

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.

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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

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Yours truly,

H. Block Warner, M.A. MFCC
Signature

1435 Grizzly Peak
Address
Berkeley 94708-2201

LETTER C287

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University of California, Berkeley
Facilities Services
1936 University Avenue Suite #300
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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

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Environmental Impact Report

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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

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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

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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

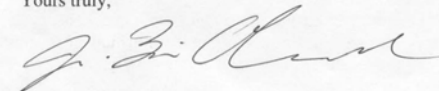
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Yours truly,



J. Blum 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

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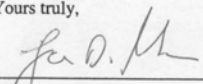
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Yours truly,


Signature

1254 GRIZZLY PEAK BLVD
Address

LETTER C293

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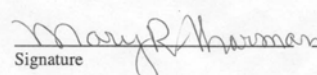
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Yours truly,


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: 2020lrp@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

C295-3

Berkeley 510-644-1303

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

[MSN Movies - Trailers, showtimes, DVD's, and the latest news from Hollywood!](#)

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.

UNIVERSITY OF CALIFORNIA, BERKELEY
2020 LRDP FINAL EIR
11.2C ORGANIZATION & INDIVIDUAL COMMENTS

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