5009 MAINTIME LANE CULVER CITY		

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
Handwritten name	<i>[Signature]</i>	1320 Addison Berk	845-0970	
Loren Fowler	<i>[Signature]</i>	98 Dutton S. Leander	509-2328	
Nancy Fenwick	<i>[Signature]</i>	2140 California St		
Anne McMillan	<i>[Signature]</i>		510-841-7174	(T)
James Hunt	<i>[Signature]</i>	2033 Grant St. Apt 1	845-3139	
James Hunt	<i>[Signature]</i>	1719 Addison St		
Paul Bey	<i>[Signature]</i>	PO Box 11502		pb@fgc.org

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental Impacts

The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

Name	Signature	Address	Telephone	e-mail
DAVID I TAN	<i>[Signature]</i>	2362 Baywood Rd PO Box 601 Berkeley	472-5923 94704	tan.narex@comcast.net
Morning Sun	<i>[Signature]</i>	2142 California St Berkeley	94703	
Dale Nesbitt	<i>[Signature]</i>	1712 Marin Ave Berkeley	CA 94707	dnesbitt@idiom.com
Hika Vandeman	<i>[Signature]</i>	3025 Bateman St Berkeley	94705-2507	mjvande@pacbell.net
MARK BEACH	<i>[Signature]</i>	1359 Hearst Ave #4 Berkeley	94702	
MITUL SAHA	<i>[Signature]</i>	100, Stanford CA 94305	650 269-4380	mt5aha@yeh.org

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

SAVE Strawberry Creek Watershed

Name	Signature	Address	Telephone	e-mail
Ryoko Murakami	<i>Ryoko Murakami</i>	1269 Hearst Ave, Berkeley, CA 94702	(510) 848-2016	jintoku@earthlink.net
Jeff Caton	<i>Jeff Caton</i>	1875 Capistrano Ave, 94707		jeffcaton@sarc.net
S. Duran	<i>S. Duran</i>	1040 Jackson St.		ms_steph@hotmi1.com
Clare Levy	<i>Clare Levy</i>	6 Commodore Dr.		
Steve Keller	<i>Steve Keller</i>	2540 Collyer #711		stgellar@comcast.net
David Swatland	<i>David Swatland</i>	1041 Miller Ave Berkeley	510-8453	swatland@comcast.net
Tricia Nelson	<i>Tricia Nelson</i>	Box 7313 TC CA 94614		tnelson@ycb.com
Kurt Snyder	<i>Kurt Snyder</i>	1629 1/2 Stuart St. Berk.	41703	ks@pragt.com
Jason DeArroz	<i>Jason DeArroz</i>	921 Juniper Dr. Berkeley, CA 94703	(510) 228-8157	jasond@berkeley.edu
Robert Butler	<i>Robert Butler</i>	1400 Ward St Berkeley, CA 94702	(510) 674-1044	Hor108@Earthlink.net
Kurt Markstein	<i>Kurt Markstein</i>	2815 Regent St B	94705	
John Antaya	<i>John Antaya</i>	2123 Sacramento St.	94702	
Elizabeth Arney	<i>Elizabeth Arney</i>	2123 Sacramento St	94702	

Sponsored by: Preserve the Strawberry Creek Watershed Alliance

Preserve Strawberry Creek Watershed Alliance

Name	Affiliation	Contact info	Date
Joni Meindl	CMTW	1323 Hopkins St, Berkeley, CA 94702 all-creek@pacbell.net	7-16-03
PAMELA SHVOIA	CMTW	P.O. Box 9646 BERKELEY, CA 94709	(510) 704-0687
John M. Brine		1125 Delaware St. Berkeley, CA 94702	527-1018
Jennifer Pearson	FSC	Jennifer.pearson.phd@hotmail.com	848 7128
Mark Belandier	FSC	bridge.m@emf.net	526-9105
Christopher Kroll		1605 Curtis St Berkeley 94702 querus40@hotmail.com	510-2277
Jeremy Cook	Sierra Club	1620 Prince St. Bkly 94703	848 6775
Lucas Gustin	None	6412 Hagen Blvd E.C. 94530	848-3444
Tim Gustin	NONE	P.O. Box 9646, BERK. 94709	
Heidi Gustin	None	6412 Hagen Blvd E.C. 94530	
Mark Lindero	Asiatic Park SECRET	markl1@lmi.net	549-0818
GRAB WOLFORD	CALIFORNIA	CA @ MINDSPRING.COM	848-6189
Michael Boyce	none	1144 Addison St, Berk 94702	rbayce@earthlink.com 848-4000
THOMAS G. KELLY	FIELDWORK OF STRAWBERRY CREEK	18A San Ramon Ave. Berkeley, CA 94702	jandtkelly@igj.org 528-3949
PERIEN NILES			848-4000
VIKRANT SOOD		1925 BANCROFT WAY BERKELEY CA 94702	vikrant@umj.com 848-3000
Junko Bryant	Urban Creeks Council	1250 Addison #107 Berkeley 94702	ucrc@umf.com
Gray Brechin	Geography Dept	1264 Science Ave Berkeley CA 94708	9/6/03
Kathleen Ovenson		PO 819 Berkeley Ca 94701	
Phillip Prige	Live Oak Endorser's Creek Neighborhood Assn	2249 Glen Ave, 94709	9/6/03
John G. ...		1007 Milled Ave 94708	
John G. ...		1687 PO BOX Santa Cruz CA 95060	
Eliza ...		441 Jackson St, Albany Ca 94706	9/6/03
Susan T. Kano		2315 Parker St #18 Bkly CA 94704	2889 9-1
Meme Bernardi		9 Arden Rd Berkeley, CA 94704	

Preserve Strawberry Creek Watershed Alliance

Name	Affiliation	Contact info	Date
TEA VINCENT	1617 STANNARD, Bldg 74702	510-525-5273	
Bob Marsh	1546 VIRGINIA 94703	510-841-8678	
Ingrid Kepler-May	600 Grizzly Peak Blvd (510) 526-2900		1/29/04
Cynthia Johnson	B Fellowship Writers Movement	510 528 5403	
Katherine Tanaka	1019 Harvard Rd Oak (Green-bdy)	510 839-4767 kcatet@comcast.net	
Laura Raboff	545 Santa Clara	(510) 526-6580	1/29/04
Frank Sapp	3911 Shafter Ave.	(510) 545-3279	1/29/04
BARRY GARDIN	545 SANTA CLARA	510 526-6580	"
Richard Schwartz	1676 Tacoma Ave	524 1683	
Jane Eisenberg	1320 Adkison	5430-196	"
MARK LIOLIOS	1846 Parker St 94703	549-0818	1/29/04
CARMY CROZCO	208 Panoramic Wy	540-5565	"
Jill SHARR	2663 La Conte Av 894709	841 7271	29 JAN 04
Jennifer Mary Pecora	Friends up Street Creek		
JAN ROBITSCHEK	2634 VIRGINIA ST #3C	549-1575	
Hal Carlstad	764 Country Rd Kensington 524-6004	Univ. Fellowship	
CAROLE SCHEMMERLING	801 REGAL RD. BERKE 94702	510-548-1120	

Preserve Strawberry Creek Watershed Alliance

Name	Affiliation	Contact info	Date
Karen Jacobs	re	1830 Hunt 894703	9/6/03
DARRE LUEL	East Bay Watershed Center	(510) 434-3840	9/6/03
Missy Peablos		510/534-5910	9/6/03
Michael Roberts	Neighborhood	robertsmepobox.com	9/6/03
Danny Akagi	Information Only	2415 YAFFE DR. SAN LEANRO CA 94578	9-6-03
Rita Minjares	Friends of Creeks	17316 Rockaway Ave #1000 Redwood City CA 94061	9-6-03
Peter Bettie	Save the Bay	(760) 285-6032	9/16/03
Ruth Tucker	Friend of Carl Linn	510 653-1146	9/7/03
Tim & Azarba (Sun-out)		(1649-10th st 94710)	9/7/03
Matt Kondoff	UCB	kondoff@uclink.berkeley.edu	
Al Wood	GEAC	1803 Bonita Ave Berkeley CA 94701	
Mark McDonald	CMUW/PTSSM	1815 PARK ST. BERKELEY CA 94702	9/16/03
Dona Spring	City Council	1636 Channing Way, Berkeley 94703	9-18-03
Reba Foss	neighbor	2624 College Bldg 94704	9-18-03
Bonnie (omni)	neighbor	1441 Summit Rd Berkeley CA 94708	9-18-03
Marie Wilson	neighbor	1466 Summit Rd Berkeley 94708	9-18-03
Anne Wagley	neighbor	127 Alvarado Rd Berkeley 94705	9-18-03
Paul Rude	"	1357 Addison St. Berke. 94702	9/18/03
CAROLE SCHEMMERLING	all	1250 ADDISON #107 Berke. 94702	
Alli A Asher	AF student	2430 Dwight Way Apt 311 510-548-12450	9/18/03
Sharon Farrell	AOI	6831 Gladys Ave 94530	9/10/03

Preserve Strawberry Creek Watershed

Patricia Axelrod - 1675 Skyway, Reno NV 89505
 June Stark Casey - 521 Westfield Way, Oakland
 John Casey " " " CA 94619
 Laurie Moret 2233 Grant St. Apt. 1
 Berkeley CA 94703
 Jennifer Badger Sultan
 1696 Sanchez St. San Francisco
 94131
 Dennis Nelson PO 471841 SF CA. 94147
 David Soobory 1888 Power Way Walnut Creek, CA
 94598-1424
 Adele Seaborg (925) 938-9206
 Gene Bernardi 510 843-2152 9 Arden Rd Berkeley
 JENNIFER MARY PEARSON jennifermariyphd
 @hotmail.com
 Hal Carlstad 704 Coventry Rd Kensington, 94707
 ROBERT KAPLAN 510 E. 86th St 16 C, NY, NY 10028
 RJKaplan.md@AOL.com
 Peggy Jarrell Kaplan, 510 E 86 St 16c, NYC 10028 " gjarrell@shaw.ca
 BT Danjeyo@ame, Van. BC V5Z3Z8
 Ann Jarrell
 Janice Thomas 37 Mosswood Rd. Berkeley 94704
 JThomas621@aol.com 547-1171

Preserve Strawberry Creek Watershed

Maxina Ventura 895-2312 2399 E. 14th St. # 24 San Leandro 94577
 DAVID BROOKS 253-5148 87 Ardmore Rd
 Kensington 94707
 Irmi Meindl 526-3927 1323 Hopkins St,
 Berkeley, CA 94702
 Cynthia Johnson 510-528-5403 764 Coventry Rd
 Kensington CA
 94707
 Kent Shew 415-397-2094 1402 Powell St.
 San Francisco, Ca 94133
 Alene Maganram 1043 Shattuck Road
 Oakland CA 94610 835-2599
 Dave Yandle 2139 Dwight Way
 Berk. 94704
 Mark McDonald 1815 Parker St
 Berkeley CA 94703 (510) 849-1755
 Jim Cunningham 1007 Miller Ave
 Berkeley 94708 (510) 525-9399

11.2C.277 RESPONSE TO COMMENT LETTER C277

RESPONSE TO COMMENT C277 - I

Here, a petition signed by some 300 individuals calls for the preservation of the Strawberry Creek Watershed. Other concerns of the petitioners address health impacts of nanotechnology and other materials used at LBNL.

See Thematic Response 6 regarding the relationship between the 2020 LRDP and LBNL planning. See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED

JUN 21 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP)/
Environmental Impact Report

Dear Ms. Lawrence:

9 E. Parnassus Ct., Berkeley CA 94708

As a resident of _____ I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Boulevard area due to growth from both the Math Research center and the Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will require is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. The proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Further destruction of one of the few remaining open space in Berkeley is intolerable. Additionally, this site sits on six earthquake faults – hardly a logical place for housing.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

Yours truly,

Susan C. Hermanson

[Signature]

Chris Isaacson

[Signature]

RECEIVED

JUN 21 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

11.2C. 278-279 RESPONSE TO COMMENT LETTERS C278 AND C279

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C278 AND C279

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

To Jennifer Lawrence of UCB-LRDP-EIR

Would you be kind enough to substitute this copy as a correction for the copy I submitted Friday.

I have dyslexia + some related conditions and had not been well. My original copy when I pushed the spellcheck changed the word Shattuck to sciatic plus other errors.

Sincerely

Merrilee Mitchell

549 1840 msg.

June 18, 2004

To: Jennifer Lawrence, UC Berkeley-LRDP

Re: UC Berkeley Long Range Development Plan-EIR

The following are mitigations and strategies that could benefit the whole Berkeley community, including the University, by decreasing traffic, noise, pollution, accidents, crime and stress in the areas around UC campus.

1.) **Extend the UC Shuttle.** One "loop" could run up and down University Avenue. University Avenue is the most congested, vehicle polluted, and dangerous Avenue in Berkeley, and UCB is the major cause of the traffic. UC students are now living in large apartments on University Avenue, such as Renaissance Villa and Acton Courtyard, and some students use cars. UC should provide alternatives and incentives for students so they do not bring cars to Berkeley.

Another Shuttle "loop" could be "North Shattuck" to go to the Gourmet Ghetto and grocery store, turn right on Cedar, and return to campus via Euclid. A "South Shattuck Loop" might turn at the Berkeley Bowl, or turn left on Ashby to circle back via Telegraph Avenue.

These shuttles would make it possible to shop, dine, go to the movies, etc, without bringing a car into the corridors near campus. UC Berkeley attracts thousands of cars to its campus daily. Additional thousands of the approximate 20,000 UC Berkeley Extension students, can be assumed to drive to Berkeley as well.

So UC Berkeley and its Extension are long overdue for ameliorating these sometimes horrendous traffic problems. Shuttles will help, and shuttles linked to satellite parking (BART lots in the evening, for example) would be even better.

Shuttles would hopefully be cheap--25 cents max for Berkeleyans, and free to UC. They could receive traffic mitigation funds from the city, contributions from businesses en route, and perhaps special tax monies.

Shuttles should be reasonably quiet, unlike screeching BART or AC Transits' big, noisy, diesel

RECEIVED
JUN 21 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

C280-1

busses, which are forcing folks back into their cars and are making our corridors pedestrian-unfriendly. The Shuttles need to be low emission vehicles and aim for zero pollution.

C280-1

2.) **Help Clean up the filthy sidewalks on University Avenue, Shattuck, and Telegraph** (The grime and filth is caused mostly by motor vehicles). This problem can be mitigated by contributing sidewalk-scrubbing (soap and water) machinery and people-power to clean these commercial corridors near the campus. Sound ridiculous? It's not. These Avenues are a public health hazard. The folks who run the University might take a walk on these Avenues to see for themselves how disgusting they are.

C280-2

Recently I saw a just-cleaned half block of Shattuck, still wet and with soap bubbles. I stopped, stunned with the near miracle transformation. The air smelled clean too and it felt great to be there! Huge difference, small investment. And this is something business owners would certainly help maintain as they do already in areas where it is not a losing battle.

3.) **Electric Car-Share should be provided for students, faculty, and guests.** The concept is up and running, and parking can be creative as these vehicles don't pollute. By sharing, few cars serve many. Car dealerships might accommodate picking up and delivery and therefore free up parking spaces.

C280-3

4.) **The University should contribute crime-fighting and safety services specifically for the Avenues adjacent to the UC campus.** This will benefit UC students, employees, and visitors, as well as other Berkeley residents and visitors. Specifically, trained "Student Guides" could walk these areas, perhaps wearing an identifiable vest or jacket, to trouble-shoot, and to call for help when necessary. Specific problems such rampant bicycle thieves, "homeless" teenagers, etc, etc, etc, need specialists assigned so we can begin to reverse the losing battle syndrome.

C280-4

5.) **The University should supply additional officers for traffic safety specifically in the corridors near the University and at other University student "hot spots".** Perhaps the Governor would permit large

C280-5

increases in fines near Universities and schools, to create safety zones around campuses and to cover the expenses.

The benefits to the University beyond the obvious will also be in PR. Wouldn't faculty members be more likely to want to come here, wouldn't students and their parents be more likely to choose Berkeley if it weren't a filthy slum with the highest pedestrian and bike injuries in the state, and second only to Oakland for worst air in the county, etc, etc. These problems exist here now, before any new development that can only make things worse.

6.) The University should consider alternative strategies for all new development. For example, Berkeley Councilmember Gordon Wozniac, has suggested leasing fine Berkeley homes to visiting University Professors. This seems a reasonable alternative to building new homes in a city suffering from too much development and where the University already owns or leases 40% of the land.

With a leasing program Professors might choose a particular neighborhood to suit their preference. A family with youngsters might choose a neighborhood with a good school, park and grocery store. A family with a baby might choose a neighborhood near Totland Park. An ornithologist might choose a neighborhood near Tilden, Strawberry Canyon, or a home with a huge yard filled with fruit trees, berry vines, and maybe a creek. A physically disabled professor or grad student might choose a flatland neighborhood where no car is necessary.

And there are still many more options in Berkeley. Green/solar buildings, an occasional luxury houseboat, historical landmarks built by a famous architects. You can help maintain the natural beauty and community of Berkeley, "a city of neighborhoods", rather than destroy neighborhoods in your "manifest Destiny" path for huge expansion North, South, East, and West.

Sincerely, Merrilie Mitchell,
1612 Delaware St.,
Berkeley, 94703

Merrilie Mitchell
544-1840 msg

11.2C.280 RESPONSE TO COMMENT LETTER C280

This comment letter replaces C269 at the writer's request.

RESPONSE TO COMMENT C280-1

Although not commenting on the 2020 LRDP Draft EIR, the writer's comments are noted. UC Berkeley is eager to work with AC Transit, the City of Berkeley and other area agencies to identify and implement pilot programs that promote the use of transit.

RESPONSE TO COMMENT C280-2

The writer's comment is noted, however the funds available for maintenance of University buildings and grounds are extremely limited, and UC Berkeley must focus these limited resources on the campus itself.

RESPONSE TO COMMENT C280-3

City CarShare has opened two on-campus vehicle locations, or "pods", in partnership with the UC Berkeley Parking & Transportation Department. City CarShare is a local non-profit car-sharing membership organization that has vehicles available for short-term rental throughout the Bay Area. UC Berkeley campus CarShare vehicles are located in the Dana/Durant Parking Lot and the first level of the Upper Hearst Parking Structure. Faculty, staff and student members have access to the UC Berkeley campus vehicle pods, as well as to the complete City CarShare network that includes two downtown Berkeley pods. In addition, campus department use of electric vehicles and Segways is expanding and several electric vehicle-charging stations are provided for campus commuters.

RESPONSE TO COMMENTS C280-4 AND C280-5

As noted in section 4.11.1.4, UC Berkeley police collaborate with the City of Berkeley in joint patrols of Telegraph Avenue. UC police patrol the Southside on foot and bikes, and two UC officers patrol fraternities and sororities in the Southside.

RESPONSE TO COMMENT C280-6

While the concept is noted, in general property leased by the University is removed from the tax rolls, which the City has objected to for fiscal reasons, and the practice of leasing existing housing, while providing residences close to campus for faculty, does not increase the housing supply in Berkeley.

Re: Comments on University of California Berkeley
2020 LRDP Draft EIR

To: University of California Regents
UC President Dynes
Governor Schwarzenegger
Cal EPA Secretary Tamminen
US Energy Secretary Abraham
LBNL Director Shank
UCB Chancellor Berdahl

June 10, 2004

RECEIVED RECEIVED

JUN 18 2004

JUN 21 2004

PHYSICAL & ENVIRONMENTAL PLANNING

From: Preserve Strawberry Creek Watershed Alliance
P O Box 9646, Berkeley, CA 94709

#2 OF 2 PART
COMMENT PACKET

SAVE Strawberry Creek Watershed

1. STOP the Further Destruction of the Strawberry Creek Watershed

LBNL has created underground plumes of tritium and other contaminants that are moving toward Strawberry Creek. Now LBNL is clearing another pristine area in Strawberry Canyon to build a 6-story nanotechnology facility called the "Molecular Foundry Project".

2. PREPARE an Environmental Impact Report (EIR)

LBNL avoided conducting an EIR for the Molecular Foundry as required by law in California.

3. ACKNOWLEDGE that Nanotech May Have Serious Health and Environmental

Impacts The US EPA states that the health effects and environmental impacts of nanotechnology are unknown. LBNL claims that there is no danger, yet they have no scientific evidence to support that claim. Ultrafine particles, similar in size to nanoparticles, cause respiratory and cardiovascular disease.

4. DECONTAMINATE Existing Buildings that have been Decommissioned

LBNL has contaminated and abandoned its own buildings on this site. LBNL should remediate this contamination instead of constructing new facilities in the watershed.

We, the undersigned, urge the Department of Energy (DOE), the Lawrence Berkeley National Laboratory (LBNL), and the University of California (UC) Regents to immediately cease the further destruction of the Strawberry Creek Watershed.

Since the Manhattan Project in the 40s, the operations at LBNL have contaminated the soil, surface and groundwater, and vegetation in the Strawberry Creek Watershed with toxic materials including radioactive tritium, uranium, VOCs, diesel, Freon, PCBs, and much more.

FOR IMMEDIATE RELEASE**Save Strawberry Creek Watershed:
Community Speaks Out on Nano Technology at Lawrence Berkeley Laboratory
S F Bay Video (510) 644-CITY**RECEIVED
JUN 21 2004
PHYSICAL & ENVIRONMENTAL
TRAINING**Environmentalists Question the Expansion of the Lawrence Berkeley National Lab into the Sensitive Strawberry Creek Watershed – Molecular Foundry Construction Begins without Environmental Impact Report – Nearby Hayward Fault Remains Ominously Quiet**

Berkeley, CA (January 28, 2004) – Environmentalists, concerned residents, members of city commissions, and elected city officials will be on hand at the entrance to Lawrence Berkeley National Labs (LBNL) on January 29th and January 30th to greet LBNL guests attending the Molecular Foundry User Workshop and Molecular Foundry Ground-Busting ceremonies with a message that the destruction of a sensitive watershed in an earthquake prone area is too high a price to pay for a potentially dangerous and unproven technology that may do more harm than the miraculous good its proponents claim is possible.

The planned Molecular Foundry is sited in the fragile Strawberry Creek Watershed and within 600 meters of the Alquist-Priolo Earthquake Fault Zone, a zone in which State law prohibits the construction of facilities intended for human occupancy. LBNL was also able to avoid conducting a full Environmental Impact Report (EIR), instead producing a much less rigorous Environmental Assessment.

“DOE and LBNL are have made some very questionable decisions about the siting of this facility,” said Pamela Sihvola, a local environmental activist. “They seem to have ignored simple common sense. The best reason Dr. Mark Alper, a LBNL spokesperson, came up with for putting it between Buildings 66 and 72 is that the scientists will be able to walk over to confer with a colleague.” Said Sihvola, “I just wish they’d use e-mail and the telephone and put the building where it won’t harm anyone or anything.”

Environmentalists have good cause to be concerned. Although LBNL representatives state that every effort is being undertaken to make the building earthquake proof and the Molecular Foundry secure from dangerous releases, its history has made its detractors dubious of the claim. Water contaminated by previous Lab research activities with radioactive and carcinogenic tritium, flows in an underground plume toward creeks that pass through the University campus and eventually, the Bay. LBNL and DOE have made no effort to clean up the contamination, even continuing to run the tritium stack and chipping tritium laden trees in place.

DOE, the University of California, and a bevy of government and corporate beneficiaries will spend two days listening to talks and watching demonstrations of nanotechnology, a discipline that is growing so quickly that the National Science Foundation estimates that the industry created by this research will be worth \$1 trillion dollars by 2015. They will hear little about the growing expression of concern from scientists around the world about the serious health effects that are being observed in animals exposed to nanoparticles – carbon particles so small that they pass through cells and into the blood stream without triggering a reaction from the body’s immune system.

“Even the US Environmental Protection Agency under the Bush Administration has expressed serious concerns about the potential health effects and environmental impacts of nanoparticles” said Tom Kelly, a member of Berkeley’s Community Health Commission. “And if this Administration – with the worst environmental record in memory – is worried, we had better start looking at this science closely and act with caution and good solid evidence of its safety. It’s the prudent thing to do.”

Text of video

Save Berkeley's Strawberry Creek Watershed Community Speaks Out on Nano Technology at Lawrence Berkeley Lab

January 29, 2004

KPFA Report

Nano technology a new and growing field is essentially the science of making things atom size. As with any new science, the potential is great and the outcome is still very uncertain. It is because of the uncertainty that community members protested at the northeast corner of the Berkeley campus early this morning against the development of a nanotechnology facility at LBNL, The Lawrence Berkeley National Laboratory, holding signs that read "No Nanoscience in Strawberry Canyon", "LBNL Clean up Your Mess First" and "No Nano Pollution". Environmentalists spent about an hour and a half handing out flyers to passersby and cars stopped at the intersection of Hearst and Highland. The group then walked up the hill towards the facility, but campus security prevented them from entering the lab grounds.

From KPFA News, I'm Tori Taylor in Berkeley

(Filmed speakers)

1.) Pamela Sihvola; Committee to Minimize Toxic Waste

We have gathered here today to basically express our concerns over the development of nanotechnology. LBNL is proceeding to build a molecular foundry devoted to nanotechnology in the Strawberry Creek watershed next to No-Name Creek and Chicken Creek near the Hayward earthquake fault. The molecular foundry is a bio-safety level 2 facility and we'll have several floors of laboratory, 48 in total, dedicated to nano fabrication and manipulation of biological organic and inorganic nano structures. The facility will potentially handle disease spreading bacteria and other biological agents. It is our understanding that there are no filtering systems available to prevent nanoscale materials - materials that are not bound in any other material, free ultra fine particles. There are no filters to prevent them from entering the environment and it is for this reason that we have requested the laboratory to prepare (both) an EIR (and) an EIS, which they have refused to do.

(2.) Gray Brechin; Ph.D., Department of Geography, UCB

I'm speaking here out of my concern, not only as an alumnus of the University - I have all of my degrees through my Ph.D. from the University, but also as a concerned resident of Berkeley. I am extremely concerned about how we have not been informed about what is going on in the canyon here. This is part of a history of recklessness on the part of the University that goes back at least to the building of the Memorial Stadium in the mouth of the canyon in 1923. It was known at that time that the main trace of the Hayward Fault, in fact, runs directly underneath the site of the stadium where 80,000 people gather at any time of day. Now the stadium could be destroyed in case that fault moves. And now we find out that an extremely risky form of research is going to be going on in a major industrial facility up here in the hills which very few Berkeley residents are going to know about, let alone those of us who in fact work every day on the campus. We absolutely deserve an environmental impact report and we deserve more public discussion on what is going to be happening up here. The University's motto is after all is "Fiat Lux", let there be light. It should be dedicated to free and open discussion.

(3.) Janice Thomas; President, Panoramic Neighborhood Association:

I'm speaking today about the nanotechnology initiative and how it's playing itself out locally in Strawberry Canyon with the City of Berkeley. In my 18 years of living in the canyon I'm given input on literally of dozens of development projects; but in those 18 years I've never ever experienced a public process so egregious and so unfair, so disrespectful of the people who live here, and so hostile to the natural environment. We who live here were not given a single public hearing, not one; not one public meeting in

RECEIVED
JUN 21 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

which we could have all could have asked questions for the answers and possibly learned enough about this project to have gotten a level of environmental review that meant something. Instead we were rushed through the process and as a result decision makers were misled in that way. Instead of protecting our resource what we've seen is the UC Berkeley, and also Lawrence Berkeley Lab which is also under the jurisdictions of the UC regents, incrementally building in the canyon. If our decision makers locally don't come on board, if we cannot effectively lobby the UC regents to save this canyon what we are going to have is, just clearly without a doubt, an industrial park - many of us have been saying this, an industrial park!

(4.) Jim Sharp; Daley-Scenic Park Neighborhood Association

I've lived on the north side of campus here for the last 15 years. I've lived in Berkeley for about 35 years. We've seen a lot of big projects come through. Some of them have had environmental documents attached to them and some have not, but this is the biggest I've seen without one and it certainly needs one. When we look at what's going on here we see what's emerging is something like an environmental Guantanamo. We don't see that there's any public oversight, certainly almost no public disclosure, any without which there hasn't been to the public and the neighbors around the site. You've probably heard about Nano High. Nano High is a big public outreach to high school students and they've been busing kids up here on for a series of lectures on Saturdays to alert them to the marvels of nanotechnology and applications down the line. Well that's great, but I haven't seen a similar effort directed towards the public that lives around here. Now I certainly hope that this will be re-dressed in the near future before things get any further along.

(5.) Carole Schemmerling; Urban Creeks Council of California

We've been working for 22 years to restore streams, to daylight them. Strawberry Creek was day lighted in 1984 and this new facility promises to be even more dangerous for the health of the human beings at the top of the food chain, but all the way along down the food chain. The water, the air that comes down from the canyon in the headwater creeks, which are very fragile and very important ecologically because whatever happens up there is going to wind up in all the other creeks in the storage drains and into the Bay which lots of money has been spent over the years trying to clean the Bay, to bring back the fisheries, to restore habitat; and what they're doing up here on the hill we could easily destroy all those efforts in a few years, so we are very concerned about the watershed. We've asked them to stay out of pristine areas that haven't been built on so as to avoid damaging the water quality further down the line; but they don't seem to understand that when they do the kind of grading that they are going to be doing and remove the vegetation, the trees, that are up there, they really do damage the headwater streams and probably irrevocably so we're asking for them to stop and do the EIR. - to stop doing the kind of development that will attack more of the watershed.

(6.) Gene Bernardi; Committee to Minimize Toxic Waste

Now this issue of the building of the molecular foundry went before the City Council in about January of last year and unfortunately they did not recommend to the Lab to do an environmental impact report or an environmental impact statement under the National Environmental Policy Act; however, to their credit, recently, they did pass a recommendation to the Lab that now all nanotechnology projects at the lab should be evaluated before they are allowed to proceed and they are to be evaluated by an independent health and safety review committee. The ETC group of Canada which is dedicated to cultural and ecological diversity and human rights has called on governments to adopt a moratorium on synthetic materials now being produced in laboratories without testing for health and safety.

RECEIVED

JUN 21 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

(7.) Richard Schwartz; Author, Berkeley Resident

When David Brower, ex- president of the Sierra Club, was a boy he used to play in Strawberry Creek. This would have been in the late teens and early twenties and the University was building this stadium and to build the stadium. They hydro-blasted the hills and waste products from the hydro-blasting devastated Strawberry Creek. Filled it up with mud and basically ended all life in the Creek, that had been there since before it was a city, - drainage of Strawberry Creek from the stadium down. Now we're faced with a threat from the stadium up and I think before it's too late we should address it and protect the watershed.

(8.) L A Wood; Berkeley Environmental Commission

I sit on the environmental commission and have been a long time activist in Berkeley and tied to this issue of LBNL and the University. Our commission asked that they be very very diligent about cleaning up the site for the last decade we have asked for that to happen; but what we've experienced on the commission and in the community is a paper shuffle and we've also on the commission recognized the need for open space in Berkeley and I think, that if, the community cannot understand the other issues of environmental pollution and future technology, they can certainly can understand the need for open space.

(9.) Kriss Worthington, Berkeley City Council, District 7

The City Council, by a unanimous vote, asked the lab to study many significant impacts in the Long Range Development Plan. The City has also asked through the Community Environmental Advisory Commission, a comprehensive watershed management plan. The City also has requested the initial start-up health and safety and environmental reviews of all proposed nanoscience research projects. The molecular foundry seems to be pushed along without answering questions, without providing information; and that is very unhealthy and "un-environmentally" sound way to conduct the operation. I'm glad that the City Council unanimously asked these serious questions and I demand that the lab provide the answers to every single question that the City has asked.

(10.) Tom Kelly; Berkeley Health Commission

As a member of the Health Commission I've been interested in this issue of nanotechnology for awhile now and had the opportunity to bring the issue before the commission. It's certainly of great concern to us was the fact that the molecular foundry is being built in a very sensitive watershed, in areas that are crisscrossed by earthquake faults; and as a result we're very much concerned about the future safety issues involving the foundry, the workers and the environment up there in general. We're beginning to see that exposure to nano particles can exacerbate respiratory problems. There's an indication that nano particles actually cross the blood brain barrier and in some animals begin to show some alarming effects from exposure to those particles. I would like to get some kind of assurances that this research will be controlled in such a fashion that we won't be exposed, as we have in the past, to the contamination created by Lawrence Berkeley labs. I think it would be most appropriate for not only this lab but for science in general to be looking at these health effects and environmental impacts before we let this technology loose on the planet.

Credits:

Preserve Strawberry Creek Watershed Alliance

KPFA 94.1 FM reporter Tori Taylor

All Labor donated

SF Bay Video

Copyright 2004 Berkeley (510) 644-City

RECEIVED

JUN 21 2004

CITY OF BERKELEY
PHYSICAL & ENVIRONMENTAL
PLANNING

DRAFT

DRAFT

24

To Honorable Mayor and Members of the City Council

Subject: Lawrence Berkeley National Laboratory (LBNL) Notice of Preparation for Long Range Development Plan

RECOMMENDATION: that the City Council request that

1. As part of the 2004 Long Range Development (LRDP) Environmental Impact Report (EIR), LBNL review the potential environmental & health impacts of the sub fields of nanoscience in which research activities will be carried out at the LBNL site.
2. All nano-science and technology research projects at LBNL undergo an independent evaluation process to access health and safety issues before being allowed to proceed. This evaluation process will be done by an independent Health and Safety Review Committee of knowledgeable experts and shall be approved by the City of Berkeley.
LBNL agrees to provide the results of the initial startup health and safety and environmental reviews of all proposed nanoscience research projects including those to be conducted at the Molecular Foundry, and the annual health and safety reviews of all continuing research projects to the City and the public in a timely fashion.
4. LBNL agrees to help facilitate an independent biannual health and safety review of all of the nanoscience research carried out at LBNL. This would be conducted by the Health and Safety Review Committee (See#2).

RECEIVED AT
COUNCIL MEETING OF:

NOV 25 2003

OFFICE OF THE CITY CLERK
CITY OF BERKELEY

From CEAC to contribute to the public record, to recommend to LBNL, and to recommend to City Council to direct City Manager to send a letter to LBNL, requesting that the LBNL include a comprehensive analysis of the following as part of the LBNL LRDP EIR current under preparation:

1. A comprehensive Watershed Management Plan
2. The need to protect and preserve open space such as by using infill developments.
3. Do not increase square footage of developed land per employee unless explicitly and publicly justified.
4. Plan fewer parking places per employee than is current practice with the encouragement of alternative transportation.
5. Cleanup of soils and groundwater should be to the highest possible standards, which allows for the most sensitive future land uses.

RECEIVED

JUN 21 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

11.2C.281 RESPONSE TO COMMENT LETTER C281

The documents are not comments on the 2020 LRDP Draft EIR; however, the comments and issues addressed in these documents reiterate concerns raised by the writers. Please see responses to comment letters C276, C277, C189, C180, and C36.

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RECEIVED

JUN 21 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Jella Thorp Ellis
 Signature

1433 Grizzly Peak
 Address

June 6, 2004

RECEIVED

JUN 22 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

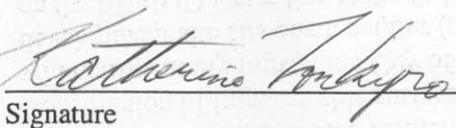
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

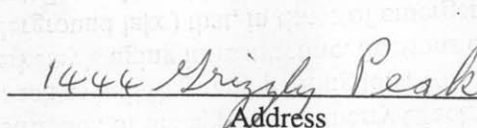
It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature


Address

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

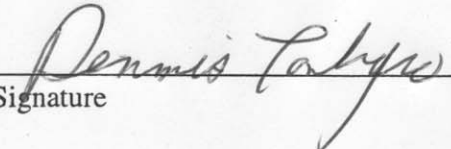
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

1444 GRIZZLY PEAK BERKELEY
Address
Ca. 94708

11.2C.282-283 RESPONSE TO COMMENT LETTERS C282 AND C283

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C282 AND C283

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

June 20, 2004

RECEIVED

JUN 22 2004

PHYSICAL & ENVIRONMENTAL
PLANNINGHenrik Wallman
1457 Olympus Ave
Berkeley, CA 94708
Tel. 1-510-642-2295
Fax 1-510-548-2636
wallman@socrates.berkeley.edu

Ref: Opportunity for UC to reduce traffic congestion in Strawberry Canyon/Panoramic Hill

Jennifer Lawrence
Facilities Services UCB
1936 University Avenue #300
Berkeley, CA 94720-1380

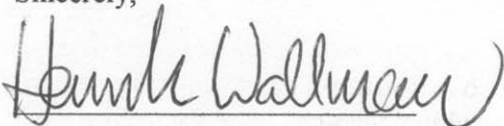
Dear Ms Lawrence:

I am writing to you because your name is associated with the 2020 UC Long range Development Plan and specifically the plans UC has for the Lawrence Hall of Science neighborhood. I live in this neighborhood and would like dispensation from the rule against bicycles on the so-called upper fire trail, leading from the Math Institute to Panoramic Hill. UC, as the property owner, has the full legal right to enforce this rule, but UC also has the right to issue dispensation from this rule based on individual circumstances.

C284-1

Could your office issue a simple letter addressed to me stating that I may use a bicycle on the upper fire trail to travel between my home on Olympus Avenue and my rental house at 303 Panoramic Way? UC Officers would honor such a letter because use of a bicycle for my necessary trips between these two points would eliminate use of my car in the very congested area around the Stadium. The driving distance on Centennial Drive and Panoramic Way is much longer than the direct path on the fire trail.

Sincerely,



11.2C.284 RESPONSE TO COMMENT LETTER C284

The University received 37 similar letters from individuals, advocating the use of Hill Campus trails by cyclists: C53-C54, C62-C67, C69-C74, C76-C82, C85-C95, C97-C98, C188, C284, and C299.

RESPONSE TO COMMENT LETTER C284

The comment presents the writer's opinion that bicycling should be permitted in Strawberry Canyon. Bicycle use on Hill Campus trails does raise potential environmental issues with respect to the value and use of the Ecological Study Area as a research and educational resource for UC Berkeley, as described in section 3.1.15. The existing prohibitions on bicycle riding in the Hill Campus would be suitable topic for consideration by the Ecological Study Area management authority proposed at page 3.1-54. This request is not a comment on the Draft EIR, and no further response is required.

June 6, 2004

Jennifer Lawrence
 University of California, Berkeley
 Facilities Services
 1936 University Avenue Suite #300
 Berkeley, CA 94720-1380

RECEIVED
 JUN 22 2004
 PHYSICAL & ENVIRONMENTAL
 PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
 Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Irene Winston

Signature

1220 Grizzly Peak 94708

Address

LETTER C286

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 22 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

H. Block Warner, M.A. MFCC
Signature

*1435 Grizzly Peak
Berkeley 94708-2201*
Address

LETTER C287

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RECEIVED
JUN 22 2004
PHYSICAL & ENVIRONMENTAL
PLANNING

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Denise M. Logsdon 168 Hill Road - Berkeley
Signature Address

LETTER C288

June 12, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing a historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Miniam D. Seelg
Signature

154 Avenida Drive
Address

LETTER C289

June 6, 2004

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing a historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

William Chan
5 Senior Ave
Berkeley 94708

LETTER C290

June 6, 2004

RECEIVED

JUN 23 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Carol Q. Cheng
5 Senior Ave.
Berkeley, CA 94708

LETTER C291

RECEIVED

JUN 24 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP)/
Environmental Impact Report

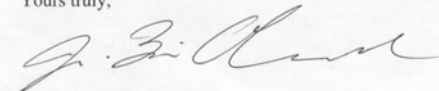
Dear Ms. Lawrence:

As a resident of Berkeley I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Boulevard area due to growth from both the Math Research center and the Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will require is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. The proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Further destruction of one of the few remaining open space in Berkeley is intolerable. Additionally, this site sits on six earthquake faults - hardly a logical place for housing.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

Yours truly,



J. Blaine O'Connell

LETTER C292

June 6, 2004

RECEIVED

JUN 25 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

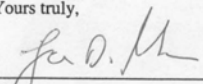
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

1254 GRIZZLY PEAK BLVD
Address

LETTER C293

June 6, 2004

RECEIVED

JUN 25 2004

PHYSICAL & ENVIRONMENTAL PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft Environmental Impact Report

Dear Ms. Lawrence:

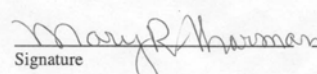
As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines - hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,


Signature

1311 Grizzly Peak Blvd
Berkeley 94708
Address

11.2C. 285-293 RESPONSE TO COMMENT LETTERS C285 THRU C293

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C285 THRU C293

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



Norah Foster
<nfoster@library.berkeley.edu>

06/18/2004 04:03 PM

To: 2020lrpd@cp.berkeley.edu, jlawrence@cp.berkeley.edu,
kobanion@cp.berkeley.edu, lustig@uhs.berkeley.edu,
hmitchel@uclink4.berkeley.edu, vlh@uclink.berkeley.edu,
cc: AssemblyDistrictassemblymember.hancock@assembly.ca.gov,
mayor@ci.berkeley.ca.us, elliec@abag.ca.gov, dfay@aacma.ca.gov,
sheminger@mtc.ca.gov, dfastenau@rides.org,
Subject: Letter/comment on 2020 LRDP/EIR from IAT

Please forward to your executives , boards and appropriate staff the attached letter regarding the 2020LRDP/EIR for the University of California at Berkeley.

Thanking you in advance,

Norah Foster, Chair, Improve Alternative Transportation, IAT

Norah R.J.Foster, Manager,
Graduate Services
208 Doe Library
Berkeley, CA 94720
nfoster@library.berkeley.edu
510 642-4481, FAX 510 643-0315

"Our separate struggles are really one. A struggle for freedom, for dignity and for humanity.'" - Martin L. King in a telegram to Cesar Chavez



LRDP-Coalition Letter NN.doc

June 18, 2004

LETTER C294

Continued

To:

UCB Administrators: Executive Vice Chancellor & Provost Paul Gray, Vice -Chancellor Horace Mitchell; Jennifer Lawrence, Principal Planner, Capital Projects; Kerry O'Banion, Associate Director, Capital Projects; Victoria Harrison, UCB Police Chief

Dear Administrators :

The University of California at Berkeley leads the world in many ways, but not in the important one of civic responsibility. Commuting faculty and staff put a great service burden on the streets of Berkeley, but UC lacks sorely in budgeting for alternative transportation. To make matters worse, the LRDP 2020/DEIR transportation planning is regressive because it could actually encourage walkers, bikers & transit users back into their cars.¹

C294-1

The University can and should be a national leader in traffic management and reduction of congestion and air pollution, and a guide and inspiration to local government and local employers by making alternative transportation its top priority. A paradigm shift in current funding and thinking at Parking and Transportation Services (PTS) is necessary.

PROBLEMS

- PTS currently looks upon the loss of parking space permit holders as a loss of income rather than as a success at achieving less congestion and cleaner air.
- Parking spaces cost \$35,500.00 per space to build and add more debt and maintenance.
- Current PTS plans and the added LRDP/DEIR increase of parking spaces by 42% or 3090 net spaces is irresponsible, not cost effective and will increase congestion and accidents.²
- Current levels and the increase in car trips that would be created by this 42% increase in parking spaces would seriously hamper UCB's ability to meet the state CAP (Clean Air Plan) requirements "of a 5% reduction in emissions or a demonstration that all feasible measures have been proposed for implementation". UCB risks being fined by the State for violations.
- When pilot alternative programs from the start are called "low priority" and after a very short trial deemed a "failure," then the programs are arbitrarily dismissed and abandoned. Better efforts to analyze, change, create a working alternative and really educate the UC communities about the alternatives have not been made.
- Charging \$20.00 a month to the faculty and staff for the BEARPASS (AC transit) will not be sufficient incentive to induce drivers out of their cars.
- If the current draft LRDP/DEIR is approved which continues the "same or equivalent" level for funding alternative transportation improvements, UCB will fail at reducing pollution and congestion in Berkeley.

C294-2

C294-3

C294-4

SOLUTIONS

- PTS should not necessarily be a self-supporting department when alternative programs by nature reduce the department's parking permit income. For alternative transportation, major subsidization is necessary.
- Increased funding from the campus and the University Office of the President would be needed for this subsidization ;

C294-5

- Creating new policies for more funds for alternative transportation when we construct new buildings and projects should be utilized. C294-6
- Grant a free BEARPASS & BART pass next year with planning to incorporate the regional TRANSLINK passes for the future for all UC commuters. For students, the CLASSPASS AC bus pass has been a major success for reducing parking needs of students (83% of students now use Classpass). Improve Alternative Transportation (IAT, previously IT/P) has been advocating for over three years for a free BEARPASS which UC faculty and staff could use to ride AC Transit. The LRDP must go far beyond the \$20.00 a month BEARPASS (only AC Transit) (implementation date September 1, 2004). C294-7
- Provide more incentives for non-drivers, not only with mere monetary savings and perks for faculty and staff, but also with major educational programs concerning the health and environmental benefits of transit to induce die-hard drivers out of their cars. C294-8
- Allow non-drivers to obtain free or low-cost occasional day parking permits. This would give flexibility for part-time driving needs.
- Grant sliding scale parking rates for the lowest paid workers who cannot avoid driving, still keeping the rates high enough to be a fund for alternative transportation. Make this disincentive to drive proportionate to faculty and staff salaries. C294-9
- Analyze failed projects effectively by changing and creating new working alternatives, and really educate the UC community about the alternatives in emails, Web site updates, special letters, and open forum discussions. C294-10
- Increase pedestrian lighting and paths. C294-11
- Add more bus shuttle services, including augmenting AC lines. C294-12
- Add more safe bike parking and paths. C294-13
- Add more signage and safety lighting. C294-14
- Add inexpensive van and carpool permits. C294-15
- Develop more cooperation with the surrounding cities to improve all the metropolitan transit services. C294-16
- Set a campus goal of 80%+ non-driver status which will fully reduce the need for parking, reduce trips and traffic accidents over the Berkeley streets and reduce air pollution. C294-17

FUTURE PARKING DEMAND REDUCED

When these major changes and increases to funding for alternatives are made, even with the modest planned increase in UCB growth, drivers will be absorbed by the alternative modes in the long run and solve the problem of handling any future demand.

When the parking demand is solved by alternative transportation, UCB will become the leader in the nation for campus transportation.

TIME EXTENSION FOR THE LRDP-SECOND ROUND

Lastly, a second round of commentary should be added after the revised LRDP is completed, but before the final is submitted to the regents. The time period is necessary to address all the egregious omissions in this first draft and iron out the details and impacts. We would assume that if necessary the Regents' approval could also be moved forward from November 2004 to January of 2005. C294-18

¹ LRDP Impact TRA-11: “Implementation of the 2020 LRDP could induce a “mode shift” to driving by some commuters who currently take transit, bicycle or walk.”

² EIR 4.12.7: “while the 2020 LRDP includes up to 2300 net new parking spaces...”

Norah Foster, Chair, IAT, Improve Alternative Transportation

IAT members: Steve Geller, LBNL Staff; Laura Stoker, UCB Faculty; UCB Labor Coalition (UPTE, CUE, AFT); Kriss Worthington, Berkeley City Council

cc:

Loni Hancock, Assemblywoman, 14th Assembly District

Tom Bates, Mayor, City of Berkeley

Scott Haggerty, President, ABAG, Association of Bay Area Government

Dennis R. Fay, Executive Director, ACCMA, Alameda County Congestion Management

Steve Heminger, Executive Director, MTC, Metropolitan Transportation Council,

David Fastenau, Executive Director, RIDES

David Burch, President, BABC, Bay Area Bicycle Coalition,

BART Board of Directors

Rick Fernandez, General Manager, AC Transit

11.2C.294 RESPONSE TO COMMENT LETTER C294

RESPONSE TO COMMENT C294-1

The writers present an overview of their specific comments. See responses to specific comments on the 2020 LRDP Draft EIR, below.

RESPONSE TO COMMENT C294-2

The writers' opinions are noted.

RESPONSE TO COMMENT C294-3

The writers suggest that the finding at AIR-5, that operational emissions from implementation of the 2020 LRDP may hinder attainment of the Clean Air Plan, is avoidable. However, the 2020 LRDP Draft EIR explains that the analysis of this impact presents a very conservative interpretation of local and regional growth projections: namely, that all growth associated with 2020 LRDP implementation is in addition to, rather than a subset of, anticipated regional growth. Under this assumption, no matter how small or reduced the growth associated with the 2020 LRDP might become, the impact – the possibility that the 2020 LRDP presents a hindrance to attainment of the Clean Air Plan – would remain the same.

RESPONSE TO COMMENT C294-4

The writers' observations and opinions are noted.

RESPONSE TO COMMENTS C294-5 AND C294-6

The writers suggest changes in funding mechanisms for the department of Parking and Transportation. The comments are noted. These are not comments on the 2020 LRDP Draft EIR, and in accordance with CEQA, further response is not required.

RESPONSE TO COMMENTS C294-7 THRU C294-9

As described in Thematic Response 10 and Thematic Response 3, UC Berkeley has implemented a Bear Pass program effective fall semester 2004. The writers' other suggestions remain part of the menu of demand management strategies available to the City and UC Berkeley to manage parking supply and demand.

RESPONSE TO COMMENT C294-10

The writers' opinions and assessment of outreach related to alternative transit programs are noted. UC Berkeley is eager to consider additional options to increase the attractiveness of alternative transit.

RESPONSE TO COMMENTS C294-11 THRU C294-17

The writers' recommendations are noted.

RESPONSE TO COMMENT C294-18

The CEQA Guidelines describe the circumstances that merit recirculation of an EIR (CEQA Guidelines 15088.5). Significant new information has not been added to the EIR; recirculation, therefore, is not warranted.



Sand W
<b4peas@yahoo.com>

06/18/2004 05:06 PM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: RE LRDP from Sennet Williams (sorry I sent it to the wrong address)

LRDP planners: June 18, 2004

I urge you carefully consider an University of California long term policy change as part of the LRDP. An employee transportation benefit will benefit employees much more than it will cost, and can address the most unhappiest blight on campus for these reasons:

-Making University of California expansion dependant on employees' parking fees is not helping the campus or anyone.
 -(expansion is inexorably linked with employees ability to get to campus. (And get here affordably!)
 -By combining the market power of all employees, the benefits to employees will be much greater cost.
 To free its hand to support the best availalbe transit (which employees favor)
University of California Parking and Transportation must have a budget less dependant on "desperation" parking demand.

C295-1

(With all due respect, reducing parking congestion REQUIRES lowering of EMPLOYEE parking.
 IE, a per employee "transporation of benefit," paid directly to University of California PTO,
 will the allow the campus amazingly better transit improvements, Saving MANY employees much greater amounts.

C295-2

This way, parking demand CAN be reduced enough to allow lower parking fees AND lower congestion.
 I suggest that a benefit of only \$100 per year could sponsor slightly reduced EMPLOYEE parking fees, and improved bus service to modeshift for at least hundreds more employees to travel here without making traffic demand worse,
 including AC transit ECO-passes and the cost of improved campus-oriented bus service.

A larger benefit will allow much great transit improvements to allow lower parking fees,
 providing a much greater collective benefit to employees.

Again, I strongly you do consider University of California adopting modernizing its transit policy, by dedicated a set fee for Parking & Transit to ensure the best available transit services AND correspondingly reduced employee parking fees.
 (University of California should eventually treat Parking & Transit Operations as a wholly owned private contractor ,

C295-3

NOT as a franchise operator catering to employees.)

-Sennet Williams

P.O.Box 28 4 947-1

Berkeley 510-644-1303

C295-3

Do you Yahoo!?

Yahoo! Mail Address AutoComplete - You start. We finish.

11.2C.295 RESPONSE TO COMMENT LETTER C295

RESPONSE TO COMMENTS C295-1 THRU C295-3

The writer advocates a “transportation benefit” paid directly to employees as a way to reduce parking demand. In addition to its current range of incentives for transportation alternatives, UC Berkeley has recently established one new incentive program: the Bear Pass. The Bear Pass is a two-year pilot program for unlimited rides on AC Transit, including transbay service, to UC Berkeley staff and faculty. The program also includes unlimited use of campus shuttles for pass holders. The cost of a Bear Pass to employees under the pilot program is \$240 per year or \$20 per month, which may be paid in pretax dollars. The Bear Pass was approved by AC Transit in July 2004 and launched in October 2004.



"Michael Wilson"
<michaelwilson100@hotmail.com>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: LRDP Comment

06/18/2004 05:34 PM

The Berkeley Property Owners Association
2005 Hopkins St., Berkeley CA, (510) 525-3666
bpoa@bpoa.org

June 18, 2004

Dear Ms. Lawrence,

The Berkeley Property Owner's Association (BPOA) wishes to register several comments and objections to the University of California at Berkeley's 2020 LRDP Draft DEIR.

BPOA is a trade association that has represented Berkeley housing providers for over 21 years. Our members provide the majority of housing for current students of the University. Most of us also live within the city limits, and many, many of us are alums of the University. We have a long and proud history of supporting supply-side solutions to the city's housing needs.

In the 2020 LRDP, UCB proposes building far more additional student housing than the university actually needs, and far more than the City can actually support. On the one hand, UCB proposes to increase its student population by 1,650, or 5.2%. But rather than a proportionate increase in beds, UCB is proposing to build 4,870 beds (including those under construction, in design, and proposed). This is over 3,000 beds more than required, and would represent an approximately 10% increase of the city's *entire rental market*.

C296-1

Expanding the market in this dramatic way is unnecessary, and will ultimately harm the students it purports to help. The private rental market is currently accommodating the student population with room to spare: the combined effects of the local economy and the Costa-Hawkins housing law has been to increase supply and decrease demand. This has resulted in the current very high vacancy rate, and a steady decline in rents. Bringing expensive University housing onto the market now (and private sector Berkeley housing is *far* less expensive than University housing) will only serve to reverse the trend by driving more and more landlords to convert to non-rental housing.

A far more intelligent (and cost-effective) approach for the University would be to support measures to re-invigorate the existing private housing stock, and to support measures that would "re-capture" rental units that were lost during the decades when local regulation was at its most extreme. It has been estimated that more than 4,000 *units* (not beds) were taken off the market. Every one that is recaptured means housing for more students, at absolutely no cost to the

C296-2

University.

C296-2

In contrast to its position on student beds, UCB proposes increasing the number of faculty units by just 230, and adding *no* additional housing for other staff. But the LRDP anticipates an additional 2,870 employees (far more than the number of additional students). The concern here, naturally, is the impact that additional traffic from commuting employees will have on our neighborhoods. Our members, and the tenants they house (including all the students), feel strongly that the city is already at its maximum capacity for automobile traffic. Unfortunately, there appears to be just one solution to this problem: limit growth to that absolutely necessary to support the new students.

C296-3

Thank you for your attention to this letter, and for including it in the public comments on the LRDP.

Sincerely,

Michael Wilson, President

11.2C.296 RESPONSE TO COMMENT LETTER C296

RESPONSE TO COMMENT C296-1

The growth in the number of students is one, but not the only, reason for the proposed increase in student housing. University student housing near campus also provides students with the community of peers and mentors, and the access to academic resources, they require to excel. The targets for student housing in the 2020 LRDP reflect the longterm goals established in the UC Berkeley Strategic Academic Plan.

However, because the state provides no funds for student housing, the entire cost of construction, operation, and maintenance must be supported by rents. UC Berkeley's goals to improve the cost and quality of housing must therefore be balanced by the need to keep rents at reasonable levels and avoid building surplus capacity. The 2020 targets, and the pace at which we achieve them, may be adjusted in the future to reflect changes in market conditions and demand for University housing. The completion of the 1,100 new student beds now under construction will provide the first test of demand, since these units will come on line after a period of substantial private housing construction in the campus vicinity.

RESPONSE TO COMMENT C296-2

By "recapture", the writer presumably means the reconversion of condominium units back to rentals, but the writer offers no more specific information on how the University might support this.

RESPONSE TO COMMENT C296-3

While UC Berkeley has extensive experience with student housing, it has almost no experience with faculty or staff housing, and therefore must be cautious in the amount of resources it commits to this new market and product type. The up to 100 units of faculty housing envisioned in the 2020 LRDP (and another 30 at University Village Albany) represent an initial pilot venture into this market. If it succeeds, in terms of both financial feasibility and its benefits to the academic enterprise, further initiatives could be pursued.

However, the writer seems not to advocate more staff housing, but rather less staff growth, presuming new staff would consist mostly of commuters who would create more traffic. It is not explained why at least some new staff would not choose to live in Berkeley, given the above statements about low rents and high vacancy in the private housing market. In fact, to the extent new University housing is able to house a greater percentage of UC Berkeley students, more private housing would be available to accommodate the additional staff demand, enabling more new staff to live in Berkeley.

As noted in section 4.10.7, while city apartments are not suitable for all new staff, "... the University has a diverse workforce, and many University employees would benefit [from more new University housing] either directly, by being able to find reasonable, suitable housing closer to campus, or indirectly, through the easing of demand on the constrained private housing market."



"Jesse L. Arreguin"
<jarre212@berkeley.edu
>

To: 2020LRDP@cp.berkeley.edu
cc: kobanion@cp.berkeley.edu
Subject: ASUC Response to LRDP Draft EIR

06/18/2004 06:10 PM

Dear Jennifer,

Attached please find the ASUC's response to the LRDP Draft EIR.

Additionally please find an enclosure also attached, a copy of a ASUC Senate bill supporting our demands in the 2020 LRDP.

I apologize for the tardiness of this submission. I had sent our response earlier in the day, however the message was never sent due to a problem with my email account.

Once again I apologize for this inconvenience and I ask that you accept our comments to include in the FEIR.

These comments have been developed out of extensive analysis by student leaders of the draft EIR.

We strongly encourage you to incorporate our concerns in the FEIR.

We have appreciated the University's efforts to hear student concerns and we hope that the final LRDP reflects the needs of all members of the campus community.

I thank you for your consideration and please include these comments in the FEIR. Please feel free to contact me at this address or at (510) 207-3317 if you should have any questions.

Thank You,

Jesse Arreguin

Jesse L. Arreguin
Director, ASUC City Affairs Lobby and Housing Commission
Phone: (510) 207-3317



LRDP EIR Response.doc LRDP Senate Bill.doc



Associated Students of the University of California

University of California
220 Eshleman Hall # 4500
Berkeley, CA 94720-4500

June 18, 2004

Ms. Jennifer Lawrence
Environmental Planning Manager
UC Berkeley Facilities Services
1936 University Avenue, Suite 300
Berkeley, CA 94720-1380

Re: Draft 2020 Long Range Development Plan and Tien Center
Environmental Impact Report

Dear Ms. Lawrence,

This letter is the Associated Students of the University of California's (ASUC) response to the 2020 Long Range Development Plan draft Environmental Impact Report.

The ASUC would like to thank the University for the opportunity to comment on this plan. This document is important to students since it will define where we live and the quality of academic resources.

Our response has been developed out of extensive analysis by student leaders and based on comments provided at our workshop held in late April. As students, we have an important role in the development of this plan. We want to ensure that this document reflects our needs as students and residents of this community. Accordingly, our demands have been endorsed by the ASUC Senate and our petition outlining our demands has been signed by 100 students and community members.

We would like to thank the University for incorporating our concerns in the draft Environmental Impact Report (EIR). We are pleased with the definition of the "Housing Zone" and the University's commitment to build housing close to campus. We are also pleased with the incorporation of bicycle transportation in the Transportation and Traffic analysis.

We also want to thank the University for their extensive public outreach. Most specifically we want to thank the University for their assistance in the development of the student workshop. We also want to thank them for their attendance at numerous community and city meetings throughout the comment period.

Nevertheless we are greatly concerned with the housing and traffic analyses, and the lack of sufficient mitigation measures. We ask that you incorporate our concerns in the final plan and EIR.

General Comments

As the campus continues to grow with projected increases in student and faculty and staff populations, the University must accommodate such growth. In order to remain a world class research institution, the University must expand its physical space. We enthusiastically endorse the purpose of the 2020 LRDP.

The campus must address the need “to provide each student with an outstanding education in which critical inquiry, analysis and discovery are integral to coursework” while at the same time “strengthen [its] ability to recruit and retain exceptional individuals” and “preserve the character and livability of the city around us”. (3.1-3)

Accordingly, we support the objectives of the 2020 LRDP. In order to retain and attract top students and faculty, the University must expand its housing and transportation services. Additionally, the goal of the LRDP should be to create a campus community connecting students and faculty and fostering intellectual synergy. That is why we recommend that the University build all student housing close to campus and support transportation alternatives to connect people to the campus park.

C297-1

While we support the objectives of the LRDP, we are greatly concerned with the inadequacy of the DEIR. We believe that the proposed mitigation measures are not sufficient to address traffic impacts. Additionally, Alternative L-2 is not adequate due to the lack of transit incentives. We therefore believe that this DEIR is inadequate according to CEQA and strongly encourage the University to develop sufficient alternatives in the FEIR.

C297-2

Throughout the comment period community members have addressed numerous concerns regarding the content of the DEIR. Many comments are similar to those offered during the 1990 DEIR comment period. Many of the same concerns have not been addressed by the University since the 1990 LRDP. Development on the Hill Campus is still of great concern. The traffic impacts associated with new development have only worsened. Student and faculty still have difficulty in finding affordable housing close to campus.

There is a prevailing conflict between the University and community. The 2020 LRDP presents an opportunity for the University to incorporate the community in the development process and address the lack of funding for public services.

Community members have expressed concern with the impacts associated with increased development, the lack of compensation for public services used by the University, the congestion of local roadways associated with increased parking



Associated Students of the University of California

University of California
220 Eshleman Hall # 4500
Berkeley, CA 94720-4500

construction, the impact of development on the preservation of historical resources, and the lack of sufficient transportation alternatives in the DEIR.

Many of these concerns are similar to those of the student community. The 2020 LRDP is an important document not just because it will guide future physical expansion, but also because it defines the future role of UC Berkeley.

According to the 1960 Master Plan for Higher Education, the University is committed to accepting the top 12.5 percent of California high school students. During the last 10 years this has resulted in a significant increase in students. While the campus is at the end of Tidal Wave II, the increase in UC eligible student will result in an increase in population, and the lack of diversity.

With the fiscal instability facing our state, it is important to continue to meet the University's mission to educate the future of the state of California.

With increases in student fees and the lack of affordable housing close to campus, many students will be deprived of the opportunity to receive an education.

At the same time the University is investing in substantial growth in faculty and staff and research space in the LRDP.

While it is important to maintain our role as a world-class research institution, the mission of the University is changing from educating students to conducting research.

The 2020 LRDP provides an opportunity for the University to invest in research while fulfilling its mission of educating students. Accordingly, it must increase student housing construction and recreation space.

It is important that the University incorporate all student and community concerns in the FEIR and develop a document that promotes cooperation. Accordingly, we urge the University to recirculate the FEIR once completed for public review, to ensure that this document reflects the demands of the entire community and meets the CEQA requirements.

Air Quality

We are greatly concerned with the impact that increased parking construction and automobile traffic will have on air quality.

In order to address the increase in NO_x and CO emissions, the University should invest in transportation alternatives and develop policies to reduce automobile trips.

C297-3

Land Use

We commend the University on their Land Use analysis. We urge you to support mixed use development along local transit corridors, integrating administrative space and housing. We also urge you to support General Plan and Downtown Plan policies to develop student housing in the Downtown and close to campus.

C297-4

We strongly encourage the University to increase recreation space on the Campus Park and in the Adjacent Blocks. Increased parking construction and administrative space have taken away many important recreational spaces around campus. In order to promote a more livable environment we urge the University to address the lack of open space in future development.

C297-5

We strongly recommend the development of potential opportunity sites in the FEIR. The ASUC strongly supports student housing construction close to campus and urges the University to consider the Tang Center Lot, the Berkeley Art Museum site and any underutilized sites in the Southside and Downtown for housing construction.

C297-6

Campus Housing

We are pleased with the University's definition of the "Housing Zone". We strongly encourage the University to support its commitment to developing housing close to campus as outlined in the Strategic Academic Plan.

Additionally we urge the University to expand housing opportunities for Fall Extension students. We encourage the University to involve students in future housing design and we strongly support apartment-style housing for new construction.

C297-7

We strongly urge the University to expand its housing envelope by 1,100 beds. By increasing the amount of housing, the University can address the existing and future demand for affordable housing. Additionally, the rental housing market may change during the lifetime of the 2020 LRDP, and it is important to have an adequate supply to ensure that all students will be housed during a future crisis.

C297-8

While the University has outlined its commitment to building student housing, campus policies prevent the construction of affordable housing.

The ASUC strongly urges the University to remove its policy regarding parking replacement in the LRDP and waive all housing projects from the Parking Replacement Policy.

C297-9



Associated Students of the University of California

University of California
220 Eshleman Hall # 4500
Berkeley, CA 94720-4500

While it is important to maintain an adequate supply of parking, developing housing close to campus addresses the need for parking, and promotes a more livable environment.

C297-9

The Parking Replacement Policy has limited the Housing Department's ability to provide affordable housing to the student population. It has also affected third party developers, such as the University Student's Cooperative Association from building housing.

The ASUC and the City of Berkeley have strongly opposed this policy because of its impacts of building student housing.

Additionally, the replacement fee has increased the cost of housing. With increased student fees and higher rents, most students have difficulty finding affordable housing close to campus.

We strongly urge the University to fulfill its commitment to supporting student housing, by waiving all housing projects from the Parking Replacement Policy.

Transportation and Traffic

The 2020 LRDP proposes a 30% increase in parking. These new spaces in addition to those being developed at the Underhill lot will result in 2,900 new parking spaces around campus.

A 41% increase in parking compared to a 22% increase in faculty and staff is not proportional.

Building more parking will congest local streets and increase air pollution. While some parking is needed, UC should invest in transportation alternatives to reduce the demand for parking.

C297-10

Mitigation Measure TRA-11 is not sufficient enough to address the impacts associated from increased parking construction.

In order to reduce the demand for parking, the University should increase the cost of parking and invest in a free universal faculty and staff Eco-Pass.

Many Universities such as the University of Washington have been successful in reducing automobile trips through universal pass programs.

UC Berkeley should be a leader in transportation, and support initiatives to meet its objectives to reduce student and faculty drive-alone rates.

The University should develop a Long Range Transportation Plan like other institutions do to develop policies to promote transit use and reduce parking demand.

Additionally to increase transportation options for students who live in other parts of the region, it should include a BART Class Pass as a mitigation measure in the FEIR.

C297-11

Alternatives

The 2020 LRDP is an important opportunity for the University to provide services to meet a growing population, increase student housing and become a leader in transportation planning.

We are greatly concerned with the DEIR as proposed. We believe that it is inadequate because it fails to present sufficient alternatives and mitigation measures to address traffic impacts.

C297-12

We strongly urge the University to incorporate a Transportation Demand Management alternative and a More New University Housing alternative.

As members of the campus community we hope that you will incorporate our comments in the FEIR.

In closing, we strongly urge you to increase student housing construction, waive housing project from the Parking Replacement Policy, reduce parking construction and invest in transportation alternatives.

We thank you for your consideration and we look forward to our continued participation throughout this process.

Please feel free to contact us at (510) 207-3317 if you should have any questions.

Sincerely,

Elizabeth Hall
ASUC External Affairs Vice President

Jesse Arreguin
ASUC City Affairs Director

Enclosure

CC: Mayor Tom Bates
Members of the City Council



Associated Students of the University of California

University of California
220 Eshleman Hall # 4500
Berkeley, CA 94720-4500

City Manager Phil Kamlarz
Julie Sinai, Senior Aide to Mayor Tom Bates
Dan Marks, Director of Planning
Peter Hillier, Assistant City Manager for Transportation
Stephen Barton, Director of Housing
Berkeley Planning Commission
Berkeley Transportation Commission
Berkeley Housing Advisory Commission
Berkeley Public Works Commission
Berkeley Landmarks Preservation Commission
Assemblymember Loni Hancock
Student Regent Matthew Murray
Student Regent-Designate Jodi Anderson
Chancellor Robert M. Berdahl
Vice Chancellor Ed Denton
Assistant Vice Chancellor Tom Lollini
Assistant Vice Chancellor Harry Le Grande
Associate Vice Chancellor George Strait
Nadesan Permaul, Director of Transportation
Irene Hegarty, Director of Community Relations
Berkeley Ecological and Safe Transportation
Telegraph Area Association
Willard Neighborhood Association
Claremont Elmwood Neighborhood Association
ASUC President Misha Leybovich
ASUC Academic Affairs Vice President Rakesh Gade
ASUC Student Advocate Dave Madan
ASUC Senate
UC Berkeley Graduate Assembly
Residence Hall Assembly
The Daily Californian
Berkeley Daily Planet
Oakland Tribune
San Francisco Chronicle

**A BILL IN SUPPORT OF STUDENT DEMANDS IN THE 2020 LONG RANGE
DEVELOPMENT PLAN**

Authored by: Jesse Arreguin and Andy Katz

Sponsored by: EAVP Anu Joshi, AAVP Gustavo A. Mata

- Whereas,** The 2020 Long Range Development Plan will outline UC Berkeley’s physical growth over the next 15 years, supporting proposals for the expansion of housing, parking and office space; and
- Whereas,** This plan is important to students since it will affect where and how we live and the quality of our academic resources; and
- Whereas,** The University in its Strategic Academic Plan and the 1990-2005 Long Range Development Plan, called for the expansion of student housing in proximity to the central campus; and
- Whereas,** As more students come to UC Berkeley every year it is important to expand our housing supply to promote an affordable and accessible market; and
- Whereas,** The new plan as outlined in its Notice of Preparation recommends creating housing 20 minutes or a mile away from campus, and prioritizes expanding parking and research space in the Southside and Downtown areas; and
- Whereas,** The goal of the new LRDP should be to support the creation of a campus community, connecting students to faculty members and academic resources and well as social services; therefore be it
- RESOLVED,** The ASUC urges the University administration to incorporate the following demands in the 2020 Long Range Development Plan:
- Continue the University’s commitment as outlined in the Strategic Academic Plan to build more student housing close to the central campus.
 - Define the location of the proposed “Housing Zone” and include existing opportunity sites such as the Downtown area, Tang Center Lot and Berkeley Art Museum site for new student housing.
 - Include Transportation alternatives, such as a free BEAR Pass for University faculty and staff as an EIR alternative, and support parking alternatives in the EIR.
 - Promote student safety in future physical expansion by prioritizing the core campus for student services, rather than administrative space.
 - Promote Renewable Energy and Sustainability practices in future construction.
 - Waive the Parking Replacement Fee for Rochdale III and future housing projects.

Approved Unanimously by the ASUC Senate on February 18, 2004

11.2C.297 RESPONSE TO COMMENT LETTER C297

RESPONSE TO COMMENT C297-1

The goal articulated by the writer is reflected in the 2020 LRDP objectives and policies.

RESPONSE TO COMMENT C297-2

See Thematic Response 3.

RESPONSE TO COMMENT C297-3

In support of the 2020 LRDP policy “Reduce demand for parking through incentives for alternate travel modes”, the University has recently completed negotiations with AC Transit for the Bear Pass, a discount bus pass for UC Berkeley employees, launched in October 2004. Other programs are under consideration, building on the findings of the 2001 City/University TDM Study.

RESPONSE TO COMMENT C297-4

The writer’s comments are supported by the objectives and policies of the 2020 LRDP, including the definition of the Housing Zone within which all new student housing built under the 2020 LRDP would be located.

RESPONSE TO COMMENT C297-5

Section 3.1.10 includes policies for the restoration of Underhill and Hearst West Fields, as well as enhancement of the Strawberry Canyon aquatics facilities.

RESPONSE TO COMMENT C297-6

With respect to housing, while some of the up to 2,500 net new student beds in the 2020 LRDP could be built on the blocks adjacent to the Campus Park, the cost of land and the need for new University program space adjacent to campus suggest this may be more the exception than the rule. However, mixed-use projects on these blocks can often serve to create a graceful transition from institutional to residential districts: so, for example, the Tang Lot and Art Museum sites may lend themselves to program space on the north portion of the block and housing on the south, as envisioned in the New Century Plan.

RESPONSE TO COMMENT C297-7

The type and tenancy of the new student housing built under the 2020 LRDP would be determined based on a combination of academic objectives and demand. However, at this time the new housing units are envisioned as apartments rather than residence halls.

RESPONSE TO COMMENT C297-8

The housing targets in the 2020 LRDP represent an estimate of the maximum program achievable within the timeframe of the plan, and the financial and logistic capacity of the campus, and the need to avoid overbuilding in order to prevent rent increases due to high vacancy rates. As explained in section 5.1.5:

While the long term goals in the Strategic Academic Plan may ultimately require more University housing than envisioned in the 2020 LRDP, under the current financial practices of the University it is not possible to sustain a more intensive pace of housing development than the 2020 LRDP proposes. Because the state

provides no funds for University housing, its entire capital and operating cost must be supported by rents and other revenues.

Although the UC Berkeley housing inventory includes many relatively new facilities, many others are old and in critical need of major renovation, including the Clark Kerr Campus and Bowles and Stern Halls. Rents must sustain these renovations as well as new construction projects. However, new construction projects begin generating new expenses well before they begin generating new revenues, while renovation projects typically generate no new revenues.

Given the need to keep rents at reasonable levels and maintain the financial integrity of the housing auxiliary as a whole, the campus is therefore limited in the number of projects it can pursue at any one time. While the 2020 LRDP housing program appears at this point to be supportable by projected future rents, a significantly larger program would be infeasible.

RESPONSE TO COMMENT C297-9

The writer's comments on the parking replacement fee are noted, although the fee is UC Berkeley policy and applies to all construction projects. Adequate housing and adequate parking are both critical to the mission of UC Berkeley. Responsible resource management requires that the full range of costs and benefits be recognized in each resource decision, and the displacement of existing parking represents a real cost.

RESPONSE TO COMMENTS C297-10 AND C297-11

See Thematic Response 10 regarding trip reduction programs. As noted above, the University recently completed negotiations with AC Transit for the Bear Pass, a discount bus pass for UC Berkeley employees, launched in October 2004. We continue to explore expanding the Class Pass to include BART as well as AC Transit.

To date, BART has not entered into an eco-pass type program with any agency. A BART eco-pass is the desire of a variety of agencies and leaders in bay area – leaders include Mayor Bates and Assembly Member Hancock. UCB and other higher educational institutions in the Bay Area have had preliminary discussions with BART about creating a fare ticket for students, faculty, and staff.

RESPONSE TO COMMENT C297-12

See Thematic Response 3 on the 2020 LRDP alternatives, and response C297-8 above on the “more new housing” alternative.



BBAlien100@aol.com

06/21/2004 01:23 PM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Fwd: DELIVERY FAILURE: User 2020LRDG
(2020LRDG@cp.berkeley.edu) not listed in...

Please include my letter - it was returned back to me. Note it was sent this past Friday.

Thank you... note email below.

----- Message from Postmaster@cp.berkeley.edu on Fri, 18 Jun 2004 18:45:23 EDT -----

To: BBAlien100@aol.com

Subject: DELIVERY FAILURE: User 2020LRDG (2020LRDG@cp.berkeley.edu) not listed in
ct: public Name & Address Book

Your message

Subject: RE: Comments on UC Berkeley's 2020 LRDP Draft EIR

was not delivered to:

2020LRDG@cp.berkeley.edu

because:

User 2020LRDG (2020LRDG@cp.berkeley.edu) not listed in public Name & Address Book

Final-Recipient: rfc822;2020LRDG@cp.berkeley.edu

Action: failed

Status: 5.1.1

Diagnostic-Code: X-Notes; User 2020LRDG (2020LRDG@cp.berkeley.edu) not listed in public Name & Address Book

----- Message from BBAlien100@aol.com on Fri, 18 Jun 2004 18:45:23 EDT -----

To: 2020LRDG@cp.berkeley.edu

Subject: RE: Comments on UC Berkeley's 2020 LRDP Draft EIR

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) DEIR

Dear Ms. Lawrence:

1) As residents of the Berkeley Hills, we are opposed to the 100-unit high-density housing development proposed in the UC 2020 LRDP. As members of Neighbors for Fire Safety in Berkeley, we are very concerned of the threat of fire, including wild land fires, which looms and is a constant source of worry. We have an immediate appreciation of the dangers of fire and wild fire since we live close to wild lands with winds of 40 mph a common occurrence in the Berkeley Hills. We live in one of the most high-risk fire zones and in fact there are signs posted at the bottom of the Berkeley Hills stating "Entering - Hazard Fire Area." This same "Hazard Fire Area" sign is posted adjacent to UC Berkeley's Memorial Stadium going into the Panoramic Hills Neighborhood. **Why would UC Berkeley put high-density housing in a Fire Hazard Area? Why would UC Berkeley put high-density housing when homes in the Berkeley Hills are zoned for low-density housing -- a single-family**

C298-1

residential area?

C298-1

2) We have already had a brush fire at an intersection on Grizzly Peak last month, and this past Tuesday a fire along the wild land ridge of City of Richmond. This year the California Department of Forestry declared the Bay Area as one of the two major wild fire areas of concern. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines. Why would UC Berkeley put high-density housing located east of the Hayward fault?

C298-2

3) In addition our concern is that the high-density housing development would also further tax our public safety services and essential services (fire, police, paramedic, streets, sewers, traffic, streetlights, etc.). As residents living in the City of Berkeley, we pay high property taxes/assessments, etc. for these services and UC Berkeley does not. This is not acceptable.

C298-3

4) We routinely drive on Grizzly Peak Boulevard/Centennial Drive area and the parking problem is a serious life safety issue. There are no sidewalks along parts of Grizzly Peak and it is dangerous driving on these roads when UC faculty/staff park their cars and walk in the road. In the winter time, it is extremely dangerous when it is dark and foggy and you cannot see people walking to and from UC Space Sciences lab.

C298-4

Due to the serious traffic congestion along Claremont Avenue by UC Berkeley faculty/staff driving to and from the campus in the morning and evening, faculty/staff are using Centennial Drive to Grizzly Peak to Fish Ranch Road as way of getting to the freeway OR using Centennial Drive to Grizzly Peak to Marin Avenue to travel to Kensington, El Cerrito, Richmond and beyond. This is unacceptable. Grizzly Peak/Centennial Drive/Marin Avenue were never designed to be a major artery for UC Berkeley. If these 100 high-density units are developed it will put a further traffic burden on the streets of Berkeley.

C298-5

5) We ask that UC Berkeley address these issues and study the increased traffic, noise, pollution, loss of open space if these 100 units were developed. Please also study and explain how you are planning to mitigate all the health, safety hazards, and not paying for services provided by the taxpayers of Berkeley if these 100 units were developed.

C298-6

Sincerely yours,
Barbara Allen
Robert E. Allen
91 Whitaker Avenue
Berkeley, California

11.2C.298 RESPONSE TO COMMENT LETTER C298

RESPONSE TO COMMENTS C298 -1 THRU C298-6

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.



Daniel Dole
<dandole@sbcglobal.net>

To: 2020LRDP@cp.berkeley.edu
cc:
Subject: Access for bikes

06/24/2004 03:03 PM

I would like to encourage U.C. Berkeley to allow bicycle access to the fire roads in Strawberry Canyon as part of its long range development plans. Currently there is only street access for mountain bikes to the Berkeley Hills and Tilden Park. Strawberry Canyon trails would be a great alternative to connect with the other off road bicycle resources in the hills.

C299-1

Thank you for your consideration,
Daniel Dole, 2nd generation Berkeley-an and U.C.Berkeley graduate.

11.2C.299 RESPONSE TO COMMENT LETTER 299

The University received 37 similar letters from individuals, advocating the use of Hill Campus trails by cyclists: C53-C54, C62-C67, C69-C74, C76-C82, C85-C95, C97-C98, C188, C284, and C299.

RESPONSE TO COMMENT LETTER C299

The comment presents the writer's opinion that bicycling should be permitted in Strawberry Canyon. Bicycle use on Hill Campus trails does raise potential environmental issues with respect to the value and use of the Ecological Study Area as a research and educational resource for UC Berkeley, as described in section 3.1.15. The existing prohibitions on bicycle riding in the Hill Campus would be suitable topic for consideration by the Ecological Study Area management authority proposed at page 3.1-54. This request is not a comment on the Draft EIR, and no further response is required.

June 6, 2004

RECEIVED

JUN 29 2004

PHYSICAL & ENVIRONMENTAL
PLANNING

Jennifer Lawrence
University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
Berkeley, CA 94720-1380

RE: Comments on UC Berkeley's 2020 Long Range Development Plan (LRDP) Draft
Environmental Impact Report

Dear Ms. Lawrence:

As a resident of the Berkeley Hills I am writing you today to express my opposition to the 100-unit high-density housing development proposed in the UC 2020 LRDP. The contiguous area to this development is zoned for very low-density housing, and for good reason. This is a single-family residential district. Because we live in one of the most high-risk fire zones in the United States, it is essential that we maintain adequate egress from our neighborhood, as well as access for emergency vehicles. Already, we have seen an intolerable increase in parking problems, and traffic congestion near the Grizzly Peak Boulevard, Centennial Drive area due to growth from the UC Space Sciences lab. The addition of 100 high-density housing units, along with the automobile traffic they will create is simply not acceptable.

It is also critical that we stop further destruction of the upper Strawberry Creek Watershed. Construction of impermeable surfaces, such as buildings and parking lots, will increase run-off and will detrimentally impact the City of Berkeley's aging infrastructure. Sections of the proposed development site sits on an aquifer (underground lake) that, in times of emergency, such as a break on the EBMUD water line at the Caldecott Tunnel, could provide potable water for the entire city of Berkeley. Additionally, this site sits next to the Lawrence Hall of Science Fault Zone, between the Hayward/Wildcat Canyon fault lines – hardly a logical place for housing. Finally, further destruction of one of the few remaining open spaces in Berkeley is intolerable.

The City of Berkeley is experiencing an historical residential housing vacancy rate. There is also a great deal of construction of condominiums and townhouses in progress, all of which are within walking distance to campus. It makes much more sense to utilize available housing within the stated objectives of the LRDP ("within one mile from campus") than to begin an environmentally unsound and costly project that will only have negative impacts on the city infrastructure and potentially put people's lives at risk during a fire or other emergency.

In view of the above, please explain how you are planning to mitigate all the health and safety hazards created for the neighborhood including inadequate egress in the case of fire and/or earthquake, increased traffic, noise, pollution, lack of infrastructure, and lack of parking, which will ensue due to the increase in population from the proposed high-density housing project.

Yours truly,

Signature

Address

*I was out of the country on business
from 6/6 - 6/26.*

*130 Avenida Dr
Berkeley, CA
94708*

11.2C.300 RESPONSE TO COMMENT LETTER 300

The University received 138 form letters signed by individuals, objecting to the proposal for up to 100 faculty housing units in the Hill Campus: C111-C121, C125-C159, C161-C165, C167-C171, C173-C179, C182-C183, C194-C216, C219-C239, C241-C250, C257, C259, C263-C264, C267, C278-C279, C282-C283, C285-C293, and C300. A few of these letters, such as C111, include brief postscript comments, primarily objecting to the number of current UC employees whom the writers assert are parking on city streets to avoid paying UC parking fees.

RESPONSE TO COMMENT LETTERS C285 THRU C293

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

ⁱ UC Berkeley, *Strategic Academic Plan*, June 2002, page 18, viewed July 7 2004 at <http://www.berkeley.edu/news/media/releases/2003/05/sap/plan.pdf>

ⁱⁱ UC Berkeley, *Strategic Academic Plan*, June 2002, page 30

ⁱⁱⁱ City of Berkeley, *Downtown Berkeley Design Guidelines*, July 1994, page 3.

^{iv} Entries on the National Register, State of California, *Haviland Hall*, Section 8-Significance, February 1 1982.

^v John Galen Howard, *The Phoebe Apperson Hearst Plan*, University of California, revised February 1914

^{vi} Berkeley Lab *Currents* January 2002, on the web October 2004 at <http://www.lbl.gov/Publications/Currents/Archive/Jan-11-2002.html>

^{vii} URS, *Central Campus Human Health Risk Assessment*, prepared for UC Berkeley Physical and Environmental Planning, June 28, 2000

^{viii} URS, *Air Toxics Health Risk Assessment for the University of California Davis 2003 Long Range Development Plan*, April 2003

^{ix} Paul Lavelly, UC Berkeley Radiation Safety Officer, October 2004.

^x Paul Lavelly, UC Berkeley Radiation Safety Officer, October 2004.

^{xi} Berkeley Lab *Currents* January 2002, on the web October 2004 at <http://www.lbl.gov/Publications/Currents/Archive/Jan-11-2002.html>

^{xii} Paul Lavelly, UC Berkeley Radiation Safety Officer, October 2004.

11.2T ORAL COMMENTS AT PUBLIC HEARINGS

May 5, 2004

Page 1

UC BERKELEY DRAFT 2020 LONG RANGE DEVELOPMENT PLAN
AND TIEN CENTER FOR EAST ASIAN STUDIES

DRAFT ENVIRONMENTAL IMPACT REPORT
PUBLIC HEARING NUMBER ONE

NORTH BERKELEY SENIORS CENTER
1901 HEARST STREET
BERKELEY, CALIFORNIA

REPORTER'S TRANSCRIPT OF PROCEEDINGS

May 5, 2004

Reported by: LESLIE COOPER, CSR 9215 (346061)

Page 2	<p>1 INDEX</p> <p>2 Presentation by Professor Gronsky 3</p> <p>3 Presentation by Kerry O'Banion 8</p> <p>4 Statement by Mr. Ourisman 23</p> <p>5 Statement by Mr. Wood 25</p> <p>6 Statement by Mr. Leonard 28</p> <p>7 Statement by Mr. Geller 30</p> <p>8 Statement by Ms. Woodcock 31</p> <p>9 Statement by Mr. Fred 33</p> <p>10 Statement by Ms. Chakos 35</p> <p>11 Statement by Mr. Nasatir 36</p> <p>12 Statement by Ms. Sihrola 40</p> <p>13 Statement by Ms. Wagley 42</p> <p>14 Statement by Ms. Foster 45</p> <p>15 Statement by Mr. Khan 48</p> <p>16 Statement by Ms. Kraus 51</p> <p>17 Statement by Ms. Linden 53</p> <p>18 Statement by Ms. Bernardi 56</p> <p>19 Statement by Ms. Moret 59, 72</p> <p>20 Statement by Mr. Campbell 62</p> <p>21 Statement by Ms. Risley 63</p> <p>22 Statement by Mr. Phillips 65</p> <p>23 Statement by Mr. Bunn 67</p> <p>24 Statement by Mr. Fretter 69</p> <p>25 -o0o--</p>	Page 4	<p>1 Now, one of those challenges, the key</p> <p>2 challenge, in fact, is that we are the oldest campus in</p> <p>3 the UC system. And we're at the point now where many,</p> <p>4 many of our older buildings just can't meet the</p> <p>5 performance demands of the 21st century, both education</p> <p>6 and research.</p> <p>7 As you probably know, we can't even teach the</p> <p>8 same way in classrooms, the way we used to.</p> <p>9 Another of those challenges is that the</p> <p>10 population of California and the demand for a college</p> <p>11 education continues to grow, and so does the demand for</p> <p>12 research, research to deal with the increasingly</p> <p>13 complex problems we face as a society.</p> <p>14 So we are excited by and, I think, very proud</p> <p>15 of the 2020 Long Range Development Plan because it</p> <p>16 recognizes the investment that UC Berkeley needs to</p> <p>17 make in both the campus, the campus growth and the</p> <p>18 campus renewal process, but also it establishes what we</p> <p>19 think is a very strong ethic, an ethic of environmental</p> <p>20 quality, of sustainable design, and respect for the</p> <p>21 unique character of both the campus and the city.</p> <p>22 I think I speak for all of my colleagues in</p> <p>23 acknowledging the fact that we are a large university</p> <p>24 in a small city. The quality of life in Berkeley is</p> <p>25 precious, unique and fragile, and the quality of life</p>
Page 3	<p>1 May 5, 2004 PROCEEDINGS 7:05 P.M.</p> <p>2 PROFESSOR GRONSKY: Good evening, everyone</p> <p>3 Good evening.</p> <p>4 Welcome to this first of two public hearings</p> <p>5 on the new U.C. Berkeley 2020 Long Range Development</p> <p>6 Plan.</p> <p>7 Let me first introduce myself. My name is</p> <p>8 Ron Gronsky. I'm a Professor of Material Science and</p> <p>9 Engineering. I teach in the College of Engineering</p> <p>10 here on the Berkeley campus.</p> <p>11 I also have the privilege of representing over</p> <p>12 2,200 faculty as the chair of the Academic Senate this</p> <p>13 year. I'm the chair of the Berkeley Division.</p> <p>14 I've also been a member of this community of</p> <p>15 faculty, administrators and students who have worked so</p> <p>16 long on this plan that we're trying to launch with the</p> <p>17 public hearing tonight.</p> <p>18 The 2020 Long Range Development Plan actually</p> <p>19 has its origins in what we call the Strategic Academic</p> <p>20 Plan that was an effort in shared governance that took</p> <p>21 place a few years ago.</p> <p>22 The Strategic Academic Plan identifies the key</p> <p>23 challenges, of course, that we will face in the 21st</p> <p>24 century. And those challenges basically are to remain</p> <p>25 the best public research university in the world.</p>	Page 5	<p>1 we enjoy in Berkeley is very much a part of the UC</p> <p>2 Berkeley experience -- very much a part, in fact, as</p> <p>3 much as what happens on the campus itself.</p> <p>4 So while we have a good idea of the kind of</p> <p>5 investments that we think we need to make on the campus</p> <p>6 in order to keep Berkeley at the leading edge and to</p> <p>7 serve the people of California, your comments tonight</p> <p>8 are very important to help us understand how we can</p> <p>9 pick those investments in ways that also enhance the</p> <p>10 community and the environment.</p> <p>11 So I want to thank all of you for coming</p> <p>12 tonight. I really mean that, and I'm saying that on</p> <p>13 the part of all of my colleagues on the faculty. I</p> <p>14 look forward to hearing what you have to say. I will</p> <p>15 be trying to find a seat here soon in the back.</p> <p>16 And now I'd like to turn the evening over to</p> <p>17 Irene Hegarty, our Director of Community Relations, who</p> <p>18 will introduce some of the other people from the campus</p> <p>19 who have also come to listen.</p> <p>20 Irene.</p> <p>21 MS. HEGARTY: Thank you.</p> <p>22 And I want to add my welcome to that of</p> <p>23 Professor Gronsky's. We're very pleased to see the</p> <p>24 turnout tonight, and I'm sure we'll be joined by many</p> <p>25 others as the evening progresses.</p>

<p style="text-align: right;">Page 6</p> <p>1 I want to welcome a few faces I see from the 2 City of Berkeley: Assistant City Manager, Arrietta 3 Chakos, here she is; Julie Sinai, Senior Legislative 4 Aide for Mayor Tom Bates. 5 From the City, I'm sure we'll be joined as we 6 go, and if I see other familiar faces, I will introduce 7 them. 8 From the campus, I want to welcome 9 Cathy Koshland, who is the Assistant -- the Vice 10 Provost for Academic Facilities and Planning; Assistant 11 Vice Provost Chancellor Lee Mellennie, who is in charge 12 of Physical and Environmental Planning; Janet Gilmore, 13 from our Media Relations Office; and, of course, 14 Kerry O'Banion, who I will be introducing in a minute, 15 who is Project Manager for the Long Range Development 16 Plan. 17 And also at the front desk we have Jennifer 18 Lawrence, who is our Senior Environmental Planner and 19 in charge of the environmental impact report. 20 So tonight we're here to hear from you, and 21 this is a public hearing conducted according to the 22 University's procedures under the California 23 Environmental Quality Act or CEQA. 24 CEQA actually does not require a public 25 hearing, but it is the University's policy to hold one.</p>	<p style="text-align: right;">Page 8</p> <p>1 I think at this point I would like to turn 2 this over briefly to Kerry O'Banion, who will present a 3 little overview of the plan, and then we will spend the 4 rest of the evening listening to you. 5 Thank you very much. 6 And may I introduce Kerry O'Banion. 7 (Applause) 8 MR. O'BANION: Thank you, Irene. 9 Thank you all for coming. 10 My name is Kerry O'Banion. I'm the Project 11 Director for the Long Range Development Plan with 12 Jennifer Lawrence, who's in the back. We manage the 13 production of both the LRDP and its environmental 14 impact report. 15 I know that many of you are already familiar 16 with the contents of the plan and the EIR, so I'll try 17 to be as brief as possible. 18 Every time we have a public hearing, there are 19 always a few people who are new to whatever we're 20 presenting, new to the CEQA process, and so for those 21 folks, if you don't mind, I'd like to take about ten 22 minutes just to give a very brief overview of the plan 23 to provide a context for the comments that you're going 24 to hear tonight and maybe give you a few ideas on 25 comments you might want to make at next week's public</p>
<p style="text-align: right;">Page 7</p> <p>1 And, in fact, for this plan, we are holding two public 2 hearings, one tonight and the second one next Tuesday, 3 May 11th, at the Clark Kerr Campus, 2601 Warring 4 Street, 5:30 to 8:30 p.m. 5 In addition, you may submit comments in 6 writing. You can do so tonight. We have comment cards 7 at the front desk, and you can fill those out and leave 8 them behind, or you can submit your comments by U.S. 9 mail or email, and the addresses are listed on your 10 agenda. 11 If you wish to speak tonight, please fill out 12 a comment -- a speaker card -- those also are at the 13 front desk -- print your name. 14 We have a court reporter here tonight who's 15 taking down every word, so we ask that you speak slowly 16 and carefully for our reporter. 17 Your comments will be addressed in the final 18 environmental impact report on the Long Range 19 Development Plan and Chang-Lin Tien Center for East 20 Asian Studies and library. 21 Those comments will also be submitted to the 22 Regents when ultimately -- this plan and its 23 environmental impact report will be submitted to the UC 24 Regents in the fall. Your comments will be submitted 25 as well.</p>	<p style="text-align: right;">Page 9</p> <p>1 hearing if you'd like to come back. 2 So I'm going to try my wireless technology 3 here: 4 Well, every campus, every UC campus, does a 5 long range plan once every 15 years or so. Our last 6 one was done in 1990, and it's amazing how much the 7 world can change in 15 years. We really do need a new 8 plan. 9 What the Long Range Plan is not is a long list 10 of projects. What it is is a set of goals and policies 11 and rules to shape how we build on and around the 12 campus. And in that respect, it's very similar to a 13 city's general plan. 14 But the Long Range Plan isn't just a plan. 15 It's also an environmental impact report, and the EIR 16 examines what the environmental consequences could be 17 if the Long Range Plan was completely built out. 18 And this is useful to both the campus and the 19 community because, as we consider individual projects 20 down the line, it's very important to note how they fit 21 into the big picture and what the cumulative impact 22 would be on the campus and on the city and the Long 23 Range Plan and its EIR help us to determine that. 24 The LRDP and EIR does also include one 25 specific project, the Tien Center for East Asian</p>

<p style="text-align: right;">Page 10</p> <p>1 Studies. And I will talk a little bit more about that 2 later on.</p> <p>3 Now, one of the drivers for the Long Range 4 Plan is our mission of education, and the big story 5 over the past few years has been our projections of 6 future growth in the demand for university education.</p> <p>7 And as you can see in the graph, we expect the 8 number of potential UC students in California to grow 9 enormously over this decade, over 60,000 students by 10 2010.</p> <p>11 Now, UC Berkeley has already begun the process 12 of growing our own enrollment by 4,000 students to help 13 meet this demand, and we've already accommodated most 14 of that growth, but 4,000 new students is a 14-percent 15 increase for a small urban campus like Berkeley. This 16 is a significant increase, an increase we've already 17 begun to feel in terms of how it impacts our 18 facilities.</p> <p>19 So the Long Range Plan says that once we 20 accommodate these 4,000 students, enrollment at 21 Berkeley should stabilize and our resources should be 22 directed away from continued enrollment growth and 23 toward the renewal of the campus and its 24 infrastructure.</p> <p>25 Now, another driver of the Long Range Plan is</p>	<p style="text-align: right;">Page 12</p> <p>1 grow and diversify our research programs.</p> <p>2 Now, growth in enrollment and growth in 3 research lead to growth in demand for space, and we 4 have a growing space deficit at UC Berkeley already 5 because we've accommodated a lot of new students, but 6 we haven't yet begun to build the space to house and 7 educate them.</p> <p>8 But the demand for space in Berkeley, because 9 we are the oldest campus in the system, isn't just 10 about quantity. It's also about quality.</p> <p>11 Berkeley is the oldest campus in the system, 12 and many of our older buildings just can't meet the 13 performance demands of modern education and modern 14 research as Ron mentioned.</p> <p>15 Now, sometimes the best way to provide the 16 space we do need is to renovate the buildings we 17 already have.</p> <p>18 Hearst Mining, for example, the building on 19 the upper part of the slide, is the same architectural 20 treasure it's always been on the outside, but on the 21 inside it's now a state-of-the-art research facility.</p> <p>22 But other times, the best solution is to 23 replace an old dysfunctional building, like the old 24 Stanley Hall, with a new one. And this is what we're 25 doing with the new Stanley Hall, which is now under</p>
<p style="text-align: right;">Page 11</p> <p>1 our mission in research. And we expect that our 2 research programs will continue to grow in the future 3 for a couple of reasons; first, the problems we face as 4 a society aren't getting any simpler.</p> <p>5 As Ron mentioned, on the contrary, they're 6 more and more complex. And the research we do at UC 7 Berkeley is critical to our ability as a society to 8 address those problems.</p> <p>9 Over the last decade of the 20th century, our 10 research funding grew at an average rate of about 3-1/2 11 percent a year, and we expect this rate of growth to 12 continue through 2020.</p> <p>13 And that sample over the last decade of the 14 20th century we think is a good one as a predictor of 15 future growth because it included both several years of 16 recession and several years of expansion.</p> <p>17 But, second, and just as important to us as 18 educators, is the fact that our research programs are 19 also critical to our educational mission.</p> <p>20 Because we're a research university, what this 21 means to us is that our students learn through active 22 participation and real-world research.</p> <p>23 And we want to be able to provide this 24 experience, not just to our graduate students, but also 25 to undergraduates. And in order to do that, we need to</p>	<p style="text-align: right;">Page 13</p> <p>1 construction at the east end of campus. That giant 2 hole in the ground will someday be a building that 3 looks like this.</p> <p>4 Another driver of the Long Range Plan is 5 housing, and the Academic Plan is very strong in 6 emphasizing housing as a critical element of the 7 academic enterprise.</p> <p>8 We're building over 1,000 new beds right now 9 in the Southside. The slide shows a couple projects we 10 have underway, the top one at Channing and Bowditch. 11 And this is a good model for us, I think, in terms of 12 contextual architecture.</p> <p>13 And also we're building four buildings in the 14 Unit 1 and 2 complexes, one of which is shown in the 15 slide at the bottom rendering. But we need a lot more 16 housing than that.</p> <p>17 And the Long Range Plan includes a very 18 ambitious program to house, by 2020, all of our 19 entering freshmen plus half our sophomores and 20 transfers plus half our entering graduate students, and 21 it also includes up to 200 units for new faculty.</p> <p>22 The Academic Plan is also very strong on the 23 principle of contiguity, which is kind of an arcane 24 term for really saying that we need everybody to be 25 close together in the same place.</p>

<p style="text-align: right;">Page 14</p> <p>1 Why is this important? Because research and 2 education today are both becoming more and more 3 interdisciplinary. 4 Stanley Hall, for example, is a case in point. 5 It's being designed explicitly to bring chemists and 6 biologists and physicists and engineers together to 7 tackle projects in biotechnology. 8 Now, sometimes, like with Stanley Hall, we 9 know where these synergies are. We're able to plan and 10 design for them. 11 But there are many synergies out there that 12 might occur in the future that we don't know now, and 13 the best way to ensure that they do occur and lead to 14 new paths of inquiry and discovery is to make sure that 15 everyone is together, walking around, bumping into each 16 other, having those conversations that lead to new 17 breakthroughs. 18 So in the Long Range Plan, nearly all of the 19 academic space that we build will be located on the 20 Campus Park or on the blocks adjacent to the Campus 21 Park. 22 Now, for projects in the Southside, we're very 23 proud of the role we were able to play in collaboration 24 with the City in developing the new Southside Plan, and 25 we're committed to use the Southside Plan as our guide</p>	<p style="text-align: right;">Page 16</p> <p>1 drive. 2 But parking is very expensive to build, and we 3 want to get those numbers even lower, partly by 4 building new housing close to campus and partly by 5 pursuing alternative modes like the ones identified in 6 the joint TDM study, which is another good example of 7 collaboration between the campus and the City. 8 The Long Range Plan takes a very strong 9 position, as Ron mentioned, on environmental quality 10 and sustainable design, and our principle is first do 11 no harm. 12 And toward that end, as the diagram shows, 13 we're committed to preserving those elements of the 14 Campus Park landscape that make it such a memorable 15 place, including the riparian woods along Strawberry 16 Creek and the great open spaces like Memorial Glade, 17 Faculty Glade and Campanile Way and Esplanade. 18 And when we do build, we're committed to 19 following the Campus Park design guidelines which were 20 incorporated into the Long Range Plan. They were 21 originally in the New Century Plan. 22 For those projects outside the Campus Park, 23 we're committed to use the city general plan as our 24 guide. And although the university is not subject to 25 local codes and ordinances, we do take them very</p>
<p style="text-align: right;">Page 15</p> <p>1 to all future projects in the Southside. 2 And finally, we're also committed to 3 maintaining the Hill Campus as a natural resource, with 4 only very limited development on sites already served 5 by roads and infrastructure. 6 Access to the campus is also critical, and the 7 Long Range Plan recognizes one of the best ways to 8 improve access is to enable people to live closer to 9 campus. So all the student housing we build under the 10 Long Range Plan will be located either within a mile 11 radius of Doe Library or within a block of a transit 12 line that provides a trip to Doe Library in under 20 13 minutes. 14 But we also recognize there are many people 15 who have to drive. And as far back as 1990 in our last 16 LRDP, we had identified a need for over a thousand 17 parking spaces. Since then, all we've done is to lose 18 another 300 spaces. And we have less parking today 19 than we had in 1990. 20 So we need to turn that around, and the Long 21 Range Plan proposes to meet the current need and 22 accommodate future growth. 23 And it's worth noting that UC Berkeley now has 24 a very low drive-alone rate. Only 50 percent of 25 facility and staff and only 10 percent of students</p>	<p style="text-align: right;">Page 17</p> <p>1 seriously. 2 And one example of evidence toward that is 3 that every chapter of the LRDP EIR begins with an 4 analysis of the Berkeley general plan and the Berkeley 5 general plan EIR. We used that as one of our 6 touchstones in our own assessments of future 7 environmental impacts. 8 And finally, we're committed to being a model 9 for sustainable design. And our goal is that every new 10 project we do meets the equivalent of LEED 11 certification, which is the industry standard for a 12 sustainable design. 13 Now, the LRDP EIR does include one specific 14 project, and that's the Tien Center for East Asian 15 Studies. 16 This is a two-building complex located at the 17 base of Observatory Hill facing Memorial Glade. 18 Phase 1, the East Asian Library, is the 19 building that you see in the slide, and what you see is 20 the view that you would see from the north steps of Doe 21 Library looking across Memorial Glade. 22 This building, the Phase 1 building, the East 23 Asian Library, would begin construction in spring of 24 2005. 25 The schedule for Phase 2 depends on future</p>

Page 18

1 fundraising. It may be a few years into the future.
 2 And actually, standing upon the north steps, you
 3 wouldn't see Phase 2. It's behind the Phase 1 building
 4 next to Haviland Hall, which is the older building on
 5 the left.
 6 The Phase 1 building does show the influence
 7 of the Campus Park design guidelines. It's the first
 8 building that would be built under those guidelines.
 9 And even though it's a modern building, it
 10 employs many of the same architectural conventions of
 11 its historic neighbors, like Haviland Hall on the left,
 12 including a granite skin, a pitched tile roof, and the
 13 same sort of formal symmetry in composition as
 14 classical buildings like Doe Library and California
 15 Hall.
 16 Now, for a 15-year plan with a very ambitious
 17 program of development, the Long Range Plan actually
 18 has very few environmental impacts, which are both
 19 significant and unavoidable.
 20 In most cases even when we have an impact,
 21 we're able to mitigate it, but there are a few
 22 significant and unavoidable impacts which are
 23 summarized in Chapter 6 of the EIR.
 24 But it's worth noting, though, that many of
 25 the traffic impacts -- I know that many of you are

Page 19

1 concerned about traffic -- can be mitigated typically
 2 by the provision of a signal or other kinds of control
 3 devices at intersections, but the University doesn't
 4 have the power to implement these mitigations
 5 ourselves.
 6 We have to rely on the city to build those
 7 signals or do those intersection modifications, but we
 8 are committed to paying our fair share of the cost of
 9 those mitigations.
 10 A VOICE: Not true.
 11 MR. O'BANION: Lastly, I wanted to touch on
 12 the alternatives because, to me, this is one of the
 13 most critical elements of any EIR, and they're analyzed
 14 in Chapter 5 of the EIR.
 15 In that chapter, we've examined four
 16 alternatives in detail, including the no project
 17 alternative that CEQA requires us to consider.
 18 We also considered four others, but after
 19 looking at them, we determined these offered no
 20 particular advantages over the four we did study in
 21 detail, and, in fact, in some instances they introduced
 22 some new significant impacts of their own like the
 23 alternative to develop the Hill Campus more
 24 intensively, which turned out to create a number of
 25 potentially significant impacts in itself.

Page 20

1 Now, CEQA also requires us not just to
 2 identify the alternatives and analyze them, but also to
 3 identify the environmental superior alternative. And
 4 it's probably no surprise that the lower-growth option
 5 is the superior one. But the lower rate of growth in
 6 this alternative we don't think would adequately meet
 7 the long-term needs of the campus.
 8 So finally, the last slide just summarizes the
 9 calendar again.
 10 We issued the draft LRDP and its EIR on April
 11 15th. We are now in the 60-day public comment period.
 12 We're at the first of two public hearings. If you'd
 13 like to come back to the one next week, we certainly
 14 hope you do so.
 15 We expect to take your comments and
 16 incorporate them into the final EIR along with our
 17 responses and have that done by mid-September or so,
 18 and then ultimately that will go to the Regents for
 19 their approval and certification in November.
 20 And with that, I'd like to turn it back over
 21 to Irene and get to the heart of the meeting which is
 22 what you have to say about the plan.
 23 MS. HEGARTY: Thank you, Kerry.
 24 We're going to go right into the public
 25 hearing. Those of you who are familiar with these

Page 21

1 public hearings probably know the drill, but let me
 2 just go through it really quickly.
 3 A couple things I neglected to say earlier:
 4 Kerry mentioned there is a 60-day public comment period
 5 on this plan. CEQA requires 45 days. We've
 6 voluntarily extended it to 60 days because of the
 7 importance and the complexity of the plan.
 8 So you may submit your comments verbally
 9 tonight, at the next public hearing next Tuesday, or in
 10 writing anytime up until 5:00 o'clock on June 14th.
 11 Again, the addresses for written comments are
 12 listed on your agenda.
 13 Where can you get information about the plan
 14 itself? The information is online, both the plan and
 15 other supplementary materials, at lrpd.berkeley.edu --
 16 no www -- lrpd.berkeley.edu.
 17 In addition, the bound copies of the plan are
 18 available at the public libraries, at the Berkeley main
 19 library, at the Claremont branch library, at the Albany
 20 branch of the Alameda County Library.
 21 They're available on campus at Doe Library, at
 22 the library at the College of Environmental Design in
 23 Wurster Hall and at University Facilities Services
 24 office at 1936 University Avenue and again on campus at
 25 the A&E building, which is right next to Sproul Hall.

Page 22

1 So at any of those places you can get a copy
 2 of the plan or you can print it out yourself and the
 3 environmental impact report.
 4 Okay. Ground rules tonight: As we mentioned
 5 earlier -- oh, before I do that, I want to welcome
 6 Councilmember Gordon Mosbiak, who's sitting here in the
 7 front row, and also Jim Hynes, from the City Manager's
 8 office.
 9 Okay. Grounds rules tonight: If you wish to
 10 speak, please fill out a speaker card. They'll be
 11 brought up in order. We'll call your name. Please
 12 come to the microphone at the podium.
 13 Each individual speaker will have three
 14 minutes. If you are officially representing an
 15 organization, you may have five minutes.
 16 If, by any chance, we get through all of the
 17 public testimony tonight and we still have some time --
 18 we'll be here until 9:00 o'clock -- you may come up a
 19 second time.
 20 And again, if you want to return next Tuesday,
 21 that's fine too.
 22 Please speak slowly enough for our court
 23 reporter to get your words, and she will interrupt if
 24 she has any questions. And if you will print your name
 25 on the speaker card, that also helps her to do an

Page 23

1 accurate transcription.
 2 A VOICE: Will you answer questions?
 3 MS. HEGARTY: Oh, questions. Thank you.
 4 No, we don't answer substantive questions
 5 tonight. The purpose of this meeting really is to get
 6 your comments.
 7 The answers are in the final EIR. Issues that
 8 are raised tonight will be addressed specifically. If
 9 you have questions about the process though, the
 10 process tonight, okay, I can answer that.
 11 We will also take a quick 10-minute break
 12 midway in the evening so that our court reporter can
 13 take a little break.
 14 And as I mentioned, there are a number of
 15 people here from the university. Feel free to talk to
 16 us after the meeting, during the break or at any other
 17 time and we can answer more questions then.
 18 But in order to make sure we have enough time
 19 to hear from you, I think we need to go right into our
 20 public hearing now.
 21 So here are the cards: I have as the first
 22 speaker David Ourisman, followed by L.A. Wood.
 23 STATEMENT OF MR. OURISMAN
 24 MR. OURISMAN: I didn't know I was going to be
 25 first.

Page 24

1 I live on 1522 Summit Road, and part of the
 2 plan involves a high density housing at the end of the
 3 cul-de-sac on lower Summit Road.
 4 I know that in the process of doing plans, you
 5 look at things from a map point of view, from the top
 6 down, so I took a picture of Summit Road looking toward
 7 the cul-de-sac, and I have given it to Kerry so that he
 8 can actually see the issues I want to talk about.
 9 The first issue is this: If you look at the
 10 end of that street, at the end of the cul-de-sac there
 11 is a hill with eucalyptus trees and beyond Centennial
 12 Drive another hill with eucalyptus trees.
 13 If you can imagine those trees cut down and a
 14 hundred high-density housing units put in that space,
 15 you can see what that's going to do environmentally to
 16 that street.
 17 Second point: If you look at Summit Road,
 18 it's a very narrow street. It's not as wide as code
 19 would be. It's not even wide enough if people are
 20 parked on both sides for fire trucks to get down.
 21 You could not have access to that hill on
 22 Summit Road. It would not work. It also would not
 23 work coming off of Grizzly Peak just because there's a
 24 curve there. You'd have so many accidents happening,
 25 people pulling in and pulling out. Traffic is a real

Page 25

1 problem, bringing 400 cars into that area.
 2 The third factor is noise: The effect of the
 3 hill at the end of the cul-de-sac is you have an
 4 amphitheater effect, and all of the noise caused by 400
 5 residents and 200 cars will just be funneled down the
 6 street, and it will add to the traffic noise of cars
 7 coming up Centennial Drive, which is already
 8 substantial.
 9 So I just wanted to point out those three
 10 factors as well as put that picture into evidence.
 11 Thank you.
 12 MS. HEGARTY: Thank you very much.
 13 L.A. Wood, followed by Tom Leonard.
 14 STATEMENT OF MR. WOOD
 15 MR. WOOD: Hello. My name is L.A. Wood,
 16 Berkeley resident.
 17 I think it was probably a little more than 30
 18 years ago when I first went onto the Berkeley campus,
 19 and before I go much further, I want to say that the
 20 campus and university are a Berkeley resource and a
 21 treasure.
 22 Having said that, let me make some real
 23 critical comments to the growth and development of the
 24 university.
 25 I think that the university fails to recognize

T1-1a

T1-1b

T1-1c

T1-2a

T1-2a

1 the cultural resources that are around it with regard
2 to the City of Berkeley and to the Strawberry Creek
3 watershed.

T1-2b

4 I heard them talk at length many, many times
5 using the word "sustainable." And I recognize that
6 they -- that the plan doesn't understand what
7 "sustainable" is when it continues to grow, doesn't
8 know what the impact is. And those of us in the
9 community recognize the radical change that happens.

T1-2c

10 They said they were not going to develop the
11 upper watershed and you were only going to go onto the
12 footprints of old sites.

13 Well, through their leasing of the Lawrence
14 Berkeley National Laboratory site, they're building the
15 nanotechnology foundry and then destroying natural
16 habitat.

T1-2d

17 And I think that that -- you know, one of the
18 things that is of grave concern to myself was that
19 they're talking about this of plan of building housing
20 up there.

21 We had the fire chief in 1994, when they first
22 started talking about building a hazardous lake and so
23 on UC, and he said to build anything up there during a
24 fire is extremely dangerous, that cars coming up and
25 down that road. We're going to build housing for

T1-2e

1 faculty. We have this notion about developing the
2 resource.

3 I think that it's -- we have to decide -- as
4 you heard them say, educational needs, research needs.
5 We have to decide whether it's going to be an
6 industrial site or whether we're going to be a school.
7 And I think that we need to decide how big is enough.

T1-2f

8 I never heard the alternative plan of building
9 another university. I know that a couple years ago
10 that was thought about when they thought about the need
11 for this. Now we're saying that we need this here.

T1-2g

12 I have heard a lot being talked about with
13 regard to Stanley Hall, and I know it's a feather in
14 the cap of UC. But for those like myself in the
15 community, it's very, very troublesome because what it
16 means is the growth of biotech, the growth of
17 chemicals, the growth of that -- you know, that
18 activity up on the hill.

19 In addition, I don't see UC factoring in the
20 cumulative impact of their partnership with the
21 Lawrence Berkeley National Laboratory.

22 With 150,000 square feet or so of laboratory
23 space in the central campus and then their hillside
24 facility, they are a major, major development for us,
25 and they're going to affect what goes on on the campus,

T1-2g

1 and we have no control over them. They have already
2 started their plan and moving forward in development.

3 I believe that UC needs to take a step back.
4 They need to allow Berkeley to be its proper size and
5 not to allow us to be drawn up into this biotech
6 expansion that will have no end for Berkeley and will
7 transport us.

8 Thank you.
9 MS. HEGARTY: Thank you.
10 Tom Leonard, followed by Steve Geller.

11 STATEMENT OF MR. LEONARD

12 MR. LEONARD: I'm a university librarian, and
13 I thought somebody should put a face on a rather large
14 building.

15 Obviously, I speak from a certain amount of
16 self-interest, but I'm also a neighbor, and I'll get to
17 that point in a minute.

18 I hope everyone in this room recognizes that
19 the Tien Center, the East Asian Library, would be
20 something in the nature of a world cultural treasure.
21 It would create a locus for the expression and study
22 of cultures that are vital to our nation's future,
23 probably, we would say, especially thinking of China,
24 to the entire West Coast.

25 And today, people on campus who want to study

1 this matter have substantial obstacles, including
2 correctly reported in the "Chronicle" this morning,
3 mold that stands in the way of their books.

4 Beyond the intellectual content here, I hope
5 you'll agree that the public buildings we are putting
6 on the Berkeley campus have a considerable public
7 function and public attractiveness.

8 I'm also the landlord, so to speak, of the
9 Free Speech Movement Cafe. I hope you at least grant
10 me that that's a pretty good thing.

11 The terrace that will be part of the Tien
12 Center is immensely attractive to ordinary citizens of
13 Berkeley, my kids and yours, even if they're not
14 interested for the moment of coming into the library.

15 I'd like you to look at the steps and think
16 about how Observatory Hill, the hill coming down from
17 Hearst and from the 1954 gate is at present a rather
18 underutilized part of the viewscape and of the nature
19 area in Berkeley. And more people will be able to use
20 that in a very pleasant setting.

21 Finally, a word about being a neighbor, I have
22 lived in this neighborhood since 1976. I live quite
23 close to the Monterey Market and to the Berkeley
24 Horticultural Nursery.

25 I am aware of how traffic can impact the lives

1 of all of us in Berkeley, and I deal with it because of
2 all the great things that Berkeley brings. And I hope
3 that you'll agree that some -- that many of the things
4 we're doing on campus similarly deserve our indulgence
5 and toleration as well, of course, as our respect.

6 Thank you.

7 MS. HEGARTY: Thank you.

8 Steve Geller, followed by Charlene Woodcock.

9 STATEMENT OF MR. GELLER

10 MR. GELLER: My name is Steve Geller. I live
11 in the south side. And I work for UC up at the top of
12 the hill.

13 I get up there on the bus every day. I don't
14 drive. I don't have to drive. That's what I want to
15 talk about.

16 I look at all the extra parking that the
17 LRDP is calling for, and I have a radical proposal:
18 Don't do it.

19 It isn't really that radical and I'll tell you
20 why, because the university and the City some years ago
21 funded a traffic demand magnet study, TDM study. And
22 one of the conclusions of that study was that with a
23 modest increase in use of public transit, they wouldn't
24 need any more downtown parking.

25 It occurs to me that the same kind of

1 convenience of being able to park on campus.

2 But the idea of building more parking spaces
3 in space that could be used for dormitories so students
4 could walk to campus -- and I quite agree that keeping
5 things together so that people can walk easily from
6 where they live to where they're going to classes or
7 teaching or whatever is ideal.

8 So I think it's very objectionable to plan
9 this really large increase in parking. I think that
10 some sort of transit pass that would be cheaper than it
11 now costs to pay for parking and to drive a car is
12 essential. I think it's crazy if it's still cheaper to
13 drive a car and park than it is to take public transit.

14 And the university can show the way. Berkeley
15 needs to improve the convenience of public transit. It
16 needs to get people out of their cars, which we need to
17 all over the country. And it seems to me this great
18 university should lead the way, not look back to what
19 is no longer a convenient mode of transportation.

20 I'd be curious, the difference in costs
21 between building a dormitory and building a parking
22 garage and maintaining it, and I think it wouldn't be
23 as great as we might think.

24 MS. HEGARTY: Thank you.

25 Clifford Fred, followed by Arrietta Chakos.

1 conclusion could be reached about the UC campus. And
2 where would be a good place to get a good study done?
3 Well, I can think of one really good place, UC. They
4 have a nice Urban Studies Department. They have --
5 they have all the facilities there.

6 It seems like the folks should be able to
7 figure it out. They did at the University of
8 Washington, and they did at Stanford.

9 Thank you.

10 MS. HEGARTY: Charlene Woodcock, followed by
11 Clifford Fred.

12 STATEMENT OF MS. WOODCOCK

13 MS. WOODCOCK: I live on north side, on
14 Virginia, and deal with traffic and parking, but I love
15 being able to walk over to campus.

16 It's a wonderful resource, this university,
17 and I admire it greatly. There are aspects of its
18 management that I don't admire much, and I think the
19 idea of planning a 20-year plan that fails to
20 acknowledge the accelerating global warming and does --
21 plans a 30-percent increase in parking is grossly
22 irresponsible.

23 And I'm sure a lot people on campus would
24 agree with that and would have plenty of good reasons
25 for objecting, even though some of them might like the

1 STATEMENT OF MR. FRED

2 MR. FRED: Hi. My name is Clifford Fred.
3 I've lived in Berkeley since 1974.

4 I'm very concerned that the Long Range Plan is
5 far too much additional development for the City of
6 Berkeley to absorb and that this process is moving far
7 too quickly.

8 I'm concerned that this hearing is only on the
9 EIR technically and that it's not a hearing on the Long
10 Range Plan, that, in fact, there's no public hearing at
11 all on the Long Range Development Plan itself. That
12 gives us no opportunity to actually address the
13 decision-makers on the plan itself.

14 As far as the EIR, it's unfair, I think, to
15 have this hearing just 2-1/2 weeks after this
16 thousand-plus page, two volume, 15-year document is
17 released. And people should know that after tonight's
18 hearing and the hearing next week, that's it. There's
19 no more scheduled input by the community at all.

20 The plan in the EIR is to go to the regents in
21 November with no further public input for a 2.2 million
22 square-foot project plus 2,600 dorm beds in a 15-year
23 plan that have the process essentially end next week
24 with only three minutes to comment is profoundly unfair
25 to the community.

T1-4a

T1-5a

T1-5a

T1-5b

T1-5c

T1-6a

T1-6b

T1-6b

T1-6c

Page 34

1 I urge UC to continue the comment period to
 2 the end of July -- six weeks was not enough -- to hold
 3 at least one more hearing in a central location, such
 4 as this, at the end of the comment period, whenever
 5 that might be, so we can have more time to review this
 6 thousand-page document, to recirculate a revised EIR
 7 and to recirculate a revised LRDP after the comment is
 8 over and our comments digested, recirculate that and
 9 give us a chance to comment on that.

10 That is, in fact, what the university did last
 11 time, in 1989 and 1990. They recirculated a revised
 12 long-range plan and revised EIR after digesting the
 13 community's comments. That should happen again.

14 And there should be at least one hearing or
 15 workshop on the plan itself with the decision-makers
 16 itself.

17 I think 2.2 million square-feet and 2,600 dorm
 18 beds is far more than Berkeley can absorb, plus figure
 19 in the over thousand dorm beds that are being built
 20 now, as the gentleman said earlier, plus the Stanley
 21 Hall and the Davis Hall and the other big projects that
 22 the university has going on.

23 This plan, I believe, is detrimental to the
 24 historic character and ambience of the City of Berkeley
 25 that brought myself and others here to begin with.

Page 35

1 So I urge you: Slow the process down. Less
 2 development. Focus on the no-development alternative.
 3 Cal does not have to keep growing and growing and
 4 growing to be great.

5 Thank you very much.

6 MS. HEGARTY: Thank you.

7 Arrietta Chakos, followed by David Nasatir.

8 STATEMENT OF MS. CHAKOS

9 MS. CHAKOS: I'm Arrietta Chakos with the City
 10 Manager's office here in Berkeley.

11 And I just wanted to make a few comments about
 12 the City Council and staffs and the staff involvement
 13 in the review of the Draft EIR.

14 We're definitely tracking this whole project.
 15 We have a team, an interdepartmental team, of about ten
 16 people who are working on this. And further, I'll give
 17 you a few dates where the City Council and our Planning
 18 Commission will be talking about this Draft EIR.

19 On May 19th, in this room, at 7:00 p.m., our
 20 Planning Commission will hold a public hearing on the
 21 LRDP draft EIR where we will take public comment from
 22 all of our 40 boards and commissions to which we have
 23 sent this plan. And we, you know, will use that as an
 24 opportunity for public comment as well.

25 On Tuesday, May 25th, the City Council will

Page 36

1 hold a special work session at 5:00 p.m. at the council
 2 chambers at 2134 M.L. King, at our old City Hall, and
 3 we will take public comment. We'll do a staff
 4 presentation on the overview of the work to date that
 5 we will have accomplished by then in our review and
 6 take public comment.

7 Further, we'll do an update at the Tuesday,
 8 June 8th, City Council meeting on the plan itself and
 9 the Draft EIR, and we will have a public comment period
 10 before that meeting as well. And on June 14th, we will
 11 transmit our city comments.

12 So there will be ample opportunity on the city
 13 government side for all people to give comment to the
 14 mayoral council and to our city staff.

15 We have a number of City staff people here
 16 tonight as well taking notes, listening to what
 17 everyone is saying here tonight.

18 Thank you.

19 MS. HEGARTY: Thank you.

20 David Nasatir, followed by Pamela Sihvola.

21 STATEMENT OF MR. NASATIR

22 MR. NASATIR: Good evening. I am associated
 23 -- my name is David Nasatir, and I'm associated with
 24 the Lower Summit Road Neighborhood Association, many
 25 whose members are here tonight.

Page 37

1 We wish to go on record, I believe, as being
 2 opposed to the development of the H-1 and H-2 areas as
 3 described in the 2020 LRDP Draft EIR.

4 We are concerned in particular with factual
 5 errors appearing in the Draft EIR in the document
 6 itself on Pages 4.317 and 4.318, and I have sent the
 7 communication detailing those to Jennifer Lawrence.

8 In addition, however, we are concerned along
 9 with Professor Gronskey about the quality of life in
 10 Berkeley, which we too see as not only precious, unique
 11 and special but particularly fragile.

12 And I often ride the very same bus that Steve
 13 Geller rides to get to the campus and back, and I note
 14 that he has never been on that bus with a load of
 15 groceries.

16 He has never been on that bus -- because it
 17 doesn't run -- leaving the campus after an evening
 18 performance of one of our treasured cultural activities
 19 because there is no public transport, no university
 20 transport to this region after that time.

21 But we're particularly concerned, I think,
 22 about the proposal to build housing of a very
 23 specialized kind that is both high density and catering
 24 to design for, dedicated toward a very special group
 25 which is not at all like the rest of Berkeley. That is

T1-8a

T1-8b

T1-8c

T1-8d

T1-8e

T1-8e

1 to say, it's an age-segregated group that will be
2 homogenous with respect the state of family formation.
3 And so we will have, over time, a constantly
4 renewed group of young professors which are
5 wonderful -- I was one once myself.

6 As a matter of fact, careful examination of
7 the mural in the FSM, if you know where to look, will
8 see me in that role on the wall.

9 But our neighborhood, which abuts the proposed
10 development, as David Ourisman pointed out, is a
11 neighborhood that represents all of the wonderful
12 things of Berkeley. It's heterogenous in every
13 respect, in every possible dimension of lifestyle and
14 family formation stage.

15 And to have the creation of a perpetual
16 fountain of youth, if you will, or fountain of
17 stagnation, if you will -- sink of stagnation, if you
18 will, is uncomfortable for us.

T1-8f

19 And we're particularly concerned that despite
20 the university's statement by Kerry, I believe, that
21 the concern was to do no harm. The proposal will do
22 great harm and will do great harm to our neighborhood
23 because -- I'm speaking for a group --

24 MR. O'BANION: Two more minutes.
25 MR. NASATIR: -- that the proposal is

T1-8g

1 completely at odds with the prevailing zoning and
2 construction practices of the bordering properties in
3 Berkeley, and because there are no commercial
4 facilities available or planned, as far as I can tell,
5 it will be necessary for all of the housing up there to
6 be accompanied by automobiles.

7 We're already impacted by the university's
8 high parking rates as employees of the Silver Space
9 Science Lab and the Math Science Research Institute,
10 and rather than pay the university parking fees, choose
11 to park on our street.

12 And because, as David Ourisman point out
13 earlier, the street is not -- I bought the land there
14 when the street was not paved and Centennial Drive
15 didn't exist.

16 It's not a wide street. And when there is
17 parking on both sides of the street, it's not passable
18 by either commercial or emergency vehicles.

T1-8h

19 And I believe that the EIR has overlooked or
20 ignored or suppressed the increased risk to the health,
21 safety and well-being of the neighbors in the proposal
22 to develop the H-1 and H-2 areas.

23 So, in sum, we certainly treasure the
24 university as a good neighbor, and as a good neighbor,
25 we expect it will respect the safety and quality of

T1-8h

1 life of its neighbors on Summit Road.
2 Building on the H-1 site in particular would
3 not do this, and we urge you in the strongest possible
4 terms to remove the proposed development of the H-1 and
5 H-2 areas from the LRDP.

6 MS. HEGARTY: Thank you.
7 Next is Pamela Sihvola.

8 By the way, if you are officially representing
9 a group, just let us know or write it on the card. You
10 can have five minutes.

11 Pamela Sihvola, followed by Anne Wagley.
12 STATEMENT OF MS. SIHVOLA

13 MS. SIHVOLA: My comments tonight are mostly
14 related to issues that need comprehensive and detailed
15 scrutiny in the EIR concerning some thousand acres of
16 land above the Campus Park in the area designated as
17 the Hill Campus, also known as the Strawberry Creek
18 watershed, located within the city elements of
19 Berkeley, Oakland, and the East Bay Regional Park
20 District.

21 The Draft EIR lacked any detailed maps
22 pertaining to this very important watershed, including
23 its many creeks, tributaries of the Strawberry Creek,
24 numerous springs and aquifers.

25 The EIR must include a comprehensive analysis

T1-9a

T1-8g

1 completely at odds with the prevailing zoning and
2 construction practices of the bordering properties in
3 Berkeley, and because there are no commercial
4 facilities available or planned, as far as I can tell,
5 it will be necessary for all of the housing up there to
6 be accompanied by automobiles.

7 We're already impacted by the university's
8 high parking rates as employees of the Silver Space
9 Science Lab and the Math Science Research Institute,
10 and rather than pay the university parking fees, choose
11 to park on our street.

12 And because, as David Ourisman point out
13 earlier, the street is not -- I bought the land there
14 when the street was not paved and Centennial Drive
15 didn't exist.

16 It's not a wide street. And when there is
17 parking on both sides of the street, it's not passable
18 by either commercial or emergency vehicles.

T1-8h

19 And I believe that the EIR has overlooked or
20 ignored or suppressed the increased risk to the health,
21 safety and well-being of the neighbors in the proposal
22 to develop the H-1 and H-2 areas.

23 So, in sum, we certainly treasure the
24 university as a good neighbor, and as a good neighbor,
25 we expect it will respect the safety and quality of

T1-8g

T1-8h

T1-9b

1 of the watershed, including its complex hydrogeology as
2 well as a detailed description of the complex
3 management, ownership, oversight, jurisdictions between
4 the University of California, Department of Energy and
5 the Lawrence Berkeley National Laboratory.

6 On Page 4.3-21 of the LRDP under Biological
7 Resources, there is a statement related to the fact
8 that the Strawberry Creek Management Plan is being
9 updated concurrently with the 2020 Hill Area Fire Fuel
10 Management Plan and the 2020 LRDP to ensure a
11 coordinated, long-range approach to watershed
12 management.

13 I went to the university's office this
14 afternoon, and they do not have this document available
15 for the public to review.

16 So I am asking that the Draft Strawberry Creek
17 Management Plan update be made available to the
18 interested members of the public at least two weeks
19 prior to the June 14th deadline for the written
20 comments on the Draft EIR so that this document can be
21 reviewed and integrated into the public comments for
22 the 2020 LRDP.

23 The second document referenced in the
24 Strawberry Creek Management Plan section is the 2020
25 Hill Area Fire Fuel Management Plan dated October 2003.

T1-9c

T1-9d

T1-9d

1 and it gave some very interesting insights into the
2 risks currently assessed to be present in the
3 Strawberry Creek watershed and canyon. And this
4 relates to the proposed development on lower Summit
5 Road.

6 The hills now contain fuel and fuel overloads
7 that are capable of producing an uncontrollable fire
8 storm.

9 14 major fires occurred within the past 75
10 years in the East Bay hills. The frequency and
11 severity of the fire makes the hills most dangerous
12 areas to live in California.

13 I request that the plan for the H-1/H-2
14 proposed faculty housing be reserved as open space as a
15 buffer zone between the residential neighborhood and
16 the university developing further east.

17 Thank you.

18 MS. HEGARTY: Thank you.

19 Anne Wagley, followed by Diana Lawton.

20 STATEMENT OF MS. WAGLEY

21 MS. WAGLEY: Good evening. My name is Anne
22 Wagley, and I'm a resident of Berkeley in the
23 Claremont-Elmwood neighborhood.

24 Other speakers have ably addressed the
25 shortcomings of the LRDP and Draft EIR regarding

1 point, perhaps this November, property taxpayers are
2 just going to say no.

3 Every new sink and toilet that UC builds
4 burdens the City sewer system, and property taxpayers
5 in Berkeley subsidize this.

6 Every added car commuting to UC, and
7 especially every construction vehicle coming in to
8 build for UC, adds to the degradation of our city
9 streets. Just drive along Gayley Road to get a good
10 feel for what could happen. And property taxpayers in
11 Berkeley subsidize the repairs.

12 Every 911 call made from the UC campus, be it
13 an ill student or a chemical spill in a lab, will be
14 responded to by Berkeley paramedics, and Berkeley
15 property taxpayers subsidize this.

16 Every new square-foot of paving for parking
17 lots decreases permeable surfaces within Berkeley and
18 further burdens our storm drains, and Berkeley property
19 taxpayers subsidize this.

20 I urge you to think twice about your
21 opposition to State Assemblywoman Hancock's bill, AB
22 2901, which would require payment for mitigation for
23 environmental impacts.

24 As you negotiate with the City on mitigation
25 for this LRDP, I urge you to think honestly about the

T1-10b

T1-10c

T1-10d

T1-10e

T1-10a

1 traffic, noise, environmental degradation and more.

2 I would like to address another impact that UC
3 has on the City of Berkeley:

4 UC is shrinking the City of Berkeley,
5 specifically, shrinking our tax base. This is the same
6 tax base that supports the university infrastructure.

7 Berkeley has a large percentage of tax-exempt
8 properties, and the major exempt institution is the
9 university.

10 As UC grows outside of the original campus,
11 quaintly called "the Campus Park," every property, even
12 if unrelated to the core academic mission of the
13 university, is exempt from paying property taxes and
14 the fees and assessments which support City services.

15 In 1988, the citizens of Berkeley passed
16 Measure N, called Public Accountability Measure, which
17 says that public agencies should follow City land use
18 laws and pay comparable fees and taxes to support their
19 share of City services. But nothing has happened, and
20 the university continues to grow and continues to use
21 more City services.

22 And the City -- we do have a budget deficit --
23 is trying very hard to keep up with its demands by
24 adding new parcel taxes and raising fees on the
25 property taxpayer. But we can't keep up. And at some

1 financial burdens placed on the City of Berkeley and
2 property taxpayers.

3 MS. HEGARTY: Thank you.

4 MS. WAGLEY: I admire your interest in
5 sustainable design. I hope you share our interest in
6 the sustainable city.

7 MS. HEGARTY: Thank you.

8 The next speaker is Norah Foster, followed by
9 Humayun Khan.

10 STATEMENT OF MS. FOSTER

11 MS. FOSTER: Good evening. I'm Norah Foster,
12 and I worked for 26 years at the university library in
13 Berkeley.

14 And I highly respect our earlier speaker,
15 Ted -- Tom Leonard. He, I think, has left.

16 But I am particularly concerned, as Steve
17 Geller and this lady in the second row here -- what is
18 your name?

19 MS. WOODCOCK: Charlene Woodcock.

20 MS. FOSTER: -- Charlene Woodcock spoke very
21 eloquently to the problem of the increased traffic
22 coming in and the parking situation.

23 And I believe that Berkeley, UC Berkeley,
24 needs to be the leader, as many other universities are,
25 in regard to proposing really great ways to support

1 alternative transportation to get people into their
 2 bicycles to support transit.
 3 And, yes, there are a few words sprinkled here
 4 and there which mention, you know, we support
 5 alternative transportation. But it's like in -- I've
 6 read 60 pages in the last few days, and I'm very -- I'm
 7 very tired this evening.
 8 But I would like to reiterate -- and I've
 9 spoken to them earlier -- that this is a regressive way
 10 to go.
 11 And what you can do is if there is growth
 12 happening, you should be increasing all you can the
 13 alternatives, that is, a free bus pass for the
 14 university -- for the university, for the staff and
 15 faculty. This is almost a foregone conclusion.
 16 The City of Berkeley does this for all their
 17 employees.
 18 UCLA, which isn't exactly, you know, a
 19 transit-friendly -- or a place that is progressive like
 20 Berkeley, Los Angeles has a free bus pass. And yet I
 21 don't see anything within this plan which gives much --
 22 you know, a few words here and there. But I don't see
 23 a transit alternative plan, a long range plan. And
 24 this is extremely important. We do need to expand
 25 alternative transportation.

1 to alleviate those people who are coming in to travel.
 2 I also want to comment that I think they
 3 should extend the comments for the revised LRDP when
 4 that comes out, EIR. And I think that would be a good
 5 thing. When the revised plan comes out, let's have
 6 another small, short public hearing period after the
 7 revision before the final.
 8 MS. HEGARTY: Thank you.
 9 MS. FOSTER: Thank you so much.
 10 MS. HEGARTY: Humayun Khan. And after
 11 Mr. Khan we're going to take just a five-minute break
 12 for our court reporter, and then we'll continue.
 13 STATEMENT OF MR. KHAN
 14 MR. KHAN: I received this in the mail two
 15 days ago, decided to come out here, and I haven't read
 16 the document yet. I will go back and read it.
 17 Few points I want to make here: One is, the
 18 communities west of Berkeley, minorities and low
 19 income, did not receive this card. So this EIR is
 20 neglecting a large community within the City of
 21 Berkeley.
 22 We have talked a lot about traffic. The
 23 traffic is bad. It took me half an hour to drive two
 24 miles because about four, five or ten thousand
 25 employees are commuting back to their suburban homes in

1 And as a matter of fact, in -- I think it's
 2 about the -- almost the last page of the transportation
 3 document -- there's a chance that these 2,023 spaces,
 4 parking spaces, are going to impact people on the
 5 campus by taking them away from parking -- from taking
 6 them back to walking -- from walking, I should say, and
 7 transit into their cars.
 8 This is ridiculous. You mean we're moving,
 9 you know, backwards in this plan.
 10 I am chair of the Improve Alternative
 11 Transportation Coalition at Berkeley, and I don't think
 12 using traffic signals is -- because you're increasing
 13 traffic -- is a good alternative. That's not an
 14 alternative. That's adding to the problem with people
 15 getting hit by the extra traffic coming in.
 16 So that and planning for an eco pass so that
 17 the BART users can be -- the students can use BART.
 18 They can use maybe some of the Contra Costa County
 19 transit systems with Translink.
 20 There are many ideas that could at least be
 21 expressed.
 22 The central lots on campus should remain at
 23 the higher rate, higher rate of cost, higher fee. And
 24 the periphery lots should have multiple purposes so
 25 that the Berkeley business parking needs could be used

1 Walnut Creek or other places. They come here in the
 2 morning. They bring traffic from those places.
 3 They come here. They work at this campus.
 4 They make these plans for our community, and in the
 5 evening they leave, okay?
 6 They don't consider us, our community in
 7 Berkeley. I've lived in Berkeley as long as anybody
 8 else, okay. And then they go back to their Danville
 9 homes, okay.
 10 They bring pollution. They bring air -- they
 11 create bad air quality in our neighborhoods. It takes
 12 us half an hour to go two miles or even less.
 13 This document does not address that even
 14 though I haven't read it.
 15 (Laughter)
 16 MR. KHAN: Joke, okay?
 17 A VOICE: But you're right.
 18 MR. KHAN: The parking is an issue. Some
 19 people have said they would prefer no new parking. I
 20 disagree with that. I think there is a need for new
 21 parking.
 22 We -- I live less than a mile away from
 23 campus. I use the campus facilities. They have
 24 reduced the number of recreation facilities. For
 25 example, Underhill Field has been taken out, and there

T1-11a

T1-11b

T1-11c

T1-11d

T1-11e

T1-11e

T1-11f

T1-12a

T1-12b

T1-12c

T1-12d

T1-12d

T1-12e

T1-12f

T1-12g

T1-13a

T1-13b

Page 50

1 is probably nothing in this plan that talks about it.
 2 Because I got this so late and because there
 3 are so many people in this community who will request
 4 more of this, I request that you extend the comment
 5 period 30 days.
 6 The EIR should address environmental justice.
 7 It should address conformity to air regulations.
 8 I can't believe that you have figured out what
 9 will be -- in 16 years, how many air emissions going to
 10 be in this Bay Area Air Quality Management District.
 11 I also think this EIR is being segmented from
 12 the Lawrence Berkeley -- what's it called, "the
 13 radioactive killing machine labs."
 14 MS. HEGARTY: Thank you. Your time is up.
 15 We'll take a five-minute break and then we'll
 16 continue.
 17 (Recess taken)
 18 MS. HEGARTY: The next speaker I have, is
 19 Noyce R. Kraus -- I hope I have that pronounced
 20 correctly -- followed by Kim Linden.
 21 Is Mr. Krause here, Noyce R. Kraus?
 22 A VOICE: Joyce.
 23 MS. HEGARTY: I'm sorry. It's Joyce. It is
 24 Joyce. I see that. Thank you.
 25 STATEMENT OF MS. KRAUS

Page 51

1 MS. KRAUS: I live at 1510 Summit Road. I
 2 brought it in 1967 when it was cheap.
 3 I'm a retired Berkeley school teacher. Well,
 4 I was a teacher then.
 5 And I've seen a lot of changes there, but
 6 we've -- there's -- this change would be much bigger
 7 than anything else except maybe the Lawrence Hall of
 8 Science which is built about the same time as I bought
 9 my house.
 10 And, you know, it felt good to live in a place
 11 where they were considering science and they were
 12 related to the university and they had -- were going to
 13 do all sorts of things to keep it natural. And they
 14 promised that they would keep it natural at the end of
 15 the overview parking lot, which is where I live, above
 16 that, and they didn't. It's all been developed and
 17 stuff.
 18 Piece by piece, everything has been covered
 19 over by -- well, civilization, cement building.
 20 The whole hill, you know, they were going to
 21 do -- I love the university. But I don't like the way
 22 they act. It's like you've got a kid, you say: "Well,
 23 I love you. I don't like that you put in the garbage
 24 in the -- wherever you put it in."
 25 I like the university, but I think they act

Page 52

1 without conscience. They -- in so many instances they
 2 have not kept their word, and they -- what they did was
 3 to have one environmental impact or whatever study, but
 4 then they go ahead and do what they want to do without
 5 regard to the results of that or they don't have a
 6 study.
 7 They were going to propose they wanted to
 8 build lights all over the hill and make it, you know,
 9 completely unnatural so that wildlife wouldn't enjoy it
 10 so that we couldn't enjoy the dark nights with the moon
 11 or whatever. And it's all -- it's all citified. The
 12 whole -- more and more of it.
 13 And then when I read this page, this proposal,
 14 they say: Well, it's already ruined, so we might as
 15 well ruin it some more. That's what I got out of it.
 16 It says there has been so much impact on the
 17 wildlife and the watershed and everything that, you
 18 know, it's not -- we might as well go ahead and finish
 19 the job is the way I look at it -- and, I mean, the way
 20 they look at it, seems to me.
 21 And I don't agree. There is a lot of birds
 22 and a lot of animals that come through, and I try to
 23 make it possible for them to still live in the
 24 environment, and I want it to continue that way.
 25 But I'm afraid. I'm really afraid because

Page 53

1 basically we don't have the power. The university has
 2 the power. They've taken it. They put cars all over
 3 our streets, all over Grizzly and over our summit.
 4 We're just plastered with cars from the
 5 university because I guess the people who park there --
 6 because I've talked with them and they say: Well, the
 7 university charges too much and we can't afford it, and
 8 so, you know, we park here. And it's just -- it's like
 9 they don't care. And they're just going ahead and
 10 ruining it.
 11 MS. HEGARTY: Thank you. Your time is up.
 12 MS. KRAUS: Okay.
 13 And I think that they should reconsider it,
 14 and I think that they should do more than just listen
 15 to us and be nice to us and then go ahead and do what
 16 they want to do.
 17 I think they should really consider the
 18 environment and the whole City of Berkeley. And we
 19 don't even have our fire station yet.
 20 MS. HEGARTY: Thank you.
 21 Kim Linden, followed by Gene Bernardi.
 22 STATEMENT OF MS. LINDEN
 23 MS. LINDEN: Good evening. My name is Kim
 24 Linden. I'm not a Berkeley resident. I'm an Albany
 25 resident.

T1-13b

T1-13c

T1-13d

T1-14a

1 And I felt compelled to come tonight because
 2 we just finished, in Albany, commenting on a Draft EIR
 3 of similar thickness and a painfulness for our
 4 neighborhood and community and in trying to preserve
 5 the Gill Tract, which is an almost 15-acre green space.
 6 I don't know if you might be familiar with it.
 7 You could go to our website, gilltract.com, if
 8 you'd like more information about what we're trying to
 9 do over there.
 10 And we've spent the last two years at the
 11 table with the university, and we still do not have a
 12 spot at the table. And so we did respond to the Draft
 13 EIR, and we're waiting right now.
 14 We've been told that the Draft EIR is going
 15 forward and they've reached their net capacity so the
 16 project will be on hold until they have more money to
 17 do it. But basically the EIR is moving forward.
 18 And so the university is not only expanding in
 19 Berkeley. They're expanding in Albany as well and up
 20 in Richmond too.
 21 So what I'm hearing at all of these meetings
 22 is the same comments over and over again. What's
 23 happening is that people are failing to recognize each
 24 other.
 25 There may be human beings working for the

1 would like to see a list of donors to the university
 2 attached to these CEQA documents to better understand
 3 where the money is coming from.
 4 Thank you.
 5 MS. HEGARTY: Thank you.
 6 Gene Bernardi, followed by Leuren Moret.
 7 STATEMENT OF MS. BERNARDI
 8 MS. BERNARDI: I'm Gene Bernardi, and I'm a
 9 native of Berkeley. I also graduated from the
 10 University of California.
 11 But although I think it's a wonderful
 12 educational resource, I don't think that it should
 13 gobble up our town.
 14 I also -- I live on Panoramic Hill, which is
 15 next to the Strawberry Canyon watershed, and so I am
 16 very concerned about the housing that is proposed to be
 17 built in Strawberry Canyon.
 18 It seems to me that this is kind of driven by
 19 a philosophy of growth is good, and I don't agree with
 20 that philosophy.
 21 It also seems to be based upon predictions
 22 which are based upon the past, and I think that that
 23 past has already changed. Very often predictions
 24 aren't correct because they don't anticipate what may
 25 be happening. I'll talk a little bit more about that

T1-14c

T1-14b

1 university and human beings coming to comment at these
 2 meetings, but somehow we're not able to connect in the
 3 middle and to come to some compromise where the
 4 university isn't using its financial prowess to enact
 5 the agenda that screws the community that it's in.
 6 And that's what I'm seeing happening over and
 7 over again. I think it's very negative for our
 8 communities. I think it's very negative for the future
 9 of education, and I think it's very negative for the
 10 future of whoever is going to inhabit these spaces that
 11 we're creating now in the future.
 12 So those are my comments. And, you know, I
 13 would like to reiterate that I think that these
 14 documents are too large to have a 60-day comment
 15 period. They need to have the maximum amount, which I
 16 believe is 90 days, according to the CEQA. And I think
 17 that you need to give this to the community.
 18 And one last thing is that I find it really
 19 difficult to understand how now in these times, when
 20 these cuts are being made all throughout California,
 21 that the university is charging forward with these huge
 22 monumental projects. I do not understand where the
 23 money is coming from.
 24 And I would like to really be given some
 25 insight as to where the money is many coming from. I

1 after I talk about what I think of building housing in
 2 the Strawberry Canyon.
 3 I'm definitely against that because this is a
 4 high fire-risk area near the Hayward Fault, and it's
 5 also crisscrossed by other faults as well.
 6 Furthermore, the area is contaminated from the
 7 operation of the Lawrence Berkeley National Laboratory
 8 where there are at least a half a dozen or more
 9 groundwater contamination plumes.
 10 Vegetation in the canyon is contaminated with
 11 radioactive tritium. That is still the case, even
 12 though the national tritium labeling facility has been
 13 closed, because the tritium is in the soil, and it has
 14 been taken up by the plants in the canyon.
 15 This is especially true of the eucalyptus
 16 growth next to the Lawrence Hall of Science which will
 17 be very close to some of the housing that's planned
 18 just above the Lawrence Hall of Science.
 19 The amount of tritium in those trees is so
 20 high that the Lawrence Berkeley lab has been unable for
 21 several years to get permission from the Department of
 22 Energy in Washington to cut the trees and send them to
 23 Korean and Japanese paper mills, which is what they
 24 intend to do and have done in the past with some of
 25 their trees that are contaminated with tritium.

T1-15b

T1-15c

T1-14c

T1-15d

Page 58

1 All of this is happening in an area that is
 2 accessible only by a narrow, winding road which has
 3 been closed due to landslides once in the 1980s for at
 4 least eight months.
 5 In case there are heavy rains like there were
 6 then again, this could occur, and that would isolate
 7 the faculty living in the housing in that area and make
 8 the area inaccessible to emergency vehicles.
 9 The particular landslide was at a point which
 10 is called Power Pole curve, I believe.
 11 Another source of contamination will be the
 12 molecular foundry which is being built already. This
 13 is a science that has not been studied for its health
 14 effects, and, therefore, they're going against what we
 15 call the precautionary principle.
 16 There are many labs in there. Each lab has a
 17 fume hood, but there will be no filters on those fume
 18 hoods.
 19 MS. HEGARTY: Thank you.
 20 MS. BERNARDI: I wouldn't want to live there.
 21 MS. HEGARTY: Your time is up.
 22 MS. BERNARDI: I also want to say that we have
 23 a 10-percent vacancy rate in Berkeley. Thousands of --
 24 well, a thousand beds or more being added for the
 25 university. Housing on several places on Shattuck,

T1-15e

T1-15f

Page 60

1 state.
 2 The diversity and equality track record is
 3 pathetic. 500 women and minorities have filed lawsuits
 4 against the University of California and were
 5 retaliated against. They were bankrupted. They were
 6 physically attacked. Their careers were ruined. And
 7 even when they won money on their lawsuits, they still
 8 had nothing because their careers were destroyed.
 9 The University of California spent over \$5
 10 million to defeat one Hispanic professor from getting a
 11 \$350,000 discrimination award.
 12 You can read about this on www.wage.org. Go
 13 and read their dirty secrets.
 14 Science? UC has received many Nobel Prizes.
 15 Science now is in serious decline in the U.S. because
 16 of the dirty practices that not only UC is doing but
 17 other universities are doing.
 18 In physical reviews, American authors
 19 contributing papers in 1983 were 61 percent. Today
 20 it's only 29 percent. China and Europe are leaving us
 21 in the dust. The United States is going down the
 22 tubes, and this is a great example of why.
 23 The Lawrence Berkeley National lab, which won
 24 Nobel Prizes, has been caught committing two major
 25 cases of science fraud.

Page 59

1 you've probably seen it.
 2 The Gaia Building, one down at Acton and
 3 University, there are vacancies. This is the past I'm
 4 talking about that --
 5 MS. HEGARTY: Thank you.
 6 MS. BERNARDI: -- they didn't base their EIR
 7 on.
 8 MS. HEGARTY: Thank you.
 9 Leuren Moret followed by David Campbell
 10 STATEMENT OF MS. MORET
 11 MS. MORET: My name is Leuren Moret. I'm an
 12 Environmental Commissioner in the City of Berkeley.
 13 I'm UC Berkeley graduate, a UC Davis graduate, and I am
 14 a scientist.
 15 I worked at the Lawrence Berkeley lab and the
 16 Lawrence Livermore lab, where I became a whistleblower
 17 in 1991.
 18 I've been in your house. I know it from top
 19 to bottom. It's corrupt from top to bottom, and I'm
 20 going to talk tonight about what UC delivers.
 21 They can talk the talk, but they can't walk
 22 their talk.
 23 The University of California is the largest
 24 employer in the state. It has been named by the State
 25 of California Legislature as the worst employer in the

Page 61

1 Go to any college book store, get the
 2 chemistry chart, and right on that chart it says:
 3 "This element discovery claimed by LBNL has been
 4 withdrawn." Science fraud.
 5 Patents? Any company donating \$50,000 to UC's
 6 sexy Microbiology or G.M. departments can get their
 7 pick of the patents coming out of that department.
 8 MS. HEGARTY: Thank you.
 9 MS. MORET: I have one more comment.
 10 Chancellor Berdahl, who denied Ignacio
 11 Chapella tenure in the Microbiology Department for
 12 discovering that wild corn in Mexico is contaminated
 13 with G.M. pollen, denied that while himself taking
 14 \$40,000 a year from a G.M. company.
 15 MS. HEGARTY: Thank you. Thank you.
 16 MS. MORET: This is a land-grant university,
 17 given free land to educate the public, and what they've
 18 turned it into is free reign to rip off the public.
 19 MS. HEGARTY: Thank you.
 20 Let me just check with the front desk.
 21 I have three more speaker cards. Do you have
 22 more there?
 23 Okay, I just want to make sure that we hear
 24 from everybody who wants to speak tonight, and this is
 25 why we're limiting comments to three minutes.

1 If we have a little more time, you can come up
 2 again.
 3 The next speaker is Dave Campbell, followed by
 4 Claire Risley, and our last scheduled speaker is Willie
 5 Phillips.
 6 STATEMENT OF MR. CAMPBELL
 7 MR. CAMPBELL: My name is Dave Campbell. I'm
 8 a resident of Berkeley. I'm president of the Bicycle
 9 Friendly Berkeley Coalition, a local grassroots bicycle
 10 advocacy group here in Berkeley.
 11 And our organization takes no position on the
 12 growth of the university. We leave that to their
 13 expertise.
 14 But we are concerned about the safety impacts
 15 to bicyclists and pedestrians in the City of Berkeley
 16 and on campus as well.
 17 And specifically, we're concerned about the
 18 safety that increased traffic on our streets is going
 19 to create for bicyclists and pedestrians.
 20 And the EIR does not address that, and it
 21 appears that the EIR might think that it's addressing
 22 that, but it most certainly does not, and I'm curious
 23 why it doesn't address that.
 24 Our organization sent a letter to the
 25 university during the scoping process asking that this

1 lived in Berkeley since 1970. That's 34 years. I'm on
 2 a west Berkeley commission. I am on the board of BEST
 3 the Berkeley Environmental and Safe Transportation, and
 4 I am on the board of Bicycle Friendly Berkeley
 5 Coalition.
 6 The mitigations that you propose: lights to
 7 control traffic and left-turn pockets and right-turn
 8 lanes will hamper, not mitigate, bike and ped access.
 9 It says "and safety." More traffic will hurt
 10 the citizens of this city.
 11 Your mode shift away from alternative
 12 transportation towards auto vehicle trips, isn't that
 13 an interesting, just wonderful advance?
 14 Stanford, UCLA and the University of
 15 Washington all have better mitigations than Berkeley
 16 does.
 17 Most of them have eco pass programs, and I
 18 don't understand why Berkeley's staff and faculty does
 19 not have.
 20 Then one just -- I'm glad to see more
 21 definition of your new Tien Center. It's very lovely.
 22 But when I first saw it I thought, oh, my goodness, and
 23 now I see that all it's doing -- you've given it more
 24 definition and that's better. It looks a little better
 25 than it did at first viewing. However, beautiful

T1-17a

T1-17b

T1-18a

T1-18b

T1-18c

1 specific issue be addressed: What safety impacts will
 2 more cars on our streets have for bicyclists trying to
 3 share the road and for pedestrians trying to cross the
 4 street?
 5 And the EIR, as best I can tell, does not
 6 address that.
 7 What the EIR does address is: If we put more
 8 bicyclists on the street trying to access the campus,
 9 can our bike lanes handle more streets? Can the
 10 multiuse pathways handle more bicyclists? Can our
 11 sidewalks handle more pedestrians?
 12 To me, that's really not the issue, and it's
 13 not even close to being the issue.
 14 The issue is what is more vehicle traffic
 15 going to have on the -- the impact it's going to have
 16 on bicyclists and pedestrians.
 17 So my question is -- I don't know if I can get
 18 any answers tonight, but some point I'd like to hear an
 19 answer -- why wasn't that addressed when it was
 20 specifically requested from the public?
 21 Thank you.
 22 MS. HEGARTY: Thank you.
 23 Claire Risley, followed by Willie Phillips.
 24 STATEMENT OF MS. RISLEY
 25 MS. RISLEY: My name is Claire Risley. I have

1 Haviland Hall is hidden.
 2 Thank you very much.
 3 MS. HEGARTY: Thank you.
 4 Willie Phillips, followed by Matt Bunn.
 5 STATEMENT OF MR. PHILLIPS
 6 MR. PHILLIPS: Good evening. My name is
 7 Willie Phillips, and I'm a long-term resident. I've
 8 been living here in Berkeley for 50 years almost, 49
 9 years.
 10 Essentially, I also attended UC Berkeley, so I
 11 have to address the fact that I'm very disappointed in
 12 this process.
 13 I'm going to address you very directly because
 14 I was told that at least this is a public input.
 15 But again, if you look at who is around you,
 16 you realize that this is not a broad array of
 17 diversity.
 18 And if you look at it in terms of the impact
 19 that this university would have, which this lady here
 20 in the front addressed quite eloquently in terms of a
 21 land grant, essentially this land grant has yet to
 22 come, and certainly it has not reflected in terms of
 23 the community that I live in.
 24 I live in southwest Berkeley. I'm formerly
 25 president of the West Berkeley Neighborhood Development

T1-19a

1 Corporation.
 2 I had kindly asked for the participation of
 3 the university at our annual meeting March 29th.
 4 In fact, I begged for participation in terms
 5 of if the university's going to do some outreach in
 6 terms of addressing some of the issues around the
 7 community, at least they should be able to come and be
 8 able to at least know about what this community is
 9 about.
 10 Now, again, if I was to address this to my
 11 particular constituents, I would have to say they have
 12 no idea what this process is, and I would have to say
 13 they would be a little intimidated even to attend. And
 14 I have to be here to speak in their behalf.
 15 Again, that's a very small drop in -- inkling
 16 in terms of what this process is about and who is
 17 basically benefitting from that process.
 18 Again, if you open this process up and really
 19 attempt to try to really at least go through at least
 20 some of the exercise of public process, again who are
 21 you doing outreach to? Who is involved in this process
 22 and who in the sense is going to benefit from this
 23 process?
 24 Most of the people here are players. Most of
 25 these people that I see in the audience are people that

1 Centennial Boulevard from Grizzly Peak. When you come
 2 around that corner, it's probably one of the most
 3 breathtaking views in the entire world.
 4 So seeing 100 units of housing development
 5 there is something we don't want to see. I don't think
 6 anyone wants to see.
 7 That area up there is also the gateway to
 8 Tilden Regional Park. It is a place where people go to
 9 get away from 100-unit housing developments.
 10 In support of the bicycle traffic, Grizzly
 11 Peak Boulevard is one of the most highly traveled
 12 bicycle routes in the Bay Area, at least most
 13 treasured. And the increased traffic as a result of
 14 the housing developments would potentially provide a
 15 lot of conflict to the bike riders.
 16 The environmental impact report, I've heard
 17 some statements tonight about there not being a lot of
 18 wildlife in that area where the proposed developments
 19 are.
 20 Right on the corner of Centennial and Grizzly,
 21 which is on the corner of the H-1 proposed site,
 22 there's a sign that says "Beware of mountain lions,"
 23 so I want to make sure that people understand that
 24 there is definitely a lot going on up there. And also
 25 we don't want any new students getting eaten by

1 attend meetings on a consistent basis. That alone
 2 speaks for itself.
 3 Thank you.
 4 MS. HEGARTY: Thank you.
 5 Matt Bunn.
 6 STATEMENT OF MR. BUNN
 7 MR. BUNN: Good evening, everyone, my name is
 8 Matt Bunn. I'm a resident of the 1500 block of Summit
 9 Road.
 10 I am opposed to the proposed development of
 11 the H-1 and H-2 housing developments because of the
 12 adverse impact that it will have on our community and
 13 the surrounding environment.
 14 I'm also a consultant, and I also know
 15 sugar-coated presentations when I see them.
 16 In the summary presentations there is a
 17 statement saying they want to maintain the hills as a
 18 natural resource for research, education and
 19 recreation. I don't see anything about 100-unit
 20 housing developments in that statement.
 21 Also, there's another statement that says:
 22 "Preserve and maintain significant
 23 views, natural areas, and open
 24 spaces."
 25 I don't know how many of you have driven down

1 mountain lions.
 2 That's it. Thanks.
 3 MS. HEGARTY: Thank you.
 4 That's it for our speaker cards.
 5 Is there anyone here who would like to speak
 6 who hasn't spoken yet? Let me ask that first.
 7 Okay. Sir, can you come up? We have a
 8 speaker card. We just need to have your name. Maybe
 9 you can spell it, please, for our reporter.
 10 STATEMENT OF MR. FRETTER
 11 MR. FRETTER: My name is Travis Fretter,
 12 "Travis" like the Air Force base; Fretter,
 13 F-r-e-t-t-e-r.
 14 My father was a professor of physics at the
 15 University of California and had some ideas about the
 16 physics activities on the hill. A lot of students
 17 involved up there.
 18 And he was the vice president of the
 19 university for several years with Dave Saxon, who was
 20 also a physicist.
 21 He walked to work from Cragmont or Regal Road
 22 every day, and he road home on the bus, and that seemed
 23 like a sensible way to get to the university. It was
 24 healthy. It seems like other people could do something
 25 like that.

T1-19b

T1-19c

T1-20a

T1-20b

T1-20c

T1-20c

T1-20d

T1-20e

T1-21a

T1-21a

1 The other thing that he liked was the calm and
2 the serenity of the university as it was in the '40s
3 and '50s when he was a student there. And a little
4 later when I was a student there, I liked that too.

T1-21b

5 I don't think you're going to find a lot of
6 planners who are going to get paid a lot of money to
7 keep the university the way that it is or was.
8 Planners usually get paid for developing things.
9 So we're not going to have a really balanced
10 input from people who might be dealing with planners
11 because those who aren't in favor of growth are not
12 getting paid for that.

13 So people who are in favor of growth are the
14 ones who are getting paid, and, of course, their voice
15 is a lot more supported in all of the materials that
16 they can present to the public than those who may be
17 cast in the guise of recalcitrant people who have old-
18 fashioned ideas and who don't want to change things.

19 But I think there's some merit in the ideas of
20 the serenity of at least parts of the university, and
21 building, building, and building is probably going to
22 take away from that.

23 The last thing I would like to say is that I
24 was born in Berkeley, and I grew up with August Fulner,
25 who was the first chief of police in Berkeley. And he

1 Okay. Could you give your name again. You
2 have another three minutes.

3 STATEMENT OF MS. MORET

4 MS. MORET: My name is Leuren Moret,
5 L-e-u-r-e-n, M-o-r-e-t.

6 I heard a question someone asked, you know:
7 Where is the money coming for those huge improvements
8 and the development on the UC campus?

T1-22a

9 In 1998, I was in a UC professor's office, and
10 he showed me a confidential plan to raise \$1 billion
11 from UC alumni.

12 A year later, one alumni died in a plane crash
13 and left half a billion dollars to UC, Airborne
14 Express. He owned it. He also had children who were
15 entitled to part of it as his heirs, and the University
16 of California hired Johnny Cochran, O.J. Simpson's
17 lawyer, to go to Guam and change the constitution of
18 Guam so that UC could have all of the money and deny
19 his heirs any of the money.

20 How did UC get the Clark Kerr Campus? I was
21 in the Geology Department when Garneth Curtis, a UC
22 geologist, was ordered to go up and falsely map a fault
23 to the California School of the Blind so it could be
24 condemned and the campus stolen from the blind for the
25 University of California.

T1-21c

1 used to talk about hunting in the hills before there
2 were any houses there, and I thought, wow, that must
3 sure have been something.

4 Well, these houses are designed to be built
5 for the professors. And I can understand why they'd
6 like to have one the top of the hill. I'd like to have
7 one too. When I was a kid, I had one.

8 But I'd like to have a view up there, but I
9 don't think that's -- it's too dense. It's not
10 commensurate with the rest of the way that the hills
11 are built out for individual houses and homes up there,
12 so I'm not in favor of that either.

13 I am in favor of a lot of the things that
14 they're planning to do here and the views that they've
15 presented in changing the landscape in the main part of
16 the campus, and I think those things are good.

17 I would prefer that the university not have to
18 irritate as many people and degrade the quality of life
19 around it as much as it does, and if it could just kind
20 of cool its jets and not quite go so fast, I'd approve
21 of that a lot more.

22 Thank you very much.

23 MS. HEGARTY: Thank you.

24 I just want to ask one more time: Has anyone
25 not spoken that would still like to make comments?

1 UC has the money. They have plenty of money.
2 It's just where do they want to put that money. It's
3 not into us. It's not into the community, and it's
4 really not even into the students.

5 The students are being trained. They no
6 longer educate at that campus. They're trained.
7 They're trained for corporations. They're trained for
8 the military. They're trained for the problems we have
9 in the U.S. now.

10 And if you're alumni and you want to give
11 money, give it to the women's college, Mills, where
12 they really do educate women and minorities, and not to
13 this pathologically dysfunctional organization.

14 And I'm a UC -- I'm a UC alumni. I went to UC
15 Davis in the '60s and worked my way through because the
16 tuition was \$65 a year. I could work in laboratories
17 at night and pay my own tuition. I worked my way
18 through master's degree at Berkeley too. It was \$110 a
19 quarter.

20 My daughter's at UC Davis now. It's over
21 \$6,000 a year.

22 So they need to build a campus out in the
23 valley where minorities and people can go and afford to
24 go instead of expanding this for more stupid white men
25 because that is who will be going to Berkeley.

<p style="text-align: right;">Page 74</p> <p>1 MS. HEGARTY: Thank you. 2 Are there any other comments tonight? 3 (No response) 4 MS. HEGARTY: We want to thank you all for 5 your comments. Again, they will all be addressed in 6 the final EIR. 7 There will be additional opportunities to make 8 additional comments. We have another public hearing 9 next Tuesday night at the Clark Kerr Campus, 2601 10 Warring Street, 5:30 to 8:30. And you may leave 11 comments -- send comments in by mail or email or leave 12 them in comment cards tonight. So you have all those 13 opportunities. And we'll be receiving comments until 14 June 14th. 15 Again, thank you very much for coming. 16 (Whereupon, the proceedings adjourned 17 at 8:50 p.m.) 18 19 20 21 22 23 24 25</p>	
---	--

<p style="text-align: right;">Page 75</p> <p>1 CERTIFICATE OF REPORTER 2 I, Leslie Cooper, a Certified Shorthand 3 Reporter, hereby certify that the foregoing proceedings 4 were taken in shorthand by me at the time and place 5 therein stated, and that the said proceedings were 6 thereafter transcribed by me by computer. 7 8 9 DATED: May 29, 2004 10 11 ----- 12 Leslie Cooper, CSR 9215 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	
---	--

11.2T.1 RESPONSE TO ORAL COMMENTS: PUBLIC HEARING #1

RESPONSE TO COMMENTS T1-1A THRU T1-1C

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT T1-2A

The speaker's opinion is noted, although no specific instances are identified.

RESPONSE TO COMMENT T1-2B

The speaker's opinion is noted, although section 3.1.11 of the 2020 LRDP establishes a framework of policies for sustainable design.

RESPONSE TO COMMENT T1-2C

Future development at Lawrence Berkeley National Laboratory is not within the scope of the 2020 LRDP. See Thematic Response 6 regarding the relationship of UC Berkeley and Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT T1-2D

See response T1-1a.

RESPONSE TO COMMENT T1-2E

Research is not a discrete enterprise apart from education at UC Berkeley. Rather, it is integral to both our mission as a university and to the provision of both graduate and undergraduate education. Please see response B7-20 for a more extensive treatment of this subject.

RESPONSE TO COMMENT T1-2F

The University is currently building a new campus at Merced. However, the substantial growth in the number of college-age Californians projected over the next decade requires all campuses of the University to assume some share of this growth.

RESPONSE TO COMMENT T1-2G

The speaker's opinions on biotech research are noted. See Thematic Response 6 regarding the relationship of UC Berkeley and Lawrence Berkeley National Laboratory. Further, growth anticipated at LBNL is factored into the cumulative analyses presented in the Draft 2020 LRDP EIR. See for example section 4.2.9 beginning at page 4.2-29 of the draft EIR.

RESPONSE TO COMMENT T1-4A

Please see Thematic Response 9 regarding parking demand, and Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENTS T1-5A THRU T1-5C

Please see Thematic Response 9 regarding parking demand, and Thematic Response 10 regarding alternative transportation programs. Although the program of new University

housing envisioned in the 2020 LRDP is expected to result in some reduction in the demand for student parking, the majority of the new parking envisioned in the 2020 LRDP would be for faculty and staff.

RESPONSE TO COMMENTS TI-6A AND TI-6B

The speaker's comment is an observation on the process by which UC Berkeley formulated the 2020 LRDP, not on the Draft EIR. However, community input was solicited at several points during the creation of the 2020 LRDP. UC Berkeley held two informational "open house" events in March 2003, at which University staff presented an overview of our preliminary analyses and findings on the plan, and then invited questions and comments from the audience. Shortly after the publication of the 2020 LRDP EIR Notice of Preparation, UC Berkeley held a scoping session in September 2003 to encourage public input on the scope of the EIR.

For the 2020 LRDP EIR itself, UC Berkeley not only extended the public comment period from the required 45 days to 61 days, but then extended it again to 65 days at the request of the City of Berkeley. During the comment period, UC Berkeley held two public hearings on the EIR, at which oral as well as written comments were taken. Also, as noted in the introduction to the city comments, UC Berkeley staff has engaged City of Berkeley staff early and regularly during preparation of the 2020 LRDP and EIR, including both an informational presentation and dialogue on the 2020 LRDP, and a preview of the draft EIR findings prior to publication.

The speaker also seems to object to the fact the 2020 LRDP was not prepared and presented to the community in advance of the environmental analysis. The University believes to do so would violate the very spirit of CEQA: namely, to make environmental analysis an integral part of the planmaking process. Preparing the plan and EIR simultaneously enabled the University to incorporate the results of the environmental analysis into the plan itself, and also enabled the public to use those results in the review and critique of the plan.

RESPONSE TO COMMENT TI-6C

The speaker's comments on the scale of development under the 2020 LRDP are noted.

RESPONSE TO COMMENTS TI-8A THRU TI-8H

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT TI-9A

The University believes the maps contained in the Draft EIR sufficiently convey the information required for this program level EIR.

RESPONSE TO COMMENT TI-9B

See Thematic Response 6 regarding the relationship of UC Berkeley and Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT TI-9C

The 2020 LRDP includes the policies that guide the Strawberry Creek Management Plan. See, for example, pages 3.1-31, 3.1-51, and 3.1-63 to 3.1-66 of the Draft EIR. As it has in the past, UC Berkeley would be pleased to make presentations to community groups regarding the updated Strawberry Creek Management Plan when it is completed.

RESPONSE TO COMMENT TI-9D

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENTS TI-10A THRU TI-10E

See Thematic Response 4 regarding fiscal impacts. With regard to impermeable surfaces, Best Practice HYD-4-e would ensure the 2020 LRDP would result in no net increase in runoff over existing conditions.

RESPONSE TO COMMENT TI-11A

In July 2004, UC Berkeley and AC Transit completed negotiations for a pilot program to provide unlimited rides on AC Transit, including transbay service, to the 75% of UC employees who live in the AC Transit service area. See Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENT TI-11B

The University recognizes the potential for new parking to induce a mode shift toward driving. Mitigation TRA-11 implements several measures to minimize this shift.

RESPONSE TO COMMENT TI-11C

The intersection controls proposed in Mitigations TRA-6 and TRA-7 are mitigations of potential impacts of the 2020 LRDP, not alternatives.

RESPONSE TO COMMENT TI-11D

UC Berkeley continues to work with BART toward formulating a discount ticket program acceptable to both parties.

RESPONSE TO COMMENT TI-11E

No change in the current policy of higher fees for central campus spaces is anticipated. University parking facilities are already made available for public parking during evenings and weekends. However, the University is unable to use its own resources to meet peak-time parking demands beyond those generated by UC Berkeley itself.

RESPONSE TO COMMENT TI-11F

The University does not plan to have a public comment period for the Final EIR. The CEQA Guidelines describe the circumstances that merit recirculation of an EIR (CEQA Guidelines 15088.5). Significant new information has not been added to the EIR, and recirculation is therefore not warranted.

RESPONSE TO COMMENT TI-12A

With respect to notification, in addition to advertisements in local newspapers, UC Berkeley sent a letter from Chancellor Berdahl to every household address in Berkeley, as well as the newsletter *Cal Neighbors*, which also goes to every household address in Berkeley.

RESPONSE TO COMMENT TI-12B

The speaker's opinions are noted, although air quality and traffic impacts of the 2020 LRDP are evaluated thoroughly in the EIR.

RESPONSE TO COMMENT TI-12C

The speaker's opinions are noted.

RESPONSE TO COMMENT TI-12D

The reconstruction of Underhill Field is specifically addressed as a policy in section 3.1.10.

RESPONSE TO COMMENT TI-12E

The comment period was set at 61 days rather than the 45 days required by CEQA, and then extended to 65 days at the request of the City of Berkeley.

RESPONSE TO COMMENT TI-12F

Please see the air quality analysis in section 4.2 of the Draft EIR.

RESPONSE TO COMMENT TI-12G

See Thematic Response 6 regarding the relationship of UC Berkeley and Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENTS TI-13A THRU TI-13D

The speaker's opinions are noted, but contain no specific comments on the Draft EIR.

RESPONSE TO COMMENT TI-14A

The speaker's opinions are noted. With respect to the redevelopment of University Village Albany, although the Village is outside the scope of the 2020 LRDP, the 2020 LRDP includes the Village project in its analyses of cumulative impacts.

RESPONSE TO COMMENT TI-14B

The comment period was set at 61 days rather than the 45 days required by CEQA, and then extended to 65 days at the request of the City of Berkeley.

RESPONSE TO COMMENT TI-14C

Most major capital projects at UC Berkeley have multiple sources of funds, which may include both state and gift funds. The funding mix varies with each project, but the funding for the program envisioned in the 2020 LRDP is not yet known.

RESPONSE TO COMMENT TI-15A

The speaker's opinions are noted.

RESPONSE TO COMMENTS T1-15B

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT T1-15C

The question of groundwater contamination by hazardous materials is covered in section 4.6 of the Draft EIR, which includes the following statement regarding LBNL:

Soil and groundwater at Lawrence Berkeley National Laboratory is contaminated with volatile organic compounds and radionuclides. The groundwater contaminant plumes have not migrated off-site. Although there is a potential for groundwater contaminated with radionuclides to reach Chicken Creek, which flows onto the campus, the concentrations of radionuclides in the vicinity of Chicken Creek are well below the maximum contaminant levels for drinking water. Therefore, development on campus property adjoining the LBNL site would not be significantly affected by contamination on the LBNL site.

RESPONSE TO COMMENT T1-15D

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development.

RESPONSE TO COMMENT T1-15E

See Thematic Response 6 regarding the relationship of UC Berkeley and Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT T1-15F

Historical patterns suggest the current vacancy rates in Berkeley are a temporary phenomenon. However, as noted in section 3.1.8:

Because the state provides no funds for university housing, the entire cost of housing construction, operation, and maintenance must be supported by rent revenues. Our goals to improve the amount and quality of housing must therefore be balanced by the need to keep rents at reasonable levels, and avoid building surplus capacity. The 2020 targets, and the pace at which we achieve them, may be adjusted in the future to reflect changes in market conditions and the demand for university housing.

RESPONSE TO COMMENTS T1-17A AND T1-17B

The 2020 LRDP EIR analyzes the impacts of implementing the 2020 LRDP. Nothing in the 2020 LRDP would increase risks to cyclists; the 2020 LRDP includes policies to further enhance cyclist safety. See pages 3.1-45 to 3.1-46 of the of the 2020 LRDP Draft EIR.

The 2020 LRDP Draft EIR includes measures to ensure that any traffic increase that does occur is handled as safely as possible. Mitigation measures proposed in the Draft EIR to improve vehicle level of service would be implemented in accordance with applicable safety codes, and in accordance with City of Berkeley provisions.

Further analysis of possible risks to cyclists would be speculative, and is not required by CEQA.

RESPONSE TO COMMENT TI-18A

The speaker does not explain why intersection controls would adversely affect safety for bicycles and pedestrians.

RESPONSE TO COMMENT TI-18B

See Thematic Response 9 regarding parking demand and Thematic Response 10 regarding alternative transportation programs. Note Thematic Response 9 includes a comparison of parking ratios with other urban research universities, including UW and UCLA, and Thematic Response 10 includes a description of the recently approved Bear Pass program.

RESPONSE TO COMMENT TI-18C

The speaker's comments are noted.

RESPONSE TO COMMENTS TI-19A THRU 19C

Community input was solicited at several points during the creation of the 2020 LRDP. UC Berkeley held two informational "open house" events in March 2003, at which University staff presented an overview of our preliminary analyses and findings on the plan, and then invited questions and comments from the audience. Shortly after the publication of the 2020 LRDP EIR Notice of Preparation, UC Berkeley held a scoping session in September 2003 to encourage public input on the scope of the EIR.

For the 2020 LRDP EIR itself, UC Berkeley not only extended the public comment period from the required 45 days to 61 days, but then extended it again to 65 days at the request of the City of Berkeley. During the comment period, UC Berkeley held two public hearings on the EIR, at which oral as well as written comments were taken. Also, as noted in the introduction to the city comments, UC Berkeley staff has engaged City of Berkeley staff early and regularly during preparation of the 2020 LRDP and EIR, including both an informational presentation and dialogue on the 2020 LRDP, and a preview of the draft EIR findings prior to publication.

UC Berkeley apologizes for any misunderstanding regarding the annual meeting mentioned by the speaker.

RESPONSE TO COMMENTS TI-20A THRU TI-20E

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENTS TI-21A THRU TI-21C

The speaker's opinions are noted. As mentioned above, faculty housing in the Hill Campus is no longer an element of the 2020 LRDP.

RESPONSE TO COMMENT T1-22A

Most major capital projects at UC Berkeley have multiple sources of funds, which may include both state and gift funds. The funding mix varies with each project, but the funding for the program envisioned in the 2020 LRDP is not yet known.

UC BERKELEY DRAFT 2020 LONG RANGE DEVELOPMENT PLAN
AND TIEN CENTER FOR EAST ASIAN STUDIES
DRAFT ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING NUMBER TWO

KRUTCH THEATER, CLARK KERR CAMPUS
BERKELEY, CALIFORNIA

REPORTER'S TRANSCRIPT OF PROCEEDINGS

May 11, 2004

Reported by: LESLIE COOPER, CSR 9215 (346415)

PUBLIC HEARING NUMBER TWO

Page 2		Page 4	
1	INDEX	1	May 11, 2004 PROCEEDINGS 5:34 P.M.
2	Statement by Mr. Mathis 11	2	MR. GRONSKY: Good afternoon, everyone. I
3	Statement by Ms. Foster 12	3	want to welcome everyone to this second of two public
4	Statement by Mr. Metzger 16	4	hearings on the new UC Berkeley 2020 Long Range
5	Statement by Mr. Friberg 26	5	Development Plan.
6	Statement by Ms. Madigan 28	6	First to introduce myself, my name is Ron
7	Statement by Ms. Jones 30	7	Gronsky. I'm a member of the faculty here at Cal in
8	Statement by Mr. Kelly 32	8	the College of Engineering, and I also represent some
9	Statement by Mr. Price 35	9	2,200 colleagues as chair of the Berkeley Division of
10	Statement by Mr. Van Oytzel 38	10	the Academic Senate. I am also a member of the
11	Statement by Mr. Mejia 41	11	committee of faculty administrators and students that
12	Statement by Ms. Moret 43	12	helped to create this plan.
13	Statement by Mr. Schechtman 47	13	The 2020 Long Range Development Plan had its
14	Statement by Mr. Katz 54	14	origins in what we're calling the Strategic Academic
15	Statement by Ms. Sihvola 58	15	Plan of the university. There are a few excerpts in
16	Statement by Mr. Aust 61	16	the back corner of this room. It was developed a few
17	Statement by Mr. Markel 64	17	years ago.
18	Statement by Mr. Tropp 66	18	The Strategic Academic Plan identifies what we
19	Statement by Ms. Pflaumer 69	19	call our key challenges for the 21st century, basically
20	Statement by Mr. Williams 71	20	to remain the best public institution in the world.
21	Statement by Ms. Willingham 74	21	The 2020 Long Range Development Plan defines
22	Statement by Ms. Thomas 76	22	the physical improvements that we need to meet these
23	Statement by Mr. Sharp 79	23	challenges. One of those key challenges is the fact
24	Statement by Ms. Thompson 81	24	that we're the oldest campus in the UC system, and we
25	Statement by Mr. Caner 84	25	are at the point where many of our older buildings just
Page 3		Page 5	
1	Statement by Mr. Kelly 87	1	can't meet the performance demands of the 21st century
2	Statement by Ms. Hudson 90	2	either for research or for education.
3	Statement by Mr. Arrequin 93	3	Another of those challenges is that the
4	Statement by Mr. Khan 97	4	population of California, as you know, is growing, and
5	Statement by Mr. Buckwald 99	5	the demand for a college education continues to grow as
6	Statement by Mr. Fritzingler 102	6	well, and so does the demand for research to deal with
7	Statement by Mr. Cohen 103	7	the increasingly complex problems that we face as a
8	Statement by Ms. Dwyer 105	8	society.
9	-o0o--	9	I'll draw your attention to, for instance, the
10		10	Health Sciences Initiative on the Berkeley campus right
11		11	now.
12		12	So we are excited by and, I think, quite proud
13		13	of the 2020 Long Range Development Plan because it
14		14	recognizes the investments that Berkeley needs to make
15		15	in both campus growth and campus renewal, but also it
16		16	establishes a strong ethic of environmental quality,
17		17	sustainable design and respect for the unique character
18		18	of both the campus and the city.
19		19	I think I speak for all of my colleagues in
20		20	acknowledging the fact that we are, indeed, a large
21		21	university in a very special small city. The quality
22		22	of life in Berkeley is precious, unique and fragile,
23		23	and the quality of life that we enjoy in the City of
24		24	Berkeley is very much a part of what we call the UC
25		25	Berkeley experience.

PUBLIC HEARING NUMBER TWO

<p style="text-align: right;">Page 6</p> <p>1 So while we have a good idea of the kind of 2 investments that we need to make in this campus in 3 order to keep UC Berkeley at the leading edge and to 4 serve the people of California, your comments tonight 5 are very important to help us understand how we can 6 make those investments in ways that also enhance the 7 community and the environment. 8 So I want to thank all of you again for coming 9 here tonight. I look forward to hearing what you have 10 to say. 11 And now I would like to turn over the evening 12 to Irene Hegarty, our Director of Community Relations, 13 who will introduce some of the other people from the 14 campus who have also come to listen to you this 15 evening. 16 Irene. 17 MS. HEGARTY: Good evening. I want to add my 18 welcome to that of Professor Gronsky. Thank you for 19 coming out tonight. 20 We're here tonight to hear from you. This 21 public hearing is being conducted according to the 22 university's policies with regard to the California 23 Environmental Quality Act or CEQA. 24 CEQA doesn't actually require public hearing, 25 but it is university practice to do so. And given the</p>	<p style="text-align: right;">Page 8</p> <p>1 reporter, give her a little break. And also if we 2 should run out of speaker cards, we will take a little 3 break and then reconvene when we get more cards in. 4 If you wish to speak tonight, please fill out 5 a card. There's some at the front desk. 6 I'd like to just acknowledge some of the UC 7 staff who are here tonight. 8 In the back of the room is Jennifer Lawrence, 9 Principal Environmental Planner for UC Berkeley. 10 Is Steve Noack here? Okay, our consultant 11 from Design Community and Environment, our 12 environmental consultant. 13 Janet Gilmore, Public Information Office, UC 14 Berkeley. 15 Tom Lollini is our Assistant Vice Chancellor 16 for Physical and Environmental Planning. 17 I also would like to acknowledge Jim Hynes -- 18 oh, I'm sorry, Vice Chancellor Ed Denton, just to 19 finish with UC folks I just saw, and they just arrived. 20 Ed is the Vice Chancellor for Capital Projects, now 21 called Facilities Services. And then finally Jim Hynes 22 with the City of Berkeley's City Manager's office. 23 And I'd like Jim just to come up and mention 24 the additional dates that the City has set out for the 25 public comment the City's process.</p>
<p style="text-align: right;">Page 7</p> <p>1 complexity and importance of this particular plan, 2 we've scheduled two public hearings, one last Wednesday 3 and this one tonight. 4 We will be here tonight until 8:30, and after 5 some brief -- a brief presentation, the rest of the 6 evening will be dedicated to hearing from you. And I 7 will explain sort of the ground rules for that in a 8 minute, but essentially we will be here until 8:30 and 9 everyone will have an opportunity to give us your 10 comments. 11 We can't answer your questions tonight, at 12 least as to the substance of the plan. That's not what 13 this meeting is about. It's about recording your 14 comments. 15 We have a court reporter here recording your 16 comments. We also have a recorder. And a transcript 17 of your remarks will be given to the UC Regents when 18 they review the plan and the environmental impact 19 report in November. 20 We will also address your comments in the 21 final environmental impact report. However, if there 22 are any questions about the process, we'd be happy to 23 answer those. 24 Also, in the course of the evening, we will be 25 taking a break or two for the benefit of our court</p>	<p style="text-align: right;">Page 9</p> <p>1 MR. HYNES: Well, first what I want to say: 2 Again, my name is Jim Hynes. I'm from the City 3 Manager's Office in Berkeley. I'm the Assistant to the 4 City Manager. 5 What I think people need to know is that the 6 City's planning on providing a full staff response. 7 We've convened an interdepartmental team of all 8 hands-on deck in the City to respond by the June 14th 9 deadline. 10 There's some key meetings on the city side 11 that are coming up. May 19th -- you might want to make 12 note of these dates: 13 May 19 is the Planning Commission, which is 14 going to be the lead acting commission on this, will be 15 holding a public hearing at the North Berkeley Senior's 16 Center at 7:00 o'clock. 17 There will be a City Council workshop on the 18 LRDP on May 25th at the old City Hall, which is 2134 19 MLK, at 5:00 o'clock. At that meeting, there will be a 20 preparation by UCB staff followed by a question and 21 answer with the Mayor and the Council. There will also 22 be room for public comment. 23 On June 1st, Tuesday, 7:00 o'clock, the City 24 Council will reconvene and City staff will present our 25 response based on what we've studied in the plan and</p>

PUBLIC HEARING NUMBER TWO

<p style="text-align: right;">Page 10</p> <p>1 based on what we've heard from the community. 2 And then finally, on June 8th, the City 3 Council will be taking formal actions in response to 4 the LRDP and in response to the City's staff responses. 5 If there are any questions, I can be reached 6 at the City Manager's Office at 981-7000. My 7 colleague, Arrietta Chakos, who is the Assistant City 8 Manager, is also available to respond to any questions 9 or concerns in terms of the City's response to the 10 LRDP. 11 Thank you. 12 MS. HEGARTY: Thank you, Jim. 13 I also want to point out that you may submit 14 comment cards here tonight or you can send your 15 comments by U.S. mail or email, and those addresses are 16 on your agenda. 17 Now, I would like to introduce Kerry O'Banion, 18 who is the Project Manager for the Long Range 19 Development Plan, who will be making a brief 20 presentation. 21 Thank you. 22 (Whereupon, Mr. O'Banion made a presentation 23 which was not reported.) 24 MS. HEGARTY: I just want to welcome a couple 25 of more representatives from the campus. We've been</p>	<p style="text-align: right;">Page 12</p> <p>1 heavy construction. 2 And if my memory serves me right, your Davis 3 campus has approximately 3,000 acres of usable land and 4 it's free of earthquake hazard. It's difficult for me 5 to understand what a huge amount of taxpayer assets are 6 being placed on the Hayward fault. 7 An example is your Gayley Road building. It's 8 worth about -- I would expect by the time it's 9 finished -- 100 million, advertised at 90 million. The 10 equipment in it will at least double that cost. And 11 you're within a few yards from the center of that 12 fault. 13 The campus over the years has compounded this 14 problem by building a significant buildings out of 15 reinforced concrete, a second rate structural material. 16 If you're going to build in this area, it 17 should be steel. So my humble suggestion is that the 18 regents start relocating research facilities and the 19 few students that are associated with that to Davis. 20 (Applause) 21 MS. HEGARTY: Thank you. 22 Next is Nora Foster representing IAT, Improve 23 Alternative Transportation. 24 STATEMENT OF MS. FOSTER 25 MS. FOSTER: Hello. I'm Nora Foster. I've</p>
<p style="text-align: right;">Page 11</p> <p>1 joined by Associate Vice Chancellor George Strait from 2 Public Affairs, in the back of the room, and 3 Professor Calvin Moore of the Long Range Development 4 Plan Steering Committee. Welcome. 5 Again, if you would like to speak tonight, 6 please fill out a speaker card. They're at the front 7 desk. And we will call you in order. We'll be here 8 tonight until 8:30 taking oral comments. 9 Each speaker can have three minutes. If you 10 officially represent an organization, please let us 11 know and you may have five minutes. 12 If we get through all the comments tonight -- 13 and this happened at our last public hearing -- and we 14 have additional time remaining, you may come up and 15 make additional comments. But we want to make sure 16 that everybody has a chance to be heard first. 17 With that, I'd ask for the speaker cards. 18 If you can state your name clearly for our 19 court reporter, that would help too. 20 The first speaker is Ray Mathis, followed by 21 Nora Foster. 22 STATEMENT OF MR. MATHIS 23 MR. MATHIS: My name is Ray Mathis. I'm an 24 architect. I live at 39 Canyon Road. 25 I've spent 50 years in the field, 25 years in</p>	<p style="text-align: right;">Page 13</p> <p>1 worked 25 years at the Doe Library and a little pun 2 here: I think we are short-sighted in Long Range 3 Development Plan in terms of the transportation goals. 4 And I did speak at May 5th, and I do have a 5 few specific areas that I can reiterate: 6 Basically, the denial or the flat rejection of 7 the idea of reduced parking and alternative 8 transportation is a huge mistake for the long range for 9 our society, for our air congestion, for all of the 10 impacts. 11 And an additional 1,636 people driving -- if 12 any of you have seen Gayley Road today with the drive- 13 alones -- I just walked past -- I walked past there, 14 and I saw so many individual cars. Nobody's 15 carpooling. There weren't even two people in cars at 16 this point. 17 But I think there has to be a point where 18 people say: Okay, I'm going to hop on the bus because 19 I know there's no parking up there, that it actually 20 becomes unfortunately like it is in San Francisco, a 21 negative experience to drive, so you say: I'm going to 22 take the BART or I'm going to catch that nice new 23 shuttle that the university is providing up around the 24 Tien Center and up to the hill. 25 So those are the kinds of things that really</p>

T2-1a

T2-1b

T2-2a

T2-2b

PUBLIC HEARING NUMBER TWO

Page 14

Page 16

T2-2b

1 should be added and that additional people -- they said
2 that 917 will walk. Only 483 will bike. 247 will
3 carpool. 817 will take public transit, but, again, the
4 majority, 1,636 persons driving, is unacceptable.

T2-2c

5 They also state in Section F-1-24:
6 "Bike facilities will not be needed
7 because based on this analysis the
8 impact is less than significant."

9 I beg to differ. If you have adequate biking
10 or better secure parking bicycle parking -- it doesn't
11 look like our audience are bicyclists. I may be wrong.
12 Then it is important to have secure bicycle parking.
13 So this is a major oversight.

T2-2d

14 It also says in F-1, page 24, new BART riders
15 could be accommodated -- and I'm paraphrasing here a
16 little because I've just written this. But this is
17 also less than significant.

18 Again, it's up to our transit -- our larger
19 transit districts, which is not the responsibility of
20 the university, to work on getting AC back in place.

21 Now, this is a 20-year plan, and hopefully,
22 you know, things will turn around and we'll start
23 moving toward that goal on other levels as well.

24 In terms of alternatives, the growth impact,
25 again, of AC and BART could be significant. And I

T2-2e

1 would hope that this would increase their service.

2 In terms of the CEQA, the conclusions on page
3 6-1:

4 "The 2020 LRDP would increase vehicle
5 traffic and traffic congestion at
6 seven intersections to unacceptable
7 levels."

8 And the mitigation according to what we were
9 just shown are traffic signals. And I'm sorry. I
10 don't see a traffic signal as an adequate mitigation.

11 In my view, hopefully by having free transit
12 passes, eco passes, adequate bicycle storage, bike
13 paths, safe bike paths so the cars -- you know, I'm
14 willing to admit that some parking for the disabled and
15 a visiting group, you know, even bus parking where they
16 can turn around in certain areas, is going to be
17 necessary but not the extent of 2023 new spaces.

18 Okay. I think I have covered most of the
19 points.

20 And I want to just tell you that the "Daily
21 Cal" had a wonderful editorial about improving
22 alternative transportation, in particular transit eco
23 pass, for the staff and faculty at the university. We
24 may see it yet in our lifetime.

T2-2f

25 And I'd also like to point to something that

Page 15

Page 17

1 isn't in the LRDP that's right around the corner: In
2 2005, on the Southside, Underhill is going to be built.
3 And that's a 1,000 increase of parking -- it will be
4 1,000-space parking garage. And I think this is a
5 shame, that that area could be a housing development
6 which would provide walking distance

7 College Avenue is already overimpacted. The
8 Southside is over -- there's a huge impact with traffic
9 on that corner. It's going to be horrendous with a
10 thousand cars coming in and out of that Underhill
11 Garage.

12 So I say: Yes, increase the underground of
13 Underhill with parking, but add to the top of -- you
14 know, build up and get those freshmen and those
15 graduate students into close by housing, which they
16 desperately need.

17 If you've spoken with some of the students,
18 you should hear their heart-wrenching story about
19 housing trouble.

20 MS. HEGARTY: Thank you.

21 MS. FOSTER: Okay. Very good. So I hope this
22 will help to change the plan. Thank you.

23 MS. HEGARTY: Thank you.

24 The next is Dean Metzger, followed by Carl
25 Friberg.

T2-2f

1 STATEMENT OF MR. METZGER

2 MR. METZGER: Good evening. I'm Dean Metzger
3 I'm going to represent CENA, the Claremont Elmwood
4 Neighborhood Association, as well as the Berkeley City
5 Transportation Commission, so I'd like to take as much
6 time as I need. It's not going to take more than five,
7 ten minutes to do.

8 Again, my name is Dean Metzger. I do live in
9 Berkeley. I live on the Southside, and I am very
10 active in our neighborhood. I'm the president of our
11 neighborhood association, as well as the chair of the
12 Transportation Commission for the City of Berkeley.

13 I would like to make a couple of positive
14 remarks before I start:

15 I think we should thank the university for the
16 information that they have put in this Long Range Plan.
17 This information can be used by the university and the
18 City to plan our future. The detail provides us with
19 data that would be difficult to come by any other way.

20 If the university and City work together, they
21 may survive this plan.

22 However, the negative remarks I will make is
23 that the plan has nothing that is positive about
24 solving any of the problems that it's going to create.

25 There are no solutions to any problems -- any of the

PUBLIC HEARING NUMBER TWO

1 plans in this Long Range plan. Don't know if that's
2 intended or not, but that's what has happened.

T2-3a

3 As the plan is fully developed, the City of
4 Berkeley will not be able to provide the services to
5 the university or its citizens. It just simply won't
6 have the financial resources.

7 We are losing our tax base to the university,
8 and it is not paying its share of trying to keep it
9 viable for all of us. Both the university and the city
10 will suffer from this.

11 With those remarks, I'd like to represent the
12 Claremont Elmwood Neighborhood Association, which
13 borders the university on the south side.

T2-3b

14 We have, in the City of Berkeley, an agreement
15 with the City called a covenant. The covenant covers
16 what happens on the Clark Kerr campus, where we're
17 standing today.

18 It also is in effect with the City of
19 Berkeley, so there are actually two covenants, one with
20 the City itself and one with the residents.

21 That covenant is very important to us because
22 with it we have some protection against the university
23 and how it is trying to overrun our neighborhood.

24 So we request that the ERA (sic) include the
25 text of the covenant and review of the covenant, bring

1 to provide an economic advantage for them to get out of
2 their cars.

T2-3d

3 Until we as a society decide that it's worth
4 getting people out of their cars they will not. It has
5 to be made economically feasible for someone not to
6 drive to this campus. That means paying them a lot
7 more in salary so that they can ride the bus. If they
8 drive their car, they lose the salary. If they ride
9 the bus, they get the salary. These things have to be
10 looked at.

11 Also, the university, even though it wants to
12 not believe that the infrastructure of our city isn't
13 their responsibility, are the main users of it. And
14 they are the main creators of the problems in it.

T2-3e

15 And so we're calling for them to put in its
16 plan adequate funding to the City of Berkeley to
17 upgrade our infrastructure to handle the new people who
18 are coming to our city.

19 The next thing that happens in our community
20 now on the south side with the construction going on,
21 of course, is construction parking and the effects it's
22 having on our neighbors in southside.

T2-3f

23 So we're asking the City -- I'm sorry, asking
24 the university to make it a condition of these
25 construction contracts to be that the contractor

1 the current use into compliance with those items --
2 those terms of the covenant.

T2-3c

3 We also would ask that all future plans and
4 projects of the Clark Kerr Campus be submitted to CENA
5 our neighborhood organization, and the City of Berkeley
6 for review and comment to be sure they're in compliance
7 with the covenant.

8 Traffic: It's one of the biggest problems
9 that we have in our neighborhood because we have the
10 Warren Derby freeway, corridor, if you will. We have
11 Ashby Avenue. We have Tunnel Road.

12 We need the university to look seriously at
13 these corridors and how they're going to move these
14 additional people through our neighborhoods because
15 they can't do it now. With this plan it will be
16 impossible.

17 So we request the university develop a traffic
18 plan for the Warren Derby corridor, and this plan
19 should provide ways to reduce the congestion in this
20 corridor.

T2-3d

21 New routes for the Contra Costa automobile
22 commuters need to be explored. This could be a tough
23 one, but there are ways, if one wants to think outside
24 of the box, of doing this. Programs to get the Contra
25 Costa commuters out of their cars need to be developed

1 provide parking or the university provide the parking
2 not on our city streets but on the university property
3 or on the construction site.

4 And we're also asking that in the contracts
5 there's a penalty of \$500 per incident when a
6 construction worker or any of those people are parking
7 in our neighborhoods.

8 This can be written into the contract. It's
9 just like any contract that has a delay clause in it
10 that penalizes the contractor for any days that are
11 late in his completing the project.

12 Finally, we're asking that the university
13 provide more direction when they have their events,
14 university football games, basketball games, you name
15 it, music programs.

T2-3g

16 The south side is impacted greatly by this.
17 Many, many people are coming from Contra Costa County
18 in the Oakland direction into our neighborhood trying
19 to find places to park, trying to get to the events.

20 We're asking the university to provide
21 additional funding either for our local police force or
22 provide additional people on all of our corners to
23 direct people to these events and to the parking that's
24 available that the university is providing.

25 So those are the things that I think would

PUBLIC HEARING NUMBER TWO

1 impact our neighborhood and the university could do to
2 make our way of life a little easier.

3 I'd also -- I would like now also to talk
4 about the Transportation Commission in the City of
5 Berkeley.

6 We do have a Transportation Commission that
7 basically is ignored by almost everyone, including most
8 of its cities. And the main reason why it's being
9 ignored by them is because it's considered to be a
10 bicycle commission rather than a transportation
11 commission.

12 This may or may not be true, but the fact of
13 the matter is that it is there. It does function, and
14 we have meaningful discussions about how we're going to
15 try to plan the transportation system in the City of
16 Berkeley.

17 So, first of all, for the land use part of
18 this thing, which is Section 486, I want the university
19 to include in its Long Range Plan the City of Berkeley
20 Transportation Commission to those organizations that
21 are to review all projects of the Long Range Plan.
22 This is not done now, and it needs to be done.

23 The next thing is that all housing that is to
24 be built for the university should have a no-car
25 provision that is enforceable, not just a no-car

1 should in their contracts have provisions that will
2 repair our city streets and our infrastructure.

3 One of the reasons that things happen the way
4 they do was I was a resident of the Bateman
5 neighborhood when Alta Bates built their campus now and
6 tore down our neighborhood for what they have there.

7 On Prince Street, where I live, all these
8 trucks carrying all these heavy beams came up our
9 street and collapsed the sewer in our street.

10 Well, the City paid for it, which is you and
11 I. This is just unacceptable to me. Those people who
12 are responsible for whatever they cause need to be
13 responsible and pay for it.

14 The next thing that I'd like to mention is the
15 TDM study. That study was finished three or four years
16 ago.

17 I've been running a subcommittee now for about
18 two years on it, and nobody from the university has
19 ever showed up. Very few people know about it. Very
20 few people seem to be interested in it.

21 We want the university to provide us with the
22 information of how they've implemented the TDM study
23 and how they're going to use it. You can say it, but
24 if you don't use it, it's a worthless document.

25 And this document is quite long and has some

T2-3k

T2-3l

1 policy, but a no-car provision that is enforceable.

2 And again, I would say that one way to do this
3 would be to have a fine of \$500 for any student who
4 drives that lives in these dorms, because we know they
5 do even though the university has a policy that they're
6 not supposed to.

7 But I think if they were charged \$500 for
8 every time they were notified that they have a car in
9 Berkeley when they shouldn't have, we might see some
10 progress on reducing some of the cars in Berkeley.

11 Next: Just last week we passed a new law in
12 Berkeley that requires a three-ton truck limit in all
13 of our neighborhoods. We want the university to
14 respect this and to know what the plan is so that all
15 these construction vehicles stay on the streets they're
16 supposed to stay on and not in our neighborhoods.

17 This means that each construction project
18 should be submitting a circulation plan for that
19 construction project.

20 How is the general contractor going to get his
21 vehicles in and out of our city? How are these large
22 trucks going to come through our city without going
23 down through our residential neighborhoods? We've got
24 to have ways of keeping them on the major routes.

25 In line with that, the City or the university

1 good solutions to the problems. It's going to take
2 money, but nobody wants to come up with the money. So
3 there are no solutions being provided yet.

4 Another thing that is impacting us, of course,
5 is parking in residential neighborhoods and around the
6 campus.

7 As most of you know who read the paper, we
8 have a huge problem of people vandalizing the meters.
9 The City is unable to keep up with it. As a matter of
10 fact, the City is paying more to maintain the meters
11 than they're taking in. And I say that around the
12 university, at least, the university ought to be
13 helping pay for the maintenance of these meters.

14 After all, most of this parking is university
15 related and should be a cooperative effort with the
16 City to make it work.

17 MS. HEGARTY: Your time is up.

18 MR. METZGER: I have just a couple more.

19 MS. HEGARTY: Very quickly because we need to
20 get on with the other speakers.

21 MR. METZGER: All right.

22 The other thing I wanted to mention is the BRT
23 on Telegraph Avenue.

24 This proposal is coming to us from AC Transit,
25 and the university is supporting it as well as some of

T2-3m

T2-3n

T2-3h

T2-3i

T2-3j

T2-3k

PUBLIC HEARING NUMBER TWO

T2-3n

1 us on the Transportation Commission.
2 But I don't think any of us should support it
3 until the university and the City approves that it will
4 reduce the traffic on Telegraph Avenue so that one lane
5 of traffic on Telegraph Avenue won't gridlock it.
6 Because the plan calls for that, putting this rapid
7 transit bus on Telegraph Avenue and taking it down to
8 one lane.

9 So I'm asking the university to support the
10 plan but only after the traffic counts are done and it
11 is proven that the traffic can be handled on one lane;
12 otherwise, it's hopeless.

T2-3o

13 And finally, I'd like the university to get
14 serious about implementing a financial solution to all
15 these problems, because if we don't have the financials
16 to do it, none of these problems will be resolved.

17 Thank you.

18 MS. HEGARTY: Thank you.

19 Carl Friberg.

20 STATEMENT OF MR. FRIBERG

21 MR. FRIBERG: My name is Carl Friberg. I'm a
22 spokesperson for the North Side Neighborhood
23 Association. We border the north side of the
24 university as Dean's organization borders the south
25 side.

T2-4a

1 My comments are going to be very general:
2 I came here as a student in 1965, and at that
3 time there was a lot of talk about the master plan that
4 Clark Kerr had developed for the university and for
5 education in the State of California.

6 At that time, the plan called for 27,500
7 students for the campus. Then we had a new plan, as
8 was mentioned by Professor Gronsky, that -- they had a
9 new plan with an increase in students.

10 Now we have another plan coming up for the
11 2020 with another increase, and they say: When we
12 reach this plan in 2020, then we're going to plateau
13 and we're just going to start, you know, taking care of
14 the buildings that we already have. But after each
15 plan we always increasing. It's increase, increase.

16 Why is it we don't get back to the original
17 master plan for the entire State of California? That's
18 why the people of California are paying for the new
19 campuses that we've developed in the state, because
20 Berkeley cannot handle it.

21 It was developed in relation with the City.
22 The university worked very well with the City at that
23 time on what we could handle. But all we see is
24 traffic, and now we hear the complaints and everything
25 else about parking, traffic, air pollution, noise,

1 collapsing sewers.

2 All this comes as a result of the violation of
3 the master plan which had been developed for the
4 university.

5 You look at this 2020 plan here and everything
6 is more, more students, more faculty, more facilities,
7 more parking. I want to see a reduction, less, less
8 and more public transportation, more facilities for
9 faculty to use.

10 BART, which we spent millions of dollars on
11 for this whole area so people can come from Walnut
12 Creek, can come into Berkeley and walk up or take a
13 local bus to get onto the campus. Thank you.

14 MS. HEGARTY: Thank you.

15 The next speaker is Marge Madigan, followed by
16 Martha Jones.

17 STATEMENT OF MS. MADIGAN

18 MS. MADIGAN: My name is Marge Madigan, and
19 represent the Lower Summit Road Neighborhood
20 Association.

21 And I'd like to begin by asking Mr. O'Banion:
22 Where do you live?

23 MR. O'BANION: I live in north Oakland.

24 MS. MADIGAN: Okay. So you haven't dealt with
25 the kind of situation that you're putting us in. And

T2-4a

T2-4b

T2-5a

T2-5b

1 I'm particularly addressing this to you because I felt
2 that your comments in response to some of the things
3 that were raised at the last meeting didn't really seem
4 like you understood.

5 One of the gentlemen who spoke earlier
6 mentioned the earthquake problem. This concerns us
7 very much.

8 We have a lot of people in our area already.
9 If there are 100 units of housing three and four
10 bedrooms each, the number of people that will be
11 brought there will be devastated if there's an
12 earthquake. Why build more on the Hayward fault?

13 We're concerned about fire danger, and I'm
14 sure that some of you are aware of the fire that
15 happened a couple of nights ago in Oakland. Everything
16 is very dry. It spreads very quickly.

17 In 1991 when the fire happened, a number of
18 people came up to Grizzly Peak around our area just to
19 look at the smoke. It was difficult enough to get out
20 when we were told to evacuate. The number of extra
21 people made it treacherous.

22 I lost a friend in the Oakland fire because
23 she was trying to go on a winding road to get out of
24 the danger area. I don't want that to happen in
25 Berkeley.

PUBLIC HEARING NUMBER TWO

T2-5c

1 When you say that your solution to the traffic
2 is a traffic light, I don't understand how that can
3 possibly help. You've put a traffic light by Lawrence
4 Hall of Science, and it slows things down.

5 If we have a natural problem, a fire or an
6 earthquake or any other kind of a disaster where we
7 need to get out quickly, I don't see the traffic light
8 is going to help a bit.

T2-5d

9 I'd like for you to reconsider. I wonder why
10 when the City of Berkeley is building so many units of
11 housing in north Berkeley, you don't purchase some of
12 those and use them for faculty or student housing.

13 They're easily walking distance to the campus.
14 They're biking distance. They would cut down on all of
15 the cars that we're trying to get rid of. It's like
16 you're just not with it with paying attention to this.

17 I really encourage you to consider some of the
18 alternatives. Thank you.

19 MS. HEGARTY: Thank you.

20 Martha Jones, followed by Michael Kelly.

21 STATEMENT OF MS. JONES

22 MS. JONES: I'm Martha Jones, and I live on
23 Derby Street across from the Clark Kerr Campus, between
24 Warring and Bellrose. And I have been there for 47
25 years, all downhill when it comes to traffic as you

T2-6a

1 know, for those of you who drive through what is
2 referred to as the famous "corridor."

3 I was doing very fine reading the LRDP, which
4 I think I get three units for, until I came to the
5 section where they would like to put a traffic light at
6 Derby and Warring and another one at Piedmont and
7 Durant. And suddenly I could envision that I was going
8 to live on a ring road, you know, like London or
9 Cincinnati or all those cities that have ring roads,
10 because I am sure that all those traffic signals will
11 be timed to be green. And they said that they could
12 increase it by 19 percent.

13 What you don't know about the corridor is we
14 win in the "Guinness Book of Records" because we're not
15 a state highway like Ashby, but we have more cars. We
16 have more cars than College and Telegraph Avenue, and
17 yet we're a small residential neighborhood.

18 I've been president of the Claremont Elmwood
19 Neighborhood Association, in fact, the Council of
20 Neighborhoods Association in Berkeley. And I think I
21 have spent decades and decades working on traffic, and
22 I have to confess that I am a failure.

T2-6b

23 The university used to be very sympathetic,
24 and I have a letter from the Chancellor's office that
25 is directed to the City of Berkeley saying: Look, we

T2-6b

1 have to do something about the traffic on the corridor,
2 and we're very willing to go in with you to work on a
3 plan to do something about this traffic.

4 So \$90,000 later they developed wonderful
5 plans of what to do, and that particular plan went on
6 somebody's bookshelf gathering dust and nothing was
7 ever done.

8 So we have been studied more and plans come
9 up, but nothing ever happens. But although the
10 university graciously said they'd help pay for the
11 traffic lights, I must refuse their generosity, but
12 thank you.

13 MS. HEGARTY: Thank you.

14 Michael Kelly, and he'll be followed by
15 Phillip Price.

16 STATEMENT OF MR. KELLY

17 MR. KELLY: Hi. My name is Michael Kelly, and
18 I live at the bottom of the Panoramic Hill
19 neighborhood.

20 It's interesting that I'm following up Martha
21 because I'm here to talk about the same thing, about
22 the traffic on this corridor.

23 First, I would like to just read a little bit
24 from the LRDP objectives:

25 "One of the stated objectives of the

1 LRDP is to plan every new project to
2 respect and enhance the character,
3 liveability and cultural vitality of
4 our city environs."

5 Also in relation to the traffic on this
6 corner, it might be appropriate to read from the goals
7 of the TDM study, which is the downtown transportation
8 demand study that was done both by the university in
9 conjunction with the City.

10 That study also echoes those concerns by
11 saying:

12 "The goal of the study is to improve
13 the livability of Berkeley's core,
14 including the university, downtown,
15 south side and surrounding
16 neighborhoods."

17 Now, clearly this corridor is a pain to drive
18 on, and I understand why the university would really
19 like to improve the throughput on this corridor.

20 There's quite -- there's one, two, three, four
21 stop signs which slow down the traffic as it moves
22 along this corridor.

23 Due to the nature of the EIR process and doing
24 level of service studies on this corridor, the way that
25 process works, the natural tendency of the study is to

T2-7a

PUBLIC HEARING NUMBER TWO

T2-7a

1 try to figure out how to move more traffic through this
2 corridor.

3 A number of the intersections on the corridor
4 are graded as an F, complete failure.

5 The mitigations that are offered by this plan
6 are to put in traffic lights which will speed up
7 traffic. That's -- for the university that's a good
8 thing. You can get more people to the campus.

9 What I'm here to offer as a perspective as
10 someone who lives in this neighborhood is that speeding
11 up traffic, starting to turn this corridor into a
12 street like Dwight, like Haste, where I drive -- I
13 commute on those streets, and I see how fast people
14 drive, and I see how fast I drive sometimes on those
15 streets trying to make the next light.

16 What bringing stoplights into a neighborhood
17 does is it speeds up traffic and it creates an
18 atmosphere in which people rush to get through the next
19 light.

T2-7b

20 And so I'm here to offer the perspective that
21 that is not, in fact, a mitigation as far as the
22 neighbors are concerned, that it does, I recognize,
23 serve as an enhancement for the university in terms of
24 being able to improve the carrying of a traffic load on
25 these streets, but for people who live here, it does

1 not enhance our safety, the quality of our life, the
2 quality of the environs as stated as a goal in the LRDP
3 and in that traffic management study.

4 MS. HEGARTY: Thank you.

5 Phillip Price, followed by Roger Van Oytself.

6 STATEMENT OF MR. PRICE

7 MR. PRICE: My name is Phillip Price. I live
8 in north Berkeley. I work at Lawrence Berkeley
9 National Laboratory. And my wife is a recent -- has a
10 recent Ph.D. from UC Berkeley, yea.

11 I'm also a member of the Live Oak Cordiness
12 Creek -- it's Spanish for quail -- Neighborhood
13 Association, and I'm also on the City Parks and Rec.
14 Commission at Berkeley. But I am here just speaking
15 for myself.

T2-8a

16 First thing I'd like to say doesn't directly
17 have anything to do with the LRDP, and that is I parked
18 my bike out what I believe is the main entrance to this
19 building, and there is no bike parking, and it just
20 astonishes me that ten years after -- I've been living
21 here for 12 years -- hearing the university say how
22 they're encouraging alternative transportation, how is
23 it that I couldn't find a place to park my bike out
24 there?

25 It's so easy. How hard is it to put a pole in

1 the ground. So, please, get a bike parking rack or
2 something.

3 I would also like to echo what several
4 speakers have said, which is that to me the best thing
5 the university could do is just stop growing.

6 When my father was here in the early 1960s, he
7 has told me, he remembers that a number was banded
8 about. He thought it was 25,000. An earlier speaker
9 said 27,500, and that was what the university was going
10 to grow to, and they were committed to stopping there.
11 And then if more students needed educations, they would
12 build new campuses for those students.

13 While we're past that and we're still
14 increasing, and I have to say it's actually kind of
15 amusing to key this projected timeline that shows the
16 growth that just miraculously will stop right at the
17 end of this particular plan. That's when we can
18 finally stop.

19 I think: Why not stop now? Why not stop five
20 years ago?

21 There's always going to be more students. The
22 population of California will probably continue to
23 grow, so at some point we're going to have to draw the
24 line even though the potential pool of students is
25 still increasing. Let's just do it now.

T2-8a

T2-8b

T2-8c

T2-8d

1 But since that's unlikely to happen, things
2 that should happen even if that doesn't, the university
3 needs to pay its fair share for the infrastructure of
4 the City.

5 I think actually the university should be
6 subject to the City's rules and regulations just like
7 any other large employer or developer in the city. But
8 at the very least, the money has got to be there for
9 the City. It's just not fair for the City to have to
10 keep footing the bill for infrastructures, sewer, et
11 cetera, that the university uses.

12 Also, sort of a shortcoming of the current
13 plan: It really needs to have a comprehensive
14 watershed plan for the Hill Campus, especially -- for
15 Hill Campus and the rest of the campus.

16 There's talk about daylighting Strawberry
17 Creek through downtown Berkeley. That could actually
18 happen.

19 Any additional development the university does
20 in the watershed above the city will increase runoff,
21 will lead to a stronger, faster storm pulse because
22 there will be less permeable area to absorb the water.

23 We're already at capacity or over capacity in
24 many of Berkeley's culverts, and you really need to
25 have a look at the water quality issues, the runoff

PUBLIC HEARING NUMBER TWO

T2-8d

T2-8e

1 issues that are associated with the plan, and I don't
 2 think that's adequately covered.

3 And then finally, the new construction that's
 4 planned up by Lawrence Hall of Science, that doesn't
 5 make sense to me in fitting with the stated goals of --
 6 some of the stated goals of the LRDP.

7 For one thing, although technically within one
 8 mile you can't go -- it's one mile as the crow flies,
 9 and unless students are going to be provided with hang
 10 gliders or something, there's no way for them to
 11 actually walk or ride their bikes from there to campus
 12 and back.

13 Centennial is not a bikeable street, and you
 14 can't walk through there because the LBL, my employer,
 15 is in the way.

16 That's it. Thank you.

17 MS. HEGARTY: Thank you.

18 Roger Van Oytzel, followed by Michael Mejia.

19 STATEMENT OF MR. VAN OYTSEL

20 MR. VAN OYTSEL: My name is Roger Van Oytzel
 21 I'm a member of the North Side Neighborhood
 22 Association. As spokesperson, I'm a friend of Carl.
 23 And also I'm resident in Berkeley for more
 24 than 25 years. And I live on the north side for the
 25 last 13 years, just two blocks away from the campus.

1 this. And I'm sort of at the point of zero tolerance.
 2 Anyway, but we have to recognize and UC
 3 Berkeley should recognize that the city and UC Berkeley
 4 is running out of space. We share the space, but it's
 5 nothing left anymore. And I don't see why we can give
 6 more to UC Berkeley because there's nothing left.
 7 There's nothing to give. And I think that's a really
 8 serious problems (sic).

9 And so I propose that UC Berkeley -- and I
 10 recognize you have some needs and we really like to
 11 welcome you all the time and you're good neighbors, not
 12 always. But I think you should recognize that there is
 13 no place anymore to build and you should go somewhere
 14 else.

15 And I'd like to talk about our needs. I think
 16 we need to get back our neighborhoods and streets. We
 17 need to get back our residential appearance and
 18 character of our neighborhoods. That's what we really
 19 need.

20 We need to get back our safe and healthy
 21 streets. We need to get back our community where we
 22 can live and work and in the climate that's emotionally
 23 and physically nurturing and willing in a positive
 24 sense to be part of a large community.

25 In order to get there, I think a solution can

T2-9a

T2-9b

T2-9a

1 And so I think I do have an acute understanding of
 2 negative impacts that happened in the past already by
 3 the expansion of UC Berkeley.

4 And also, I think these impacts, the way it is
 5 presented in the 2020 Long Range Development Plan, will
 6 have a really severe negative impact, not only to our
 7 neighborhood, but surrounding neighborhoods around
 8 campus.

9 And we all know what the problems are. It's
 10 traffic, parking, pollution, crime and so forth and so
 11 forth.

12 And also, something happened in the last 25
 13 years I lived in Berkeley. I saw neighborhoods in the
 14 city change, and some parts of our city became an
 15 industrial park instead of a place to live and work and
 16 raise families.

17 And I think, again, that the Long Range Plan,
 18 the way it is presented to us, will be -- will have an
 19 enormous negative impact to our quality of life for all
 20 citizens of Berkeley.

21 So I think it is clear that it's time that you
 22 have to recognize that we, indeed, have some needs, and
 23 I think you should do some really serious work on this
 24 because in the past, like I said, we never got heard
 25 and never got attended to, never raised concerns about

1 be that we have to change the laws in Sacramento
 2 because you can do everything you want to do right now
 3 because the laws are written for you and not for the
 4 people of Berkeley and not for our residents. These
 5 are facts.

6 And if I see this now, the way it's presented
 7 to us, the way it is, this is a death sentence for our
 8 communities. So we have to change this so we can
 9 accept it. Otherwise, I will fight it until my last
 10 day. Thank you.

11 MS. HEGARTY: Thank you.

12 Michael Mejia, followed by Leuren Moret.

13 STATEMENT OF MR. MEJIA

14 MR. MEJIA: My name is Michael Mejia, and I'm
 15 a coach for the El Cerrito High School Mountain Biking
 16 Club.

17 I'm here to advocate for access to the
 18 Strawberry Canyon area, the Hill Campus, by cycles.

19 I've been working for this group of young
 20 people now -- and these are high school students -- for
 21 the last two years. We have anywhere between 20 and 30
 22 people including coaches and riders. And we've logged
 23 almost 2,000 miles together. We have about 3,500
 24 rider-miles logged together.

25 The only way that this works, especially with

PUBLIC HEARING NUMBER TWO

Page 42

1 teens, is to have very strict guidelines about how we
 2 behave on these machines. It's really critical to all
 3 of us, to the survival of our sport and to the success
 4 and development of our sport, to learn to share trails.
 5 I've been playing in that canyon up the hill
 6 for about 50 years now. I learned to throw a baseball
 7 up there. My brother learned to crawl up there.
 8 I've educated these kids over the last couple
 9 years on how to share trails, and our basic rule is
 10 this: Whenever you encounter hikers or equestrians,
 11 you must pass at a speed that allows four salutations
 12 of extended and returned. We extend additional
 13 courtesy to all animals and equestrians.
 14 In the 3,500 rider-hours that we have extended
 15 in the last two years, we have had not one incidence,
 16 not one negative incident with a hiker, animal, child
 17 or equestrian.
 18 To kind of underscore that, you have to
 19 realize that there are very few 17-year-old-men that I
 20 can outrun. These are very vigorous, very athletic,
 21 very dynamic men and women, and it's become a very
 22 important part of their culture to understand sharing
 23 that trails in this fashion is vital.
 24 We would like to extend our reach into
 25 Strawberry Canyon by virtue of the fact that traveling

Page 43

1 on those roads is dangerous.
 2 In the last three years, we have lost four
 3 road cyclists, not El Cerrito High School, but four
 4 road cyclists to death on San Pablo Dam Road, Castro
 5 Ranch Road.
 6 And if you are talking about commuting here
 7 through Claremont, up and down Ashby, you ought to try
 8 Centennial or Grizzly Peak or Wild Cat Canyon Road.
 9 It's flat out dangerous.
 10 We would like access to Strawberry Canyon
 11 because it allows us to enter the canyon at the bottom
 12 by dirt trail reaching the top to the top of
 13 Centennial.
 14 And this goes to address an issue that was
 15 brought up over here: You can climb Centennial Drive
 16 from the swimming pool up to the Lawrence Hall of
 17 Science.
 18 All my riders can, but they've got 2,000 miles
 19 behind them.
 20 So I would like to encourage you all to
 21 welcome cycling into Strawberry Canyon and the Hill
 22 Campus.
 23 Thank you.
 24 MS. HEGARTY: Thank you.
 25 Lauren Moret, followed by Robert Schechtman.

T2-10a

Page 44

1 STATEMENT OF MS. MORET
 2 MS. MORET: My name is Lauren Moret. I'm a UC
 3 Berkeley graduate student, a UC Davis graduate student.
 4 I'm often the Environmental Commission, and I'm
 5 President of Scientists for Indigenous People, and I'd
 6 like five minutes representing an organization.
 7 I'm here tonight -- and I spoke at the other
 8 public comment period -- because I would like to talk
 9 about what UC promises. You've heard that. I'm
 10 talking about what UC delivers.
 11 You can read about the selling of the UC
 12 system in the 2001 issue of the guardian. It's about
 13 secret research funding, commercial sponsors,
 14 professional payoffs and how corporate cash is
 15 corrupting UC.
 16 And I'm here to tell you tonight: UC has the
 17 money. UC has the money to help the City pay for the
 18 real costs of this expansion. UC has the money to do
 19 the right thing for the faculty, for the lecturers, for
 20 the employees and especially for the students on this
 21 campus. They're not doing that.
 22 I'm going to start with the earthquake threat.
 23 I'm a geologist. The Hayward Fault is one of
 24 the most dangerous faults in the United States.
 25 There's a 50-percent chance for a major earthquake

T2-11a

Page 45

1 within the next 20 years.
 2 95 percent of the emergency response agencies
 3 in the Hayward corridor are within one mile of the
 4 Hayward Fault.
 5 And I'm here tonight to tell you that last
 6 month we had a presentation by a City of Berkeley
 7 engineer. This city has sewers and storm drains that
 8 were built in the 1920s.
 9 In the next ten or 20 years, we have a \$700
 10 million to \$1 billion storm drain sewer project that
 11 this city has to pay for, and they're adding 3 million
 12 more feet and not one cent to change this.
 13 Their trucks are going to go over all our
 14 roads. They're going to bust the storm drains and the
 15 sewers, the damage, and the City is going to have to
 16 pay for that, not the City, you, the citizens of
 17 Berkeley.
 18 And this is something everyone in this city
 19 can be and should be concerned about.
 20 This university is a land grant university.
 21 It was given this land for free and mandated to educate
 22 the public.
 23 It has turned itself into a pathologically
 24 dysfunctional organization which is ripping off the
 25 public and the students. They're not educating the

T2-11b

PUBLIC HEARING NUMBER TWO

Page 46

1 students. They're training them to serve the military
 2 industrial complex and the corporations.
 3 Star Wars was science fraud.
 4 I am a whistleblower at the Livermore Nuclear
 5 Weapons lab. They destroyed my life in retaliation.
 6 I'm strong though because they made me strong. I
 7 wasn't going to let them get me down.
 8 My job now as an independent scientist is to
 9 travel around the world to parliaments, to media, to
 10 citizens, to educate them about radiation. This
 11 university will be that known forever as the university
 12 that poisoned the world.
 13 Professor Chancellor Berdahl, who has denied
 14 Ignacio Chapella at the University of California at
 15 Berkeley in microbiology because he discovered wild
 16 corn in Mexico is contaminated with lab-altered DNA
 17 from G.M. crops, he's taking \$40,000 a year from a G.M.
 18 corporation.
 19 The corporations that donate \$50,000 to a
 20 department get their pick of the patents on this
 21 campus.
 22 The patents at the University of California
 23 and Stanford bring in 150 to 250 million a year.
 24 They can also steal patents from outside
 25 corporations, from industry, and they are not liable

Page 47

1 under law. They're exempt from lawsuits.
 2 UC Davis did a wonderful study on chocolate,
 3 and their research reported that chocolate is good for
 4 heart disease. Well, I'm not surprised because Mars
 5 Bars funded that research.
 6 How is the U.S. doing in science? In
 7 "Physical Review," 1983 --
 8 MS. HEGARTY: I'm sorry. Your time is up.
 9 MS. MORET: Do I get five minutes?
 10 MS. HEGARTY: You did, yes.
 11 MS. MORET: Okay.
 12 MS. HEGARTY: Thank you.
 13 MS. MORET: I have more to tell you. Thank
 14 you.
 15 MS. HEGARTY: Thank you.
 16 Robert Schechtman, followed by Andy Katz.
 17 STATEMENT OF MR. SCHECHTMAN
 18 MR. SCHECHTMAN: Thank you very much.
 19 My name is Robert Schechtman. I am a graduate
 20 student at the university of Berkeley, a graduate
 21 student instructor. I also work at the university
 22 library and in the city in order to make ends meet.
 23 I'm also the incoming Academic Vice President
 24 of the Graduate Assembly. And as so, I'm here to
 25 represent the nearly 10,000 graduate students at this

Page 48

1 campus.
 2 A VOICE: Starving to death.
 3 MR. SCHECHTMAN: Yes. About 20 percent of
 4 whom are married, most married with children, and I'm
 5 here to compliment the feedback that has been provided
 6 today about infrastructure, and I'd like to focus in
 7 particular about Section 3.1.8, Campus Housing.
 8 And I'd like to open by quoting the Long Range
 9 Development Plan:
 10 "The ability of UC Berkeley to
 11 recruit, retain, and support
 12 outstanding individuals is
 13 fundamental to academic excellence.
 14 Many of our best student and faculty
 15 candidates site the scarcity of good,
 16 reasonably priced housing and child
 17 care near campus as key factors in
 18 their decisions whether or not to
 19 come to UC Berkeley. The problem of
 20 housing is particularly acute for
 21 students."
 22 First of all, I would like to acknowledge and
 23 thank the administration for its construction of
 24 additional housing of our graduate students in the last
 25 ten years.

Page 49

1 However, I would like to point to the long-
 2 term goals that are stated in the plan which include
 3 providing one year of university housing to entering
 4 graduate students who desire it and, quote, to maintain
 5 the number of university housing units suitable for
 6 students with children.
 7 And on behalf of the Graduate Assembly, I
 8 would like to say that that is absolutely not adequate.
 9 In particular, the impact for families, both
 10 the social impact and the impact on the university's
 11 competitiveness, is severe.
 12 We conducted an email survey, which we will be
 13 providing to you in written form, which garnered over
 14 41 pages of feedback about the social impact of the
 15 cost of housing to this group of your employees who
 16 provides approximately 60 percent of the instruction on
 17 this campus at an annual salary ranging between 14- and
 18 \$17,000 a year.
 19 I'd like to quote just a few of these, if I
 20 may:
 21 "I have a spouse and two growing
 22 children. My rent in University
 23 Village currently comes to \$1,400 a
 24 month, so my fellowship does not even
 25 cover my rent. With this fellowship,

T2-12a

PUBLIC HEARING NUMBER TWO

<p style="text-align: right;">Page 50</p> <p>1 I am only allowed to work 25-percent 2 time on campus, which comes to around 3 \$500 per month, so even with a job 4 what I take in from the university is 5 only slightly more than what they 6 take away from me in rent." 7 Another input: 8 "70 percent of my income stipend 9 through my GSI appointment goes to 10 cover my rent. We live in UC 11 Village. I have three small 12 children. I'm a graduate student, 13 and my husband works full time. More 14 than half of his income goes towards 15 our rent, even though this is 16 supposed to be affordable. 17 Precisely because of the high cost of 18 housing, I have had to leave my 19 family in Maryland for almost five 20 years while studying here. It has 21 had a devastating effect on my 22 children, but I have had limited 23 choices due to the cost of housing in 24 this area. 25 Single-parent families are the</p>	<p style="text-align: right;">Page 52</p> <p>1 "I feel that the changing face of 2 student family housing is going to 3 have a severely detrimental effect on 4 the demographics of student parents 5 at Cal." 6 And the final quotes: 7 "I believe UCB's ability to recruit 8 the best graduate students will be 9 jeopardized unless UCB develops a 10 more coherent and concerted strategy 11 to help students cope with the high 12 cost of housing." 13 If I may take one more minute, we have some particular 14 suggestions. 15 MS. HEGARTY: Briefly. 16 MR. SCHECHTMAN: We would like to see the 17 university more creative in developing options for 18 student housing, both the type and the management 19 structures. 20 Dorm housing is not acceptable for graduate 21 students, and \$1,400 a month is not acceptable for 22 students whose take-home pay is \$1,300 a month. 23 We would also like the university to be more 24 creative in developing alternative sources of funding. 25 We realize that the state provides no funding</p>
<p style="text-align: right;">Page 51</p> <p>1 hardest hit by the housing costs, and 2 UC's current policy of eliminating 3 cost housing for high rent 4 alternatives is limiting the access 5 of people in my situation to this 6 campus." 7 I would like to point out that the university 8 is upgrading its stock of family housing in the 9 University Village in Albany, and in doing so it is 10 doubling rents from \$700 a month to \$1,400 a month. 11 And, quote: 12 "I have actually chosen not to live 13 in UC Village because of the high 14 prices of most of the units and the 15 disrepair of those few that are 16 affordable." 17 Now, in terms of the impact on the university's 18 competitiveness, quote: 19 "I also believe that the scarcity of 20 affordable housing can only 21 ultimately have a detrimental effect 22 on the quality of graduate students 23 that Berkeley is able to attract and 24 retain." 25 Another quote:</p>	<p style="text-align: right;">Page 53</p> <p>1 for housing, but that does not preclude, for example, a 2 development campaign to focus on quality of life and 3 housing instead of on new academic buildings. 4 Lastly, we call upon the university to 5 officially define affordable housing. 6 In recent hearings, we have heard two 7 definitions, one being 15-percent below market value, 8 which itself is not affordable to graduate students, 9 the second being 40 percent of the median income in 10 Alameda County, which is \$42,000, which the university 11 knows is not our income. 12 We, therefore, ask the university to formally 13 commit to building affordable housing starting with the 14 20 percent of their employees who have families. 15 MS. HEGARTY: Thank you. 16 MR. SCHECHTMAN: Thank you. 17 MS. HEGARTY: Thank you. 18 Andy Katz, followed by Pamela Sihvola. 19 Andy, before you begin, we want to make sure 20 we get through -- get everyone that -- allow everyone 21 to have a chance to speak tonight, so I am going to be 22 a little more strict about the time limits. 23 We're running over on a number of these. If 24 you represent an organization officially, please tell 25 me that and you can have five minutes, otherwise,</p>

T2-12b

T2-12c

T2-12d

PUBLIC HEARING NUMBER TWO

1 three.
 2 If we manage to get through all of the speaker
 3 cards tonight, you'll have chance to come and provide
 4 additional comments, or you may send your comments in
 5 writing. And the addresses are on your agenda.
 6 So I just wanted to relay that.
 7 STATEMENT OF MR. KATZ
 8 MR. KATZ. Thanks.
 9 My name is it Andy Katz. I'm a graduate
 10 student representative to the Long Range Development
 11 Plan Steering Committee. And I'm also representing the
 12 Sierra Club on this, so I would appreciate five
 13 minutes.
 14 There were some positive, positive
 15 improvements for the housing segment compared to the
 16 original draft of the plan, and I do want to credit the
 17 university for clarifying the housing zone.
 18 The housing zone used to be a much greater
 19 distance from the university, and it's now clarified
 20 that the commute zone of the housing zone is reduced to
 21 a 20-minute commute to Doe Library rather than just the
 22 edges of campus. And I think that takes care of some
 23 of the concerns from the graduate students about
 24 needing to be able to live close to campus.
 25 Albany Village is just a good deal away more

1 service impacts, and I think that there is not enough
 2 adequate mitigation in there.
 3 The traffic signals are not proposed to be
 4 funded. It's not clear who pays for them. And the
 5 City certainly is always strapped for cash on these.
 6 And it really is the university's responsibility to
 7 mitigate its impacts.
 8 The campus needs to fund pedestrian and bike
 9 improvements. It's not just enough to put in a traffic
 10 intersection.
 11 Durant and Piedmont is a residential
 12 neighborhood. People are walking around. And when you
 13 put a traffic light in there, people still want to
 14 cross the street. It's still a pedestrian-oriented
 15 neighborhood, and we need to really have some
 16 improvement plans so that it's still friendly for
 17 pedestrians and bicyclists to be there.
 18 Channing Circle, as an example, Telegraph and
 19 Durant have very high accident rates, and we don't want
 20 to make this a place where students are afraid to cross
 21 the street. So we need kind of a safe-routes-to-school
 22 type of situation where there's enough money to really
 23 do the planning on that end.
 24 The arterial impacts are very serious. These
 25 are significant impacts going down our major streets,

T2-13b

T2-13a

1 likely that students are going to take transit and
 2 bicycle to the campus and walk to the campus and not
 3 cause a burden and create more traffic for all of the
 4 residents in this city.
 5 That said, we've looked through the plan and
 6 looked through the 1990 projections from the last Long
 7 Range Development Plan, and there's still a shortfall
 8 of beds.
 9 The 1990 commitments were not met, and there's
 10 still going to be an additional demand beyond the
 11 housing units that are projected.
 12 It's a considerable amount of housing, and
 13 that's great, but it's still not enough considering
 14 what wasn't built from the 1990 Long Range Development
 15 Plan.
 16 So there will -- even though we see "For Rent"
 17 signs now, that's not going to last for 20 years. The
 18 population in the region is expanding. And especially
 19 with all the jobs generated by this plan, that's going
 20 to really impact the ability for students, especially
 21 students with families, to find an affordable place to
 22 live.
 23 That being said, I'd like to move on to
 24 traffic impacts.
 25 We've heard a lot about the Southside level of

1 and this really pushes the limits of the community.
 2 I have a question about Telegraph Avenue. I
 3 was interested to see that although we mention Ashby
 4 and University Avenue as going above what the county
 5 has said is appropriate for level of service impacts,
 6 that wasn't on that list, and I wonder was Best Rapid
 7 Transit really considered.
 8 I have to admit I haven't finished the EIR
 9 yet. I have my own finals. But I wonder was BRT
 10 really considered. Did you imagine in the model that
 11 Telegraph might be one way in each direction? If so, I
 12 would be very surprised to find that it wouldn't be
 13 Level of Service F on many of the intersections, if
 14 not, D or E on many other intersections, from Telegraph
 15 all the way down to, you know, north Oakland.
 16 So I would really wonder about that.
 17 This mode shift is also a significant impact,
 18 including Underhill parking is going up 42 percent
 19 while faculty and staff head count is only going up 22
 20 percent. And so that's going to create a significant
 21 mode shift up when really we need to be taking -- the
 22 level of faculty and staff who commute to campus with a
 23 car down.
 24 And I'm concerned about that also.
 25 And the traffic hurts the bus lines. The

T2-13c

T2-13b

T2-13d

PUBLIC HEARING NUMBER TWO

T2-13d

1 traffic hurts riders on the 51, on the 7, and hurts the
2 ability for the university to encourage people to take
3 transit because it slows those commuters down also.

T2-13e

4 So the -- I would conclude based on those
5 impacts that in the absence of a significant
6 transportation demand management package, that the EIR
7 is inadequate because it didn't consider the full
8 consideration of alternatives to parking construction.

9 There is inadequate transportation demand
10 management in the plan. We need -- is that five
11 minutes?

12 MS. HEGARTY: Uh-huh.

13 MR. KATZ: Okay.

14 I think that there aren't findings for
15 overriding considerations because there isn't enough
16 TDM. We need faculty and staff transit passes, and
17 I'll submit more detailed comments in writing.

18 MS. HEGARTY: Ms. Sihvola.

19 We're going to take a five-minute break after
20 this speaker for our court reporter to take a little
21 break.

22 STATEMENT OF MS. SIHVOLA

23 MS. SIHVOLA: Last Wednesday, as well as
24 tonight, many of my neighborhood from the Summit Road
25 Grizzly Peak neighborhood have spoken against the

T2-14a

1 university's proposal to develop a hundred units of
2 high-density, two-, three-, and four-bedroom faculty
3 housing in the cul-de-sac area of lower Summit Road in
4 a critical high-risk fire hazard zone.

5 The area in the LRDP is designated as Housing
6 Reserves H-1 and H-2. This neighborhood is already
7 impacted by the unresolved parking issues between the
8 university and the Space Sciences lab staff who use
9 Summit Road and Grizzly Peak Boulevard as their
10 permanent parking lot while the university's parking
11 terraces remain mostly empty.

12 Also at taxpayers' expense, the Lawrence
13 Berkeley national laboratory shuttle brings workers to
14 their cars also parked on Summit Road to the street
15 that is so crowded that it will make it extremely
16 difficult, if not impossible, for emergency vehicles to
17 go -- to get through at the present time.

18 And there is hardly room for cars or trucks
19 that come by and provide services for residents to
20 park.

21 The LRDP EIR failed to analyze or even mention
22 the presence of the Leonard aquifer which, since 1974,
23 has been pumped to keep the Lawrence Hall of Science
24 from sliding down the hill.

25 Millions of gallons of geologic water is

T2-14b

1 (Recess taken)

2 MS. HEGARTY: We're going to continue with the
3 public testimony, so if you can take your seat and join
4 us again.

5 Our next speaker is our Jurgen Aust, followed
6 by Bennett Markel.

7 STATEMENT OF MR. AUST

8 MR. AUST: My name is Jurgen Aust, and I don't
9 know if somebody said so before, but I think it's
10 rather interesting area here we're in because that's
11 where the university, when it acquired, committed
12 itself to limit the student population to 25,000
13 students per agreement with the City.

14 This is one of the conditions when the
15 university acquired this property here.

16 Before I go further, I would like to make a --
17 state a correction. Namely, it was mentioned here
18 before -- it was mentioned in the report and
19 unfortunately also by a City official, a so-called
20 transportation planner, saying that the Southside plan
21 has been completed.

22 I met last Thursday with the planning director
23 just to clarify this point, and he said we might --
24 emphasis "might" -- get the Draft EIR within a year.

25 Now, having some planning expertise, I know

T2-14b

T2-15a

T2-15b

PUBLIC HEARING NUMBER TWO

T2-15b

1 that the environmental impact report is not something
2 you just attach to a complete plan. It's supposed to
3 be input in a plan, but -- which brings me to another
4 subject, namely this whole concept of this EIR.

T2-15c

5 There is a major conflict of interest. That's
6 the only institute I know of where the applicant is
7 also the one who prepares the plan and approves it.

8 It's also the first plan I have seen where not
9 in quotation marks but in plain text it says: Our
10 capital resources, our needs, our targets, our limits.
11 It doesn't even say the university's limit, target
12 needs. It says in there literally we require; we must
13 expand.

14 Now, I don't have to say anything further on
15 this.

16 I discovered then there's a new mitigation
17 measure which pretty much takes care of everything. I
18 guess pretty soon we call it CBP, meaning continuing
19 best practice.

20 If you go to the Summary of Impacts, you start
21 out with a serious impact, and with the CBP you end up
22 with a less important aspect.

T2-15d

23 I don't want to go into much except for, of
24 course, some straight signals. I would suggest the
25 university replaces the one in Dwight and Piedmont

1 because apparently somebody used the wrong signal
2 there. We still have a level of service of F's there
3 or maybe E, not the proposed level A and B, which they
4 want to accomplish on this other intersections putting
5 up some signals.

6 Now I would like to go -- time is running out.

7 MS. HEGARTY: Time is out.

8 MR. AUST: What I'm really mostly concerned --
9 and, fortunately, somebody mentioned it, something
10 which is not actually addressed, at least not in any
11 depth in the EIR.

12 MS. HEGARTY: Jurgen, your time is up. Can
13 you summarize in like 10, 15 seconds here?

T2-15e

14 MR. AUST: The emphasis in the EIR is on
15 safety in the buildings. I couldn't help thinking of
16 the Pentagon which talked about saving buildings but
17 doesn't worry about people living in there.

18 And it has been correctly pointed out: The
19 problem really is what happens after the earthquake
20 when people try to escape and avoid the area. We know
21 it from San Francisco. We know it from the hills.
22 That's where really the danger is, when people can not
23 escape anymore.

24 Part of it is overhanging wires, and I propose
25 a mitigation measure. It used to be that when housing

1 is built by the university, parking lots have
2 disappeared, got reimbursed for \$20,000 or something as
3 a fee.

T2-15e

4 I suggest that whenever the university builds
5 a new parking space, put an equal amount of money in
6 the kitty which will be used to take down the wires and
7 underground them so at least we don't get electrocuted
8 when we try to escape disaster.

9 MS. HEGARTY: Thank you. We're going to go
10 on. Thank you.

11 Bennett Markel, followed by James Tropp.

12 STATEMENT OF MR. MARKEL

13 MR. MARKEL: I'm Bennett Markel. I live a few
14 blocks from here on our famous corridor.

15 I lived for 25 years on the north side of the
16 campus, so the university has been a neighbor of mine
17 on both sides of the campus.

18 And these meetings are very interesting for
19 what all of my neighbors have to say.

20 I agree with everything that everybody said
21 except the man who said that the university was a good
22 neighbor. I think they've been a horrible neighbor on
23 both sides of the campus.

24 I spoke -- it must have been -- the last time,
25 it seems to me, it was a little less than a year ago or

T2-16a

1 less than a year ago here when all these same pictures
2 were around the wall and we were invited to speak and
3 sign our names and write letters.

4 And I -- I mean, aside -- well, what I would
5 like to ask is: What happens to all this information?
6 I wrote a letter and I got no reply. I got no
7 particular invitation to this meeting except for my
8 wife who discovered it in the Daily Planet that there
9 was going to be a meeting. And what happens to all
10 this information?

11 I have the feeling that we are checkmark on
12 some EIR: Yes, public meeting held. And I think
13 it's -- I think it's disgraceful the way that -- I
14 mean, I waited for an answer to my letter.

15 MS. HEGARTY: I can actually answer that one
16 question because it's a procedural question.

17 MR. MARKEL: What happens to the information?

18 MS. HEGARTY: It's transcribed by the court
19 reporter. The transcription is provided to the UC
20 Regents. And in the final EIR, every comment is
21 referenced. If there's a substantive comment direct to
22 the environmental impact report, it is referenced in
23 the final EIR.

24 As for notification, we did send a letter from
25 Chancellor Berdahl to every household address in

PUBLIC HEARING NUMBER TWO

Page 66

1 Berkeley, and I don't know if you got that. And we've
 2 also posted notices in all the local newspapers and put
 3 it out on the website and in a newsletter called "Cal
 4 Neighbors" which also goes to every household in
 5 Berkeley.
 6 MR. MARKEL: Well, I received no such letter,
 7 and my address is in the back, and I will write another
 8 letter.
 9 Actually the burden of my remarks last time
 10 was that I had come back from my college reunion in the
 11 east, and the president of that university said that
 12 the finest -- the finest -- what he had to show for his
 13 years, what made him the proudest, was his relationship
 14 with the community around him. And they had
 15 contributed lots of money to the community, and it was
 16 impossible -- that was something that he was proud of.
 17 Now, I can't imagine any official from the
 18 university standing up in front of any audience in
 19 Berkeley and being proud of anything. And so I will
 20 write my letter again.
 21 And I'm interested -- if you tell me that it
 22 will appear in the EIR, when I see it, I'll believe it.
 23 MS. HEGARTY: Thank you.
 24 James Tropp, followed by Andrea Pflaumer.
 25 STATEMENT OF MR. TROPP

Page 67

1 MR. TROPP: My name is Jim Tropp. I live on
 2 Canyon Road. I've lived there since the summer of
 3 1982. I'm a member of the Panoramic Hill Neighborhood
 4 Association. I'm past recording secretary.
 5 I'd like to speak in a general way: There
 6 have been some very elegantly phrased and highly
 7 specified comments which have been made. Mine are
 8 going to be somewhat more diffuse and general.
 9 There is a sense that there's always mission
 10 creep with the university's enterprises. And one of
 11 the simplest examples is the practice field for
 12 football and Strawberry Field.
 13 There was kind of a battle over that 10 years
 14 ago when that was going in. But the whole question was
 15 whether there should be a practice field. There was
 16 never an issue as to whether there should be a rugby
 17 field, but, of course, that's what it's become. It's
 18 become a rugby field.
 19 And the mission tends to creep.
 20 An issue that has come up frequently in
 21 discussions of the Panoramic Hill Association is that
 22 of stadium lighting, and I don't know if there are
 23 specific plans at this moment in the Long Range
 24 Development Plan for stadium lighting.
 25 But one of the major issues that I don't think

T2-17a

T2-17b

Page 68

1 has been discussed by anyone seriously within the
 2 university is the potential for a major disaster if you
 3 have a fire or an earthquake during a nighttime event,
 4 considering the very poor access that one has to this
 5 very dangerous area.
 6 So if I had one take-home message to the
 7 university, it would be that this is a crowded and
 8 dangerous and difficult to serve area and one should
 9 tread lightly in it.
 10 My last comment would simply be that the
 11 LRDP -- some of the documents do specify that the
 12 university is almost allowed by fiat because of the
 13 way the law is written to specify a given environmental
 14 concern is without significance.
 15 And that really does put us in the City of
 16 Berkeley and as neighbors of the university very much
 17 at the mercy of the goodwill of the university.
 18 I guess my neighbors can tell their own
 19 stories about what it is like to be at the tender
 20 mercies of the university.
 21 In some sense, I think many of us have respect
 22 and affection for Berkeley, UC Berkeley as an
 23 institution, but we all also bear the scars of its
 24 presence.
 25 And I would simply close by saying that I

T2-17b

T2-17c

Page 69

1 think it is the sense of all of us that the university
 2 should tread lightly.
 3 Thank you.
 4 MS. HEGARTY: Thank you.
 5 Andrea Pflaumer. And she'll be followed by
 6 Sennet Williams.
 7 STATEMENT OF MS. PFLAUMER
 8 MS. PFLAUMER: Probably going to repeat a lot
 9 of what people have said, but I just want to drive the
 10 points home.
 11 I live in -- near Grizzly Peak and Centennial.
 12 About five years ago, one of my neighbors
 13 wanted to grandfather in a unit next to her house and
 14 the City Council rejected it.
 15 When I spoke with the representative from the
 16 development office, he said if we saw the way the
 17 development was going to go today, the way it's gone
 18 already, half the houses that are there now would never
 19 have been allowed because, first of all, the fire
 20 danger is so severe.
 21 The housing as it is right now is so compact
 22 already. The concept of adding 100 new units up there
 23 to me is inconceivable.
 24 On our street, to get onto Grizzly Peak,
 25 there's a mirror there to watch on blind curve.

PUBLIC HEARING NUMBER TWO

1 With the traffic as it exists right now, you
 2 take your life in your hands every day when you go
 3 there. I cannot imagine what would happen if there
 4 were additional hundred houses up there.
 5 The people from the Space Sciences Lab park in
 6 our neighborhood half the year, and then they park on
 7 Grizzly Peak the other half of the year. Well, some of
 8 them do. More and more are finding out about our
 9 neighborhood and are parking there.
 10 So as Pam said earlier, you cannot get
 11 emergency vehicles up there.
 12 And my husband and I keep a kind of stress
 13 meter in our house. We listen for two things: In the
 14 summer everybody who lives in the hills sticks their
 15 heads out the window and sniffs the area to find out
 16 where the smoke is coming from.
 17 The second thing we do is we listen for the
 18 fire engines. That's our stress meter. And they
 19 increase as time goes on.
 20 To add 100 homes up there, to put those people
 21 in peril is foolhardy, ill-conceived, and the picture
 22 that comes into my mind is that picture of those people
 23 in Hiller Highlands desperate, trying to get out when
 24 the fire is around them.
 25 Just like we are expecting an earthquake and

1 MS. HEGARTY: Thank you.
 2 Sennet Williams, followed by Doris Willingham.
 3 STATEMENT OF MR. WILLIAMS
 4 MR. WILLIAMS: Hi. I'm Sennet Williams. I'm
 5 a fifth-generation Berkeley homeowner.
 6 I think that UC is going to keep expanding no
 7 matter what any of us say because it's a good thing
 8 that more students will be able to go to school here.
 9 But the main problem that I think a lot of
 10 people are aware of is that UC doesn't have a
 11 functional transportation policy, and so that's what
 12 these comments are directed to.
 13 Currently, like -- I think a lot of people
 14 don't really know why UC transportation is so bad, and
 15 the reason is that all transit funding is dependent on
 16 parking revenue.
 17 That means that the parking office cannot fund
 18 transit or else they'll lose their money because the
 19 employees would not buy parking permits if they could
 20 take European-quality transit.
 21 And I am very hopeful that policy is going to
 22 be changing because the university could save so much
 23 money and so much traffic problems in Berkeley by
 24 adopting a European-quality, modern transit system like
 25 my professors were advocating back when I was a

T2-19a

T2-18a

1 as much as we do to create defensible space around our
 2 homes, this is the most dangerous fire area in the city
 3 of California -- in the State of California. Not my
 4 terms, these are statistics.
 5 Once again, it is ridiculous and ill-conceived
 6 to consider adding housing up there.
 7 As far as the bicyclists are concerned, my 70-
 8 plus-odd neighbor was recently hit by car. He's been
 9 incapacitated for six months.
 10 The fact that anybody would add more traffic
 11 up there when it is -- there are a lot of bicyclists
 12 who love to bicycle up Grizzly Peak and the brave ones
 13 up Centennial -- I'm too old for that -- but it's
 14 already so dangerous.
 15 And every weekend in the nice weather, we get
 16 motorcycle clubs -- I'm sure they're on the internet
 17 and they tell each other. There are about 100
 18 motorcyclists that come tearing across Grizzly Peak up
 19 to watch the sunset. I don't begrudge them that. But
 20 I feel very sorry for people who would be subjected to
 21 that, to the after effects of earthquake, fire danger
 22 and the traffic increase.
 23 I strongly encourage you to reconsider and
 24 eliminate the idea of ever increasing any housing up
 25 there.

1 student.
 2 So along those lines, I want to say that I'm
 3 really fed up with the traffic problems around here and
 4 pedestrians and cyclists getting killed because UC
 5 cannot modernize its transportation policy before
 6 expanding.
 7 And I would like anyone else who's concerned
 8 about that to also help organize to put pressure on the
 9 Legislature and the City to demand that UC fund
 10 transportation for employees instead of basing its
 11 planning on parking entirely because the streets are
 12 already packed, and for the number of additional cars
 13 being proposed, UC would need -- I mean Berkeley would
 14 need a freeway to campus or else there would be several
 15 more pedestrian deaths a year from all the increased
 16 traffic.
 17 So this morning I was working on a website for
 18 organizing this. It has a lot of information, and it's
 19 transnotjams.org, if anybody wants to check it to see
 20 how we can organize.
 21 And it has information on a modern, automated
 22 transit system that is designed by UC alumni in the Bay
 23 Area, and it's really ideal for UC because it would cut
 24 30 minutes off the morning commute for BART commuters
 25 so that thousands of people would stop driving so they

PUBLIC HEARING NUMBER TWO

Page 74

1 could get to work faster by taking a modern transit
 2 system. And it would be much cheaper to build than the
 3 proposed parking structures.
 4 And I have some letters if anybody is
 5 interested.
 6 Thank you.
 7 MS. HEGARTY: Thank you.
 8 Doris Willingham, followed by Willie Phillips.
 9 STATEMENT OF MS. WILLINGHAM
 10 MS. WILLINGHAM: Good evening. My name is
 11 Doris Willingham.
 12 Like Martha Jones, I'm also a past president
 13 of the Claremont Elmwood Neighborhood Association.
 14 Our association has been very concerned with
 15 the university and its presence around us for a long
 16 time.
 17 In fact, both the Claremont Elmwood
 18 Neighborhood Association and I are veterans of the 1990
 19 to 2005 Long Range Development Plan, which cannot be
 20 said of the current crop of university planners
 21 responsible for this one.
 22 I hear the university is growing. Well,
 23 that's wonderful. That's just fantastic. If it were a
 24 corporation, we would all say, "Yea," because we
 25 would --

Page 75

1 A VOICE: It is.
 2 MS. WILLINGHAM: Good. -- gain benefits from
 3 it.
 4 However, this university grows and what the
 5 citizens of Berkeley get from it largely is detriment.
 6 Why is that? In great part it is due to the fact that
 7 the university has grown physically in terms of numbers
 8 and space needed.
 9 And there has been no parallel growing of the
 10 Berkeley City limits. In other words, more and more
 11 things are being crammed into this tiny space that has
 12 not changed in a long time, these few square miles that
 13 we have.
 14 There used to be a balance between the
 15 university and the City in terms of impacts, in terms
 16 of population, in terms of traffic.
 17 All of these have now reached a point where
 18 the balance cannot even be called that anymore.
 19 Harmony, peace, "Don't bother me and I won't bother
 20 you," are long out the window.
 21 I urge the university to consider the
 22 cumulative impact it has on the quality of life of the
 23 citizens in this town who, through their taxes, not
 24 only fund City services that support the university,
 25 but also the university itself.

T2-20a

Page 76

1 I would urge you, for one thing, to think
 2 about quality of life and our neighborhoods.
 3 Now, you make it a great deal to get students
 4 to live close to the university. I would urge you to
 5 put similar efforts into getting some grownups to live
 6 close to the university because your staff and faculty,
 7 if they live close to the university, would, by the
 8 logic applied, likewise not need cars in order to go to
 9 the campus.
 10 I am glad you finally consider building on
 11 your Central Campus Park, a notion that was born with
 12 the 1990 Long Range Development Plan, because you've
 13 got a lot of space there. You have got an enormous
 14 luxury there. You have been depriving the City of
 15 Berkeley of its luxuries, and it's time to look home
 16 again and do a lot bit more damage there before further
 17 wrecking our lives.
 18 MS. HEGARTY: Thank you.
 19 MS. WILLINGHAM: I will leave it at this.
 20 MS. HEGARTY: Thank you.
 21 Stephanie Bolling, followed by Janice Thomas.
 22 Is Stephanie Bowling here?
 23 (No response)
 24 MS. HEGARTY: I guess not.
 25 So the next speaker will be Janice Thomas.

T2-20a

T2-20b

T2-20c

Page 77

1 STATEMENT OF MS. THOMAS
 2 MS. THOMAS: Good evening.
 3 UC Berkeley administration has not identified
 4 all relevant significant impacts. To identify relevant
 5 impacts, you have to first accurately describe an
 6 environment, and this document is woefully deficient in
 7 describing the environment.
 8 Figure 3.1-4 eliminates 75 percent of my
 9 neighborhood, Panoramic Hill. It's literally not
 10 there.
 11 Under Cultural Resources, again, about 75
 12 percent of the properties that may become eligible for
 13 national register as contributing to a district not --
 14 documented are not even listed.
 15 The UC Berkeley administration has also not
 16 considered the full range of mitigations. For example,
 17 they talk about lights, and they do tell us that the
 18 2020 LRDP does have the potential to create new sources
 19 of substantial light or glare that could have adverse
 20 impacts on day or nighttime views. But they say the
 21 mitigation measures would reduce this impact to less
 22 than significant.
 23 But low and behold when they talk about that
 24 mitigation, they don't even mention a hillside
 25 environment. There's no mention of the particulars of

T2-21a

T2-21b

T2-21c

PUBLIC HEARING NUMBER TWO

T2-21c

Page 78

1 a hillside environment.
 2 They also very cleverly say that an exception
 3 is next to areas where there are visual and/or historic
 4 characteristics, but yet none of our historic
 5 properties are listed. Then we aren't protected by
 6 that qualifying statement.
 7 I think we all have to be really, really
 8 careful about the smoke in mirrors in this beautiful,
 9 thick document.
 10 For example, there's a statement about 75 to
 11 80 percent of this new space would be on the core
 12 campus and blocks just west of campus.
 13 I would have preferred to have had those two
 14 different locations disaggregated because it may be
 15 that only 25 percent is going on the core campus and 50
 16 percent of it is going on the blocks west of campus. I
 17 mean, we didn't know.
 18 So this is the summary. So basically to
 19 really find out what's happening and what is going to
 20 come down, it's very difficult to figure out, and I
 21 just started reviewing this process, but I'm finding
 22 inaccuracies, I'm finding incompleteness, and you can't
 23 study alternatives unless you accurately describe the
 24 environment.
 25 And also, just as my summary point, which will

Page 79

1 be detailed in my letter in my comments, UC Berkeley
 2 has not implemented mitigation in their last LRDP and
 3 did not fully monitor their mitigations.
 4 Thank you.
 5 MS. HEGARTY: Thank you.
 6 The next speaker is Jim Sharp, followed by
 7 Daniella Thompson.
 8 STATEMENT OF MR. SHARP
 9 MR. SHARP: Good evening. I'm Jim Sharp, a
 10 long-term resident of Berkeley and 15-year resident of
 11 the Pardon Our Dust Zone, just north of Central Campus
 12 Park, soon to be Central Campus Industrial Park.
 13 And I'm sorry that this is the last chance for
 14 all of you to speak out verbally about this unless
 15 something major changes. Because what we have in this
 16 document is a road map for war. It's a road map -- I
 17 mean, it's a war that's been going on for a long time
 18 against the community, over 100 years, but it's been
 19 accelerating rapidly.
 20 It's a war against Strawberry Canyon. It's a
 21 war against the City's tax base. It's a war against
 22 our folks up on Summit Road, the various traffic
 23 intersections, the people town at Albany Village. And
 24 it's not even a very good road map because it leaves
 25 out major pieces like the Lawrence Berkeley National

Page 80

1 Laboratory, which I like to call "The Rad Lab" because
 2 that's what it used to be and still is.
 3 Memorial Stadium is left out of this, if I'm
 4 not incorrect, and I think Clark Kerr was going to drop
 5 out of the scoping session. I'm not sure if it's still
 6 there or not. I haven't really examined this
 7 thoroughly.
 8 But today's "Berkeley Daily Planet," did you
 9 see it? They use the word "metastasis." I think
 10 that's a very good word. I think it applies here. I
 11 think we've got the long-range metastasis plan.
 12 And it's accelerating. In past documents to
 13 the university I've suggested "runaway train" as a
 14 metaphor, "Fiat Lou's Express."
 15 I think by 2020 if all these various
 16 suggestions are built out, we're going to have a
 17 institutional, municipal Humpty Dumpty, and it will not
 18 be able -- we'll not be able to put it back together
 19 again. I don't even think now it's very easy to put
 20 back.
 21 Part of the problem here is that we have a
 22 major and growing disconnect between the university and
 23 the host community. And I don't think it can be
 24 addressed through any number of scoping sessions or
 25 draft EIR hearings or those open house schmoozes that

Page 81

1 we've had.
 2 This is a failure of leadership. It's a
 3 failure on the part of the stewards at the top, and
 4 they're amazingly obtuse. I mean, I think they
 5 understand, but they're not willing to admit it. I
 6 think they sometimes believe their own propaganda and
 7 they take clear advantage of the tax exempt status that
 8 this university has.
 9 Last week we were at the Public Works
 10 Commission and heard a member of that commission ask
 11 the assistant vice chancellor of facilities services:
 12 Why are the neighbors so angry? And the answer came
 13 back: We meet with the neighbors very often. We make
 14 huge amounts of changes in our plans within the
 15 boundaries of our responsibility to the UC Regents.
 16 Read between the lines. We have a mission.
 17 You don't.
 18 This is very sad because there's lots and lots
 19 of -- thousands of talented people at UC and LBNL who
 20 could be of some service here, and there's people at
 21 the community level as well.
 22 Let me just conclude, let me paraphrase Oliver
 23 Twist: Please, sir, may we have a little less.
 24 Thank you.
 25 MS. HEGARTY: Thank you.

PUBLIC HEARING NUMBER TWO

Page 82

1 Daniella Thompson, followed by John Caner.
 2 STATEMENT OF MS. THOMPSON
 3 MS. THOMPSON: I'm Daniella Thompson. I live
 4 on the north side.
 5 When I moved there 15-and-a-half years ago, my
 6 house was two blocks north of the campus. Now it's one
 7 block north of the campus. I don't know what will
 8 happen ten years from now.
 9 Despite everything that's happening and will
 10 happen on the north side with, you know, this runaway
 11 growth and building, I'm here to talk not about what
 12 the university is doing to the community. There are
 13 enough people to talk about that. I'm going to talk
 14 about what the university is doing to the campus, to
 15 itself.
 16 And I'm here to try and save something that
 17 the university apparently has already given up on.
 18 Before I get to that, I don't know how many of
 19 you have noticed that when you enter the campus from
 20 Durant at Dana -- maybe at other points too -- there's
 21 a plaque on the ground, a metal one, saying: You're
 22 entering the property of the Regents of the University
 23 of California who have the right to deny admission to
 24 all. And I think that is really emblematic of the
 25 whole situation.

Page 83

1 The campus really is part of the City of
 2 Berkeley and should, by right, belong to all the
 3 citizens of California and specifically to those of
 4 Berkeley is a realm onto itself. And yet here it is in
 5 our midst, and it's part of our lives too. And that is
 6 why I want to talk about the Tien Center, about
 7 Observatory Hill, about the Campus Glade, and about
 8 Haviland Hall.
 9 The Tien Center is part of this EIR when it
 10 shouldn't have been. It really should have had its own
 11 EIR. It's buried within this one for some reason. I
 12 think that is one flaw that I find in this EIR that I
 13 want to point out because, after all, here we are to
 14 talk about the adequacies and inadequacies of the EIR.
 15 In addition to that, once again we're being
 16 piecemealed by the university. A few years ago we got
 17 Nexus, and at that point Tien Center should have come
 18 into it because it is -- you know, it's part of the
 19 northeast quadrant on campus. But it wasn't, so I want
 20 to point that out.
 21 In addition to that, the Tien Center is going
 22 to affect two major resources on campus. One of them
 23 is cultural, and that's Haviland Hall, John Gaylan
 24 Howard. Those things don't grow on trees. And yet
 25 this Tien Center is going to overshadow it, trivialize

T2-23a

T2-23b

T2-23c

Page 84

1 it, encroach on it, hide it. It's going to disappear.
 2 I'll try and make it brief, okay?
 3 The other one is one of major natural and
 4 botanical resources on campus, and that's Observatory
 5 Hill.
 6 Phase 1 of Tien Center is going to cut a bit
 7 of it off. Phase 2 is going to just do away with a
 8 whole half of it.
 9 This is a tragedy of incredible proportions,
 10 and everyone should realize what the City of Berkeley
 11 is going to lose when that thing is built.
 12 It used to be that they were thinking of
 13 building Tien Center on the parking lot behind Dwinelle
 14 Hall. They decided against it, they say, for
 15 environmental reasons.
 16 Now --
 17 MS. HEGARTY: We need to move on to the next
 18 speaker, I'm afraid.
 19 MS. THOMPSON: If Observatory Hill can be done
 20 away and that's not environmental, I really don't know
 21 what is.
 22 Thank you.
 23 MS. HEGARTY: Thank you.
 24 John Caner.
 25 She requested you move a little bit away from

Page 85

1 the microphone so she can hear you more clearly.
 2 This is John Caner.
 3 STATEMENT OF MR. CANER
 4 MR. CANER: I'm John Caner, President of
 5 Willard Neighborhood Association. Our borders are
 6 Dwight, Ashby, College and Telegraph.
 7 And we are submitting a letter tonight to the
 8 university with our comments and opposition to the
 9 current draft of the LRDP.
 10 Through our analysis which you'll see in Page
 11 3 and Page 4 -- and I'd be happy to share this with
 12 anybody in the audience -- we were somewhat startled to
 13 see the growth in the university essentially becoming a
 14 research park.
 15 In the LRDP, we found that there was a 3.6-
 16 percent real growth annually for 15 years in research
 17 funding for a total of 70-percent growth over 15 years,
 18 and from what we could ascertain, driving a 60.5
 19 percent growth in academic staff and visitors and
 20 subsequently with the parking ratios driving a 30-
 21 percent growth in parking with an additional 2,300
 22 spaces, which causes us a lot of concern.
 23 And despite the positioning of the university
 24 as quoted in the "San Francisco Chronicle" that this
 25 was largely for students, it really appears this is

T2-23c

T2-24a

PUBLIC HEARING NUMBER TWO

T2-24a

1 largely for research.
 2 We think the university should be focusing on
 3 students more than research on its main campus.
 4 Subsequent with this increase in research
 5 facilities, staff and parking, we get the traffic
 6 impacts.
 7 And the second part of our analysis was the
 8 summary of the impacts on traffic and were found very
 9 unfortunate the significant unavoidable impacts on
 10 eight roadways of our major roadways in and out of the
 11 city, three intersections, and then another seven or
 12 eight intersections where they are mitigations where
 13 there would be a fair-share funding, as I think some of
 14 you are aware.

T2-24b

15 So we have requested in our letter to the
 16 university five recommendations:
 17 One is to focus more on-campus resources
 18 towards educating California's youth versus research
 19 staff facilities and other uses that require a lot of
 20 parking and traffic impacts; more research located at
 21 other locations, whether it's Richmond or other
 22 locations, not to impact the already severely congested
 23 Berkeley community; explore moving UC extension, with
 24 its high-commute profile to -- and other separable
 25 programs to San Francisco/other locations to make way

T2-24c

T2-24d

T2-24e

1 for revised modest growth on campus; and, number four,
 2 develop programs that encourage mass transit and
 3 satellite parking rather than use of personal autos;
 4 and then, number five, commit to fully funding
 5 mitigations due to UC growth, particularly that are
 6 driven by the UC growth rather than the fair-share
 7 funding model.

T2-24f

8 So thank you very much. And if anybody's
 9 interested in getting a copy of our letter, please let
 10 me know.
 11 MS. HEGARTY: Thank you.
 12 Tom Kelly -- Tom Kelly, is Tom Kelly still
 13 here -- followed by Sharon Hudson.
 14 STATEMENT OF MR. KELLY
 15 MR. KELLY: Good evening. My name is Tom
 16 Kelly. And I don't know if it has happened to you, but
 17 I actually feel completely overwhelmed by this whole
 18 process, not just because it's this process, but
 19 because it's just a pattern and a series of similar
 20 issues that we in Berkeley have to deal with on a
 21 regular basis with the university.
 22 I think most of us would rather be out trying
 23 to figure out a way to end this war, provide better
 24 housing for those who are less fortunate than us, and
 25 yet we seem to spend an inordinate amount of time here

1 talking to the university and hoping that something
 2 comes of it.

3 What I'd like to say though is that I wanted
 4 to speak on behalf of the environment in general and as
 5 it applies to the area where the university and
 6 Lawrence labs are planning on building.

T2-25a

7 And I just wanted to say that I felt that, you
 8 know, watershed is an integral part of the web of life,
 9 and it provides an important habitat for millions of
 10 organisms who, in my opinion, have rights to their
 11 health and well being that they derive just from their
 12 very existence here.

13 And what we find with this kind of activity
 14 that is being proposed is that these habitats are
 15 destroyed, and as a result, all of these organisms
 16 disappear. And we know the names of the big ones that
 17 everybody hears about, but there are so many of them
 18 that just disappear that will never return.

19 And they provide so much for us in our own
 20 lives. I mean, the trees up there provide us shade in
 21 this area. It helps us to keep this area cooler, makes
 22 life better for everyone here. It gives people places
 23 to go where they can actually take some time away from
 24 the stresses of life.

25 And if you look at the photograph there, you

1 can just see over time how the City and the university
 2 and the labs are continuing to encroach in the
 3 watershed.

4 So even beyond asking for the university to
 5 consider a comprehensive watershed plan, my plea would
 6 be just to stay out of the watershed. It's something
 7 that we need to preserve for us and for everything that
 8 comes after us.

T2-25b

9 And I just point out that if you want to take
 10 a look at what happens when you build something even
 11 small in a watershed, you can take a look at what the
 12 Chabot Observatory has done to the parks that surround
 13 it.

14 The folks there just were concerned about
 15 getting an observatory built on the top of a hill and,
 16 as a result, didn't really think about what was
 17 happening underneath it.

18 Well, you can go down into the park, and you
 19 can see the overturned trees and the creeks that are
 20 now eroding roads and hillsides and causing damage all
 21 throughout the watershed.

22 So, you know, it would be nice if we could
 23 just say to these folks that you know, you've got
 24 everything you need. You know, figure it out with what
 25 you've got, and, you know, think about the rest of us

PUBLIC HEARING NUMBER TWO

Page 90

1 and give us a break.
 2 Thanks a lot.
 3 MS. HEGARTY: Thank you.
 4 Sharon Hudson.
 5 STATEMENT OF MS. HUDSON
 6 MS. HUDSON: Good evening. Hi.
 7 I think we all know that nothing we say here
 8 is going to make the slightest bit of difference to
 9 what the university is going to do. They may or may
 10 not address it in the EIR, but in the end it won't make
 11 any difference. And why is this? It's because power
 12 corrupts and absolute power corrupts absolutely.
 13 We've all heard this. But what is corruption
 14 really? Is it just stealing, embezzlement, graft? No,
 15 those are just a few manifestations that take a certain
 16 form.
 17 What corruption really is is not following the
 18 rules of law and decency that everybody else has to
 19 follow.
 20 That is what UC is doing right now. UC is
 21 above the law. That was a mistake to put that in the
 22 California Constitution.
 23 UC could be a world-class institution without
 24 being corrupt by cooperating with the communities
 25 around it. I think it would be a much better

Page 91

1 institution if it did that. And, of course, World
 2 Class, it would be another meaning of the word "class,"
 3 something that Berkeley no longer has.
 4 Many tyrants and institutions have been
 5 respected abroad where they are little known but hated
 6 and despised at home. After too many years of absolute
 7 power, this has happened to UC.
 8 I know from talking to many people around here
 9 that UC is now hated, not only by neighbors and
 10 political leaders in Berkeley, but also by its own
 11 professors, its staff, its graduate students, its
 12 research assistants, its contractors. All of these
 13 have expressed disgust at the University of California.
 14 Why, only because University of California has
 15 become a big bully based on its absolute power.
 16 So now we have this LRDP, a corrupt result of
 17 absolute power. It's full of crap. We're all smart.
 18 Berkeley is a very smart place. We can see that.
 19 You're not pulling any wool over our eyes. We
 20 all see the misstatements of facts, which other people
 21 call lies; omissions; inaccuracies; self-serving
 22 assumptions; improper definitions; incorrect data;
 23 manipulated data; specious arguments and unsupported
 24 conclusions and also many, many promises which history
 25 shows will be broken as all the promises made in

Page 92

1 previous long range development plans of the hour have
 2 been broken.
 3 These will be promises of mitigations that
 4 will not occur and enrollment and buildings caps that
 5 will be exceeded.
 6 So there's not too much point in arguing about
 7 the data.
 8 As our illustrious fellow citizen John English
 9 put it recently, this is not about data. This is about
 10 values. And the university has no values when it comes
 11 to respecting the community around it.
 12 So I'm not going to talk about little bits of
 13 data in the EIR, and I don't have enough time, period,
 14 to talk about big-picture items. But in any case, I
 15 don't believe it's the way for us to do anything about
 16 UC's corruption and the destruction of our community.
 17 Maybe giving maybe UC bad PR, maybe some form
 18 of political action, maybe educating UC's donors, some
 19 other methods might be used to exert some kind of
 20 pressure on UC, but not standing here in front of this
 21 microphone. Maybe the City of Berkeley can finally
 22 think of something to do.
 23 I think there are several things in the EIR
 24 that are the basis of lawsuits.
 25 But in any case, that's what I have to say.

Page 93

1 But for right now, all of our words are going out into
 2 dead air as far as UC is concerned, so I'm just going
 3 to say my piece about the big picture as I see it.
 4 MS. HEGARTY: Jesse Arrequin, followed by
 5 Humayun Khan.
 6 STATEMENT OF MR. ARREQUIN
 7 MR. ARREQUIN: Good evening, university
 8 administrators and members of the public.
 9 I want to thank you for the opportunity to
 10 allow students to address our concerns with the
 11 upcoming Long Range Development Plan.
 12 My name is Jesse Arrequin.
 13 Our general concerns rest with the increase in
 14 parking development, as well as the increase in the
 15 degree of impacts associated with increased parking
 16 development and not so significant mitigation measures
 17 to address those particular increases in parking.
 18 At the same time, we're very much concerned
 19 with the lack of sufficient housing to meet future
 20 growth demands.
 21 We want to commend the university for
 22 including some of our concerns in the current Long
 23 Range Development Plan, most specifically the
 24 definition of the housing zone. We feel it's adequate.
 25 We feel that it will meet the demands of graduate

T2-27a

T2-27b

PUBLIC HEARING NUMBER TWO

T2-27b

1 students, undergraduate students and faculty and staff
2 who may be accommodated by a future housing
3 development.

4 However, we are concerned with the lack of
5 sufficient housing.

6 2,600 beds is a definite increase in some of
7 the university's projections in the past; although, I
8 want to cite the fact that the 1990 plan advocating for
9 up to 3,400 beds of housing and the university hasn't
10 met half of that particular demand yet.

T2-27c

11 At the same time, I've heard dialogue by
12 university planners that they haven't met their full
13 range with respect to parking.

14 So I'm just -- we're very much concerned about
15 the dialogue with more emphasis on parking as opposed
16 to housing development.

T2-27d

17 Yes, the rental housing market has changed.
18 It's softened. But there still is demand, particularly
19 in light of a 15-year projection, trying to ensure that
20 if there are changes in the rental housing market, that
21 students are housed, that there is demand for current
22 students who want to live in university housing, design
23 for housing, more specifically apartment-style housing,
24 to meet the diversity of student needs is identified in
25 the plan.

T2-27e

1 mitigation measures to address the increase in traffic
2 that will result from increase in parking developments.

3 As articulated in the plan, seven key
4 intersections will be -- there's -- level of service
5 will be diminished through this plan. I think the
6 university needs to do something to address those
7 particular impacts.

8 We're advocating with members of the public
9 and UC staff representatives for a free eco pass for
10 faculty and staff. We ask that that be included as a
11 policy measure and a mitigation measure in the LRDP,
12 and we think that will do something to minimize the
13 mode shift that may result from increased parking.

14 We're also advocating for the university to
15 include as a mitigation measure funding for a fast pass
16 for students and expand whatever eco pass program they
17 may develop.

18 We want to ensure that the parking development
19 is corollary to headcount so that there is at least, if
20 there is a discussion, 28-percent increase in parking,
21 not a 41-percent increase in parking.

22 So I wanted to articulate our concerns. We'd
23 like more housing, 1,100 beds. We're concerned about
24 the increases in parking. We want the university to
25 take really adequate mitigation measures such as the

T2-27e

1 So the ASUC will be articulating this in our
2 comments that will be submitted to the university later
3 on this month. We are advocating for an 1,100 bed
4 increase in the Long Range Development Plan and housing
5 zone range. We feel this is adequate to meet the
6 demand for more student housing.

7 At the same time, we're very much concerned
8 about the increase in student parking.

9 There's been a 22-percent increase in faculty
10 and staff headcounts and a 41-percent increase,
11 including the thousand spaces that are planned in the
12 next three years. That results in close to 2,900 new
13 cars.

14 MS. HEGARTY: Just a little slower.

15 MR. ARREQUIN: That will result in 2,900 new
16 cars on the south side.

17 How will that affect quality of life? How
18 will affect access of campus?

19 Particularly in the definition of the housing
20 zone, they talk about moving housing far away from
21 campus or within 20 minutes of a bus ride. How are
22 students going to get to campus?

23 Those are significant concerns that can be
24 addressed.

25 The university needs to have sufficient

1 eco pass.

2 I'd like to thank you for the opportunity to
3 express our concerns, and we will be submitting our
4 comments later this month.

5 MS. HEGARTY: Thank you.

6 Humayun Khan, followed by Doug Buckwald.

7 STATEMENT OF MR. KHAN

8 MR. KHAN: Hi. My name is Humayun Khan. I'm
9 a long-time resident of Berkeley. And I am
10 representing the minority and immigrant population of
11 west Berkeley that have not been involved in this
12 process.

13 I want to comment few comments on this sub-par
14 EIR.

15 The alternatives do not represent all the
16 potential impacts in this EIR. The EIR needs to look
17 at some further new alternatives, and I will help spell
18 them out.

19 One alternative should be to maintain zero
20 growth in square-footage. If the facility is going to
21 build new buildings, the EIR must -- the campus must
22 reduce equivalent number of square-foot of building
23 space. That needs to be analyzed.

24 Another alternative that the EIR should
25 analyze is the reduced enrollment and employment growth

T2-28a

T2-28b

PUBLIC HEARING NUMBER TWO

T2-28b

T2-28c

T2-28d

T2-28e

T2-28f

T2-28g

T2-28h

T2-28i

T2-28j

1 from the no-project alternative which was not analyzed
2 in this EIR.

3 The EIR should also look at increased number
4 of recreation facilities that support both students and
5 community members, in other words, look at more
6 baseball fields, recreation fields and develop
7 Underhill synthetic turf field.

8 The traffic impacts in this EIR did not
9 analyze the intersection of Claremont Avenue and Ashby
10 Avenue, which has become a paralysis center for the
11 south campus community.

12 I think in this EIR they should analyze or
13 they should actually propose less parking slots for
14 employees of the university so that they take alternate
15 transportation modes.

16 And they also should look at maybe a no-car
17 zone in the Southside campus during normal business
18 hours to encourage more foot traffic.

19 The EIR is segmented from the LBNL facility.
20 It should also look at the growth of the LBNL facility,
21 and the EIR should be both together. There should not
22 be any future growth in the Hill Campus.

23 As I have read through this EIR, it is quite
24 flawed, and it should look at these alternatives. It
25 should be redone and recirculated.

1 leave Berkeley because the quality of life will
2 diminish so markedly.

3 For those of you here who have not read the
4 LRDP, I can summarize it for you pretty quickly:

5 First of all, if there are minor or medium-
6 level quality of life impact studies noted as a result
7 of UC expansion, you're mistaken about these things.
8 You are only imagining that they affect the quality of
9 your life, so stop it.

10 Regarding the major issues that both the
11 citizens and the university realize will have a
12 significant impact on the quality of life here in
13 Berkeley, there is nothing that UC can do about these
14 problems, so get used to enduring them for the
15 foreseeable future.

16 That's a pretty good summary of the document
17 as I see it.

18 Oh, and there's an appendix: UC has State
19 authority to ignore all local zoning ordinances in
20 Berkeley's general plan as well as the power of eminent
21 domain, so they will do whatever they darn well please.

22 Well, that's not an actual appendix. It's
23 sort of implied throughout the whole document.

24 For a greater predictive value, I recommend
25 that you look into reading a different volume, The

1 In addition, they should provide a 30-day
2 extension for review of this document, this current
3 document, and later recirculating when it's redone.

4 In conclusion, the University of California
5 must choose the no-project alternative. And the city
6 manager, the individuals from the City office, they
7 must question this EIR and also recommend a no-project
8 alternative.

9 Thank you.

10 MS. HEGARTY: Thank you.

11 Doug Buckwald, followed by Matt Fritzinger.

12 STATEMENT OF MR. BUCKWALD

13 MR. BUCKWALD: Good evening.

14 One observation to start: Each of us tonight
15 has had three minutes to talk about things that are
16 going to affect us for the rest of our lives or as long
17 as we stay here in Berkeley. That seems to be a bit
18 out of balance to me.

19 I've read a lot of sections of the LRDP. I
20 did notice one mistake right away in it. The
21 university says that the acronym "LRDP" stands for Long
22 Range Development Plan. Well, we know that it really
23 stands for long-term resident displacement program
24 because that's exactly what's contained in here.

25 These changes will make many, many more people

1 Prince," by Niccolo Machiavelli. That's what I've been
2 doing. It has some very, very useful sections in here.

3 If you don't know about this book, it was
4 written in 1513 by Machiavelli, and he gives
5 recommendations to princes about how to maintain
6 control of their states.

7 The general advice is this: Don't worry about
8 individuals that are weak and divided. They are no
9 threat to you. You need to worry about powerful armies
10 headed by visionary dynamic leaders.

11 Well, in this case, the City of Berkeley is
12 our powerful army, and at this point we can only hope
13 that they will act on our behalf to save what remains
14 of the quality of life in our city.

15 There are some other interesting and pertinent
16 sections of the book. I hope I can get to a couple of
17 them here.

18 The first one is -- talks about whether it is
19 better to be loved or feared:

20 "Let me say that every prince should
21 prefer to be considered merciful
22 rather than cruel, yet he should be
23 careful not to mismanage this
24 clemency."

25 MS. HEGARTY: Thank you.

PUBLIC HEARING NUMBER TWO

1 MR. BUCKWALD: Can I just finish this last
2 sentence?

3 "Now, I conclude that since men love
4 at their own inclination but can be
5 made to fear at the inclination of
6 the prince, a shrewd prince will lay
7 his foundations on what is under his
8 own control, not on what is
9 controlled by others. Therefore, it
10 is better to be feared than to be
11 loved."

12 MS. HEGARTY: Thank you.

13 STATEMENT OF MR. FRITZINGER

14 MR. FRITZINGER: I'm Matt Fritzinger, and I'm
15 enjoying my seventh year as a math teacher at Berkeley
16 High School.

17 Six years ago I started Berkeley High Mountain
18 Bike Team. Today we had our last practice of the year.
19 We started the week after Thanksgiving. That's three
20 days a week for about five or six months. And we ride
21 in Tilden primarily.

22 I've got 26 kids on the team, really diverse
23 group. It's an amazing thing.

24 We would love to ride more on the trails and
25 less on the road where the cars are becoming more and

1 zero new parking spots.

2 I have also heard estimates that each
3 incremental parking spot can cost 30- to \$60,000.

4 Obviously, UC does need to make the campus
5 accessible to faculty and staff. However, there's a
6 much more cost-effective way and congestion-reducing
7 way to do so.

8 And rather than putting 2,600 new beds in
9 buildings that UC owns 100 percent, why not also take a
10 leveraged 10-percent ownership in an additional 8,000
11 beds? 30- to \$60,000 would be a very nice house or
12 condo downpayment for faculty or staff willing to live
13 within walking distance to campus.

14 If UC retained 5- to 15-percent ownership of
15 local housing while faculty or staff lived nearby, UC
16 would share in property value appreciation. Faculty
17 would benefit from the reduced property tax due to UC's
18 portion being tax exempt, and faculty's health would
19 improve from walking to work.

20 There would be much less contention for the
21 existing supply of parking. Air quality will be
22 improved, and Berkeley streets will be less congested.

23 Also, why not extend this offer to graduate
24 and professional students in exchange for a promise to
25 live car free with car sharing or occasional car

T2-31a

T2-31b

T2-30a

1 more numerous.

2 And the swath of land that goes up Strawberry
3 Canyon, I always look at that and think, wow, that
4 would be so great if we could ride up that.

5 All I want to say is that if you get the right
6 landscape architects, conservation and resource studies
7 people together, I think that a plan can come together
8 that makes that entire network of trails better, both
9 for hikers, bikers and the land itself because right
10 now what you have is a poorly designed fire trail which
11 is eroding year by year.

12 That's all I have to say. Thanks.

13 MS. HEGARTY: Thank you.

14 Mitch Cohen.

15 STATEMENT OF MR. COHEN

16 MR. COHEN: Hello. I live several blocks away
17 from UC. Current congestion is horrible, and I'm very
18 concerned about the additional congestion that UC's
19 LRDP will bring to Berkeley and to my neighborhood.

20 The City of Berkeley's general plan is
21 committed to stimulate the alternatives to
22 single-occupancy automobile dependency and its inherent
23 inefficiency and pollution.

24 I strongly urge UC to take a leadership
25 position in its LRDP and to choose an alternative with

1 rentals?

2 These people might graduate with enough equity
3 to buy a small house elsewhere. What a nice graduation
4 present from UC, and UC makes a profit by doing this.

5 If the students condos do come with a parking
6 spot, UC's ownership portion could be optioned on that
7 parking spot and assigned to a faculty member.

8 UC can also work with the State Legislature to
9 create a special case whereby UC's non-UC neighbors
10 could receive a Proposition 13 tax basis transfer to
11 move elsewhere and sell their house to UC faculty or
12 staff. This could easily free up thousands of nearby
13 homes for UC professors to live in walking distance.

14 It seems to me -- well, it seems a given that
15 the City of Berkeley will lose tax revenue with the
16 LRDP's plans to convert land to tax-exempt parking
17 lots, a portion of the proposed mixed-use projects.

18 Unfortunately, Berkeley gains avoidable,
19 unacceptably more congestion and pollution from this.

20 UC's peripheral streets are already unsafe for
21 pedestrians. I urge you to reconsider how you assure
22 the faculty and staff get to campus and to take a
23 leadership position in promoting housing within walking
24 distance to one's workplace.

25 MS. HEGARTY: Thank you.

T2-31c

T2-31d

T2-31a

PUBLIC HEARING NUMBER TWO

T2-32a

Page 106	Page 108
<p>1 Joanna Dwyer. 2 STATEMENT OF MS. DWYER 3 MS. DWYER: Hello. My name is Joanna Dwyer. 4 I live on Panoramic Hill and have for about 30 years. 5 Panoramic Hill is cheek by jowl with the upper 6 end of campus, just above the football stadium and 7 adjacent to Strawberry Canyon. 8 Neighbors are very concerned about the 9 university expansion. 10 My particular concern is with a table in the 11 LRDP. 12 If you refer to Table 4.4-10, it's a list, a 13 very deficient list, of architectural resources in that 14 part of Berkeley. It's title is -- sounds like 15 "Secondary Historical Resources." 16 Whoever prepared this report didn't do even a 17 minimum amount of research on the historic resources of 18 Panoramic Hill. 19 There are whole streets which are omitted, and 20 I would like to enter into the record some of the 21 missing houses. 22 On Canyon Road, which is not listed at all and 23 which is directly above the football stadium, there's a 24 Julia Morgan design, 9 Canyon Road, which should have 25 been on there in anybody's estimation.</p>	<p>1 Environmental Design building is named. The 2 architecture building is named for William Werster, 3 Werster Hall. 4 Under Panoramic Way, can I just finish, there 5 are two Julia Morgan designs, and under the heading 6 "Architect," it's blank. Anybody who would ask anybody 7 in the neighborhood would know that 9 Panoramic and 73 8 Panoramic are by the famous female architect Julia 9 Morgan. 10 I could say more, but I think my time is up. 11 Thank you. 12 MS. HEGARTY: Has anyone not spoken tonight 13 that would like to do so in the remaining five minutes? 14 Let me also remind you that you may submit 15 additional comments in writing anytime up to 5:00 16 o'clock on June 14th. Both the email address and the 17 street address are listed in your agenda. 18 The City of Berkeley is also planning a series 19 of meetings that will be hosted by the Planning 20 Commission and the City Council. 21 Jim Hynes from the City Manager's office gave 22 those dates. I don't have them in front of me tonight. 23 I think the first meeting is, I believe, the 18th -- 24 A VOICE: 19th. 25 MS. HEGARTY: 19th, I'm sorry, the Planning</p>
Page 107	Page 109
<p>1 There are two very grand houses by Ernest 2 Coxhead, who is a notable San Francisco architect of 3 about 95 or 100 years ago, and those are at 1 Canyon 4 and 15 Canyon. 5 Mosswood Road, which is on Panoramic Hill, is 6 completely omitted. 7 There's a Julia Morgan design at 11 Mosswood, 8 known as the Jebsen house, which is of great historical 9 import. 10 Professor Jebsen was, in his day, a very 11 famous botanist, a professor of botany for decades in 12 Berkeley who, with his graduate students, put together 13 California's first flora. That's 11 Mosswood is 14 omitted. 15 At 13 Mosswood is a modern house, a Frank 16 Lloyd Wright design. And at 37 Mosswood is a another 17 grand house by Walter Radcliff, who was a very 18 important architect who designed many houses and 19 commercial buildings in Berkeley about 80 years ago. 20 Arden Road is not on this very deficient list 21 at all. 22 At 40 Arden is a world-famous house by Harwell 23 Harris. 24 At 70 Arden is a building by William Wurster 25 for whom the CED, the university's College of</p>	<p>1 Commission. But I'm sure there will be announcements 2 of that in the newspapers. 3 We appreciate the thoughtful comments you made 4 tonight, and they will be addressed in the final EIR, 5 and the transcript will be made of all of your 6 comments. 7 Thank you very much. 8 (Whereupon, the proceedings adjourned 9 at 8:25 p.m.) 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>

1 CERTIFICATE OF REPORTER
2 I, Leslie Cooper, a Certified Shorthand
3 Reporter, hereby certify that the foregoing proceedings
4 were taken in shorthand by me at the time and place
5 therein stated, and that the said proceedings were
6 thereafter transcribed by me by computer.
7

8
9 DATED: June 9, 2004

10
11 -----
12 Leslie Cooper, CSR 9215
13
14
15
16
17
18
19
20
21
22
23
24
25

11.2T.2 RESPONSE TO ORAL COMMENTS: PUBLIC HEARING #2

RESPONSE TO COMMENTS T2-1A AND T2-1B

Other UC campuses have recently completed or are now preparing Long Range Development Plans with programs of investment as or more ambitious than those in the 2020 LRDP. The projected growth in the number of college-age Californians over the next decade, combined with the ongoing growth in demand for research in the public interest, requires all UC campuses to continue to grow to meet these needs.

While our location within an active seismic region does impose an extra burden on UC Berkeley, UC Berkeley already employs extraordinary procedures to maximize safety and resiliency of new buildings, as described in Best Practices GEO-1-c through GEO-1-g and in the *University Policy on Seismic Safety* presented in Appendix B.2.

Much of the growth the university as a whole must accommodate in the future can, as the writer contends, be accommodated at other locations. However, in many fields the academic programs and resources at UC Berkeley are unmatched, and many of the university's new educational and research initiatives must be housed at UC Berkeley, in order to maximize synergy with existing programs and take full advantage of existing resources.

RESPONSE TO COMMENT T2-2A

See Thematic Response 9 regarding parking demand and Thematic Response 10 regarding alternative transportation programs. As the latter shows, UC Berkeley has a wide range of programs designed to reduce vehicle trips and encourage alternatives to driving, including the recently approved Bear Pass. The amount of parking required represents our best estimates of future demand under the 2020 LRDP.

RESPONSE TO COMMENT T2-2B

The figures cited by the speaker are estimates of new future trips under the 2020 LRDP based on current mode splits, and represent a conservative projection for the purpose of analysis. The University hopes measures such as the Bear Pass, the new student housing envisioned under the 2020 LRDP, and other future trip reduction incentives would result in less actual trips.

RESPONSE TO COMMENT T2-2C

The quote appears to be inaccurate: the 2020 LRDP DEIR draws no such conclusion with regard to the need for bicycle facilities. UC Berkeley is developing secure bicycle facilities. Please see Thematic Response 10 regarding alternative transportation.

RESPONSE TO COMMENT T2-2D

The speaker's comment is unclear.

RESPONSE TO COMMENT T2-2E

The speaker's opinion is noted, but based on the Draft EIR analysis, the intersection measures proposed as Mitigations would reduce the impacts to less than significant, as significance is defined in the Draft EIR.

RESPONSE TO COMMENT T2-2F

As the speaker notes, the Underhill Field and Parking Structure is not within the scope of the 2020 LRDP, having already been reviewed in the 2000 Underhill Area Projects EIR.

RESPONSE TO COMMENT T2-3A

See Thematic Response 4 regarding fiscal impacts.

RESPONSE TO COMMENT T2-3B

The 2020 LRDP does not propose any changes to land use at Clark Kerr Campus that would violate the covenants. Section 3.1.14 is explicitly clear on this matter:

In 1982 the University executed a Declaration of Covenants and Restrictions with neighboring property owners and a Memorandum of Understanding with the City of Berkeley, both of which commit the University to a site plan and land use program on the Clark Kerr Campus for a period of 50 years. While many of its 26 buildings require extensive repairs and upgrades, no significant change in either the use or physical character of the Clark Kerr Campus is proposed in the 2020 LRDP.

RESPONSE TO COMMENT T2-3C

The University has no authority to formulate plans for traffic on city streets, but would be glad to collaborate with the City on strategies to improve traffic conditions.

RESPONSE TO COMMENT T2-3D

The writer's opinion is noted, but the effects of trip reduction strategies involving substantial salary incentives cannot presently be assumed, and cannot be used as a rationale for identifying a potential impact as mitigated to a less-than-significant level.

RESPONSE TO COMMENT T2-3E

See Thematic Response 4 regarding fiscal impacts.

RESPONSE TO COMMENTS T2-3F AND T2-3G

For the purpose of this EIR, construction period circulation impacts are determined to be less than significant, given that proposed development under the 2020 LRDP would not exceed existing conditions, and given the incorporation of continuing best practices, as described in pages 4.12-45 to 4.12-47 of the Draft EIR. UC Berkeley anticipates continuing improvements in construction coordination with the City of Berkeley, to reduce impacts to neighbors as much as possible. No substantial change in the nature or schedule of sporting events is anticipated as a result of the 2020 LRDP, but any such projects with the potential for environmental impact would be subject to further review under CEQA.

RESPONSE TO COMMENT T2-3H

The University would encourage the city planning commission to consult with the transportation commission in formulating its comments.

RESPONSE TO COMMENT T2-3I

Although UC Berkeley policies seek to minimize automobile use by students, some students have life circumstances that require an automobile. A very limited number of residential permits are available to residents of University student housing with a demonstrated medical, employment, academic or other need: Best Practice TRA-2 states

this policy would continue under the 2020 LRDP. Other students are only eligible for student commuter parking permits if they live beyond a two mile radius of campus.

RESPONSE TO COMMENT T2-3J

See response T2-3f.

RESPONSE TO COMMENT T2-3K

See Best Practice TRA-3-d at page 4.12-47 of the 2020 LRDP Draft EIR.

RESPONSE TO COMMENT T2-3L

See Thematic Response 10, which describes the current range of UC Berkeley trip reduction programs.

RESPONSE TO COMMENT T2-3M

It is not the responsibility of the University to maintain city parking meters, although the parking program outlined in the 2020 LRDP is expected to reduce the demand for parking on city streets by UC Berkeley students and workers.

RESPONSE TO COMMENT T2-3N

The speaker's opinions are noted, and will be taken into consideration by the University in its ongoing participation in BRT plan formulation.

RESPONSE TO COMMENT T2-3O

The speaker's comment is noted.

RESPONSE TO COMMENT T2-4A

As explained in section 3.1.5, a primary driver for the growth envisioned under the 2020 LRDP is to maintain the ability of the University of California to continue to meet its mandate under the California Master Plan for Higher Education.

RESPONSE TO COMMENT T2-4B

See Thematic Response 10 regarding alternative transportation. The speaker's comments are noted.

RESPONSE TO COMMENTS T2-5A THRU T2-5D

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT T2-6A

The speaker's comments are noted.

RESPONSE TO COMMENT T2-6B

The University continues to collaborate with the City on matters of mutual interest, the Southside Plan being the most recent example, and looks forward to other collaborations in the future.

RESPONSE TO COMMENTS T2-7A AND T2-7B

In recent years several Bay Area cities have implemented signal timing plans that encourage drivers to drive the speed limit, either through coordinated timing along a corridor that allows drivers to “hit the green” if they travel at the speed limit, or through stand-alone intersections that have advance detectors that turn the light red if a speeding car approaches. The University will request that the City of Berkeley consider these methods of speed control when and if the signals at Piedmont/Bancroft, Piedmont/Durant, and Derby/Warring are designed and constructed. See also Response to Comment C270.

RESPONSE TO COMMENT T2-8A

The speaker’s suggestion is noted.

RESPONSE TO COMMENT T2-8B

The University is currently building a new campus at Merced. However, the substantial growth in the number of college-age Californians projected over the next decade requires all campuses of the University to assume some share of this growth. However, the 2020 LRDP recommends the enrollment at UC Berkeley stabilize once the current increase is absorbed.

RESPONSE TO COMMENT T2-8C

See Thematic Response 4 regarding fiscal impacts.

RESPONSE TO COMMENT T2-8D

As prescribed in Mitigation HYD-5, any new project in the Hill Campus would be required to undertake a hydrologic modification analysis, including a plan to prevent an increase in flow from the site. Best Practice HYD-4-e would serve to ensure the net projects implemented under the 2020 LRDP together result in no net increase in runoff over existing conditions.

RESPONSE TO COMMENT T2-8E

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENTS T2-9A AND T2-9B

The speaker’s general objections to UC Berkeley growth are noted, but the speaker does not offer specific comments on the Draft EIR to which the University can respond.

RESPONSE TO COMMENT T2-10A

The speaker’s support for bicycling in Strawberry Canyon is noted. Existing prohibitions on bicycle riding in the Hill Campus could be examined by the Management Authority proposed by the 2020 LRDP for the Ecological Study Area. See page 3.1-54 of the Draft EIR. The comment is not a comment on the 2020 LRDP or its EIR; no further response is required.

RESPONSE TO COMMENT T2-11A

The speaker's opinion on the resources available to the University is noted.

RESPONSE TO COMMENT T2-11B

On the contrary, in Best Practice USS-2.1-e the University commits to pay its fair share of sewer improvements required for projects implemented under the 2020 LRDP, under the provisions of section 54999 of the California Government Code.

RESPONSE TO COMMENT T2-12A

The speaker contends the current housing goals are inadequate, but does not describe what would be adequate, although the comments to follow suggest alternate approaches.

RESPONSE TO COMMENTS T2-12B AND T2-12C

Alternate delivery models for future UC Berkeley projects, including housing, are strongly encouraged in section 3.1.12, which includes the policy "Consider joint ventures that leverage University resources with private land and capital." The speaker's advocacy of a capital campaign focusing on housing and quality of life rather than academic buildings will be taken into consideration in the plans for the next UC Berkeley campaign.

RESPONSE TO COMMENT T2-12D

The University is committed to provide housing at the lowest achievable rents consistent with quality and durability, sound maintenance practices, academic goals, and sensitive urban design. However, because the University does not receive state funding for housing, the entire cost of construction, operation, and maintenance must be supported by rent revenues.

RESPONSE TO COMMENT T2-13A

The housing targets in the 2020 LRDP represent our estimate of the maximum program achievable within the timeframe of the plan, and the financial and logistic capacity of the campus, and the need to avoid overbuilding in order to prevent rent increases due to high vacancy rates. As explained in section 5.1.5:

While the long term goals in the Strategic Academic Plan may ultimately require more University housing than envisioned in the 2020 LRDP, under the current financial practices of the University it is not possible to sustain a more intensive pace of housing development than the 2020 LRDP proposes. Because the state provides no funds for University housing, its entire capital and operating cost must be supported by rents and other revenues.

Although the UC Berkeley housing inventory includes many relatively new facilities, many others are old and in critical need of major renovation, including the Clark Kerr Campus and Bowles and Stern Halls. Rents must sustain these renovations as well as new construction projects. However, new construction projects begin generating new expenses well before they begin generating new revenues, while renovation projects typically generate no new revenues.

Given the need to keep rents at reasonable levels and maintain the financial integrity of the housing auxiliary as a whole, the campus is therefore limited in the number of projects it can pursue at any one time. While the 2020 LRDP

housing program appears at this point to be supportable by projected future rents, a significantly larger program would be infeasible.

RESPONSE TO COMMENT T2-13B

The University is committed to paying its fair share of the cost of improvements required to mitigate the impacts of the 2020 LRDP, as described in Mitigations TRA-6 and TRA-7. The speaker also seems to advocate funding for pedestrian and bicycle amenities above and beyond those strictly required to mitigate traffic impacts. The 2020 LRDP policy “Partner with the City and LBNL on an integrated program of access and landscape improvements at the Campus Park edge” indicates the desire of UC Berkeley to identify and fund such improvements in a collaborative manner.

RESPONSE TO COMMENTS T2-13C AND T2-13D

Mitigation TRA-11 recognizes the issue of undesired mode shift and prescribes measures to monitor and minimize it.

RESPONSE TO COMMENT T2-13E

See Thematic Response 3 regarding the 2020 LRDP alternatives.

RESPONSE TO COMMENT T2-14A

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT T2-14B

The existence of groundwater in the Hill Campus, and the northwest portion in particular, is known and described in section 4.7.4 under “Groundwater Quality”. Best Practice HYD-3 prescribes measures to ensure no net decrease in groundwater recharge due to projects implemented under the 2020 LRDP.

RESPONSE TO COMMENT T2-15A

The EIR authors are unaware of a relationship between the acquisition of the Clark Kerr Campus and enrollment limits.

RESPONSE TO COMMENT T2-15B

The speaker is correct, and the 2020 LRDP and its EIR are explicitly clear on this matter. The use of the Southside Plan as a guide for future projects in the Southside, as prescribed in section 3.1.14 and in Best Practice LU-2-d, includes the caveat “... assuming no further substantive changes are made by the city prior to adoption ...”

RESPONSE TO COMMENT T2-15C

The speaker’s opinion is noted.

RESPONSE TO COMMENT T2-15D

The speaker suggests changes to the signal at Dwight Way and Piedmont Avenue. Studies completed for the Draft 2020 LRDP EIR do not currently indicate that the intersection is impacted by the 2020 LRDP.

RESPONSE TO COMMENT T2-15E

The draft 2020 Long Range Development Plan also supports utility undergrounding. See page 3.1-32 of the 2020 LRDP, second paragraph.

RESPONSE TO COMMENT T2-16A

The speaker possibly refers to an earlier letter submitted in response to the Notice of Preparation: while the University takes all such letters into consideration in scoping and preparing the Draft EIR, it does not respond to individual scoping letters. However, the University does respond in the Final EIR to every substantive comment on the Draft EIR. With respect to notification, in addition to advertisements in local newspapers, UC Berkeley sent a letter from Chancellor Berdahl to every household address in Berkeley, as well as the newsletter *Cal Neighbors*, which also goes to every household address in Berkeley.

RESPONSE TO COMMENT T2-17A

Although Memorial Stadium requires renovations to address its seismic deficiencies, at this point no project has been defined to a level of detail adequate to support project level CEQA review.

RESPONSE TO COMMENT T2-17B

The speaker's comments are noted.

RESPONSE TO COMMENT T2-17C

The speaker's comments are noted.

RESPONSE TO COMMENT T2-18A

See Thematic Response 8 for a comprehensive response to comments on Hill Campus development. Due partly to comments received and partly to its uncertain near-term feasibility, faculty housing has been deleted as a potential future Hill Campus use in the 2020 LRDP. As noted in Thematic Response 8, the site formerly designated H1 has been redesignated as a reserve site, while former site H2 has been redesignated as part of the surrounding research zone.

RESPONSE TO COMMENT T2-19A

The speaker's comments are noted.

RESPONSE TO COMMENT T2-20A

The speaker's comments are noted. The University shares the speaker's concern over preserving and enhancing the quality of life in Berkeley.

RESPONSE TO COMMENT T2-20B

Because the state provides no funds for housing, the entire cost of housing construction, maintenance, and operation must be supported by rents. This in turn requires a conservative approach to inventory expansion, to ensure the inventory does not outpace demand, since each vacancy places a greater debt burden on the balance of residents and drives up the rents required to service it.

While UC Berkeley has extensive experience with student housing, it has almost no experience with faculty or staff housing, and therefore must be cautious in the amount of resources it commits to this new market and product type. The up to 100 units of

rental faculty housing envisioned in the 2020 LRDP represents our first pilot venture into this market. If it succeeds – in terms of both financial feasibility and its benefits to the academic enterprise – further initiatives could be pursued.

RESPONSE TO COMMENT T2-20C

The speaker’s comment is noted.

RESPONSE TO COMMENT T2-21A

The maps in question have been corrected in the Final EIR to include all buildings on Panoramic Hill.

RESPONSE TO COMMENT T2-21B

The Draft EIR only lists historic resources within the Campus Park, Adjacent Blocks, Southside, and Housing Zone. Since Panoramic Hill lies outside these areas, its resources are not listed.

RESPONSE TO COMMENT T2-21C

Although Memorial Stadium requires renovations to address its seismic deficiencies, at this point no project has been defined to a level of detail adequate to support project level CEQA review. Such reviews would consider site-specific characteristics including adjacent topography.

RESPONSE TO COMMENT T2-23A

The inclusion of the Tien Center serves a useful purpose in providing the reader with an example of how the objectives, policies and guidelines of the 2020 LRDP would be implemented in an actual project. Conversely, the 2020 LRDP provides the reader with a larger, long-term context for the evaluation of the Tien Center project.

RESPONSE TO COMMENT T2-23B

At the time of the NEQSS Projects EIR, the Tien Center project was not ready for project level CEQA review. However, a principal purpose of the 2020 LRDP is to provide a context for project level review.

RESPONSE TO COMMENT T2-23C

The relationship of the Tien Center to Haviland Hall is examined in sections 4.1.8 and 4.4.8. While Haviland Hall is, as the writer notes, presently surrounded by open space, its significance as a cultural resource is due not to this open space but, as described in its National Register nomination, to “... its role in John Galen Howard’s Beaux Arts plan of the university ... the building is important because it helps to define both the actual structure of Howard’s plan and the principles on which his plan is based.”¹ The location and configuration of the Tien Center reinforces this structure: in fact, the Howard Plan itself shows Observatory Hill as obliterated and replaced with a building of roughly the same scale as Doe Library, with its front (south) façade in the same alignment as the phase 1 of the Tien Center.²

The impact on Observatory Hill and the Students’ Observatory is examined in sections 4.1.8, 4.3.8, and 4.4.8. The proposed modifications to Observatory Hill would not substantially affect any sensitive natural community, nor substantially interfere with movement or nursery sites of native species, nor create significant adverse impacts on special-status species. Some limited reduction in oak woodland habitat would occur

along the south and west base of Observatory Hill, although the balance of the hill would remain intact. Of the 36 specimen trees or other trees desirable to retain, only one would definitely be lost (and replaced) due to the project, while two other specimen trees and two other desirable trees are located within a few feet of the project and would be protected, but are at risk of loss.

RESPONSE TO COMMENTS T2-24A AND T2-24B

Research is not a discrete enterprise apart from education at UC Berkeley. Rather, it is integral to both our mission as a university and to the provision of both graduate and undergraduate education. Please see response B7-20 for a more extensive treatment of this subject.

RESPONSE TO COMMENT T2-24C

The concept of locating a portion of future research growth at Richmond Field Station is evaluated in section 5.1, alternative L-2.

RESPONSE TO COMMENT T2-24D

The Location Guidelines in section 3.1.16 provide for a very broad geographic range for University Extension facilities.

RESPONSE TO COMMENT T2-24E

See Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENT T2-24F

The University is committed to funding its fair share of the cost of mitigations, but is unable to fund mitigations required by the actions of other parties. The principle of fair share is established in section 54999 of the California Government Code, which provides the statutory authorization for payments by the University to public utility service providers.

RESPONSE TO COMMENTS T2-25A AND T2-25B

The speaker's comments are noted.

RESPONSE TO COMMENT T2-27A

The speaker's comment is noted.

RESPONSE TO COMMENT T2-27B

Although, as noted in section 3.1.8, the long-term goals of the UC Berkeley Strategic Academic Plan are more ambitious than the 2020 LRDP targets, those targets represent the number of units we believe are feasible within the timeframe of the 2020 LRDP, given both urban construction logistics and the financial capacity of the housing auxiliary.

RESPONSE TO COMMENT T2-27C

The writer's concern is noted, although the University believes the 2020 LRDP represents a balance of housing and parking needs.

RESPONSE TO COMMENT T2-27D

See response T2-13a.

RESPONSE TO COMMENT T2-27E

See Thematic Response 9 regarding parking demand, and Thematic Response 10 regarding alternative transportation programs, which includes a description of the new Bear Pass program for UC Berkeley employees.

RESPONSE TO COMMENT T2-28A

The alternative of no net increase in program space is considered in the second paragraph of alternative L-4 in section 5.1.4, but determined to be infeasible.

RESPONSE TO COMMENT T2-28B

The alternative of lower enrollment and employment growth is evaluated under alternative L-1 in section 5.1.1.

RESPONSE TO COMMENT T2-28C

Section 3.1.10 includes the policy to “Preserve existing recreational fields and restore the fields lost since 1990.” The latter include Underhill and Hearst West Fields.

RESPONSE TO COMMENT T2-28D

The intersection of Claremont and Ashby was a study intersection: it is shown as intersection 73 in figure 4.12-1.

RESPONSE TO COMMENT T2-28E

The alternative of no new parking and more transit incentives is evaluated under alternative L-2 in section 5.1.2.

RESPONSE TO COMMENT T2-28F

The University is committed to using the Southside Plan as its guide for future projects in the Southside. It is not clear what the speaker means by a “no-car zone” although such a concept for Telegraph Avenue has been advanced as an option for the proposed AC Transit BRT system. However, the BRT is not within the authority of the University.

RESPONSE TO COMMENT T2-28G

See Thematic Response 6 regarding the relationship of UC Berkeley and Lawrence Berkeley National Laboratory.

RESPONSE TO COMMENT T2-28H

See above responses T2-28A through T2-28G.

RESPONSE TO COMMENT T2-28I

The CEQA Guidelines describe the circumstances that merit recirculation of an EIR (CEQA Guidelines 15088.5). Significant new information has not been added to the EIR, and recirculation is therefore not warranted. For the 2020 LRDP EIR itself, UC Berkeley not only extended the public comment period from the required 45 days to 61 days, but then extended it again to 65 days at the request of the City of Berkeley.

RESPONSE TO COMMENT T2-28J

The speaker’s opinion is noted.

RESPONSE TO COMMENT T2-30A

Existing prohibitions on bicycle riding in the Hill Campus could be examined by the Management Authority proposed by the 2020 LRDP for the Ecological Study Area. See page 3.1-54 of the 2020 LRDP EIR. The comment is not a comment on the 2020 LRDP or its DEIR; no further response is required.

RESPONSE TO COMMENT T2-31A

The alternative of no new parking and more transit incentives is evaluated under alternative L-2 in section 5.1.2.

RESPONSE TO COMMENT T2-31B

While the concept is noted, as the speaker states, property leased by the university is removed from the tax rolls, which the City has objected to for fiscal reasons, and the practice of investing in existing housing, while providing residences close to campus for faculty, does not increase the housing supply in Berkeley.

RESPONSE TO COMMENT T2-31C

See Thematic Response 7 regarding tax-exempt property.

RESPONSE TO COMMENT T2-31D

The speaker's comment is noted: the substantial program of student and faculty housing in the 2020 LRDP would greatly increase the number of students and faculty within a short walk or transit trip to campus.

RESPONSE TO COMMENT T2-32A

The Draft EIR only lists historic resources within the Campus Park, Adjacent Blocks, Southside, and Housing Zone. Since Panoramic Hill lies outside these areas, its resources are not listed.

¹ Entries on the National Register, State of California, *Haviland Hall*, Section 8-Significance, February 1 1982.

² John Galen Howard, *The Phoebe Apperson Hearst Plan*, University of California, revised February 1914