

Office of the City Manager

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PHYSICAL & ENVIRONMENTAL
PLANNING

June 18, 2004

Jennifer Lawrence
Co-Director, 2020 LRDP EIR
Facilities Services
University of California, Berkeley
1936 University Avenue, Suite 300
Berkeley, CA 94720-1380

Re: **Commission Comments on UC Berkeley 2020 LRDP and Draft EIR**

Dear Ms. Lawrence:

Enclosed are comments City staff received from City of Berkeley commissions regarding the UC Berkeley 2020 Long Range Development Plan and Draft Environmental Impact Report. I am submitting these on behalf of the commissions, but they are not to be considered part of the City of Berkeley official comments. Where consistent with staff position and analysis, you will find that some commission comments are reflected in the City staff submittal.

You should consider this set of Commission comments along with those of other groups and members of the community and respond appropriately.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Kamlarz".

PHIL KAMLARZ
City Manager

cc: Arrietta Chakos, Asst. City Manager
Dan Marks, Director of Planning
Zach Cowan, Asst. City Attorney
Grace Maguire, Asst. to the City Manager

~~CONSENT CALENDAR~~
June 8, 2004

To: Honorable Mayor and Members of the City Council

From: The Disaster Council

Subject: Failure to consider emergency evacuation impacts of new housing in U.C. Berkeley's 2020 Long Range Development Plan Draft Environmental Impact Statement [hereinafter, 2020 DEIR]

RECOMMENDATION

The Disaster Council recommends that the City Council include in its comments on the 2020 DEIR the request that in the final EIR, the University add an analysis of the impact of adding 100 housing units at Centennial Drive near Grizzly Peak to an emergency evacuation from the hills, as in the event of fire. Specifically, analysis of this issue should be added to the discussions of LRDP Impact PUB 2.1, 2.2, and 2.4 on pages 4.11-11 through 4.11-15 of the DEIR.

B6-1

FISCAL IMPACTS OF RECOMMENDATION

None.

CURRENT SITUATION AND ITS EFFECTS

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.

The University's 2020 DEIR proposes adding up to 100 units of faculty housing near the top of Centennial Drive. 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. Centennial Drive will be a major egress route in an emergency.

BACKGROUND

The 2020 DEIR considers the impacts relating to wildland fires, emergency evacuations, and emergency access constraints at section 4.11.2.7, on pages 4.11-11 through 4.11-15.

The report 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, it does not evaluate whether the people currently living in the hills, for whom Centennial would be the best evacuation route during a hills fire, would be exposed to a significantly increased risk.

B6-2

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 as to the impacts on emergency evacuation by existing hills residents, e.g., impacts on the city's emergency evacuation plans.

The report concludes that during the construction phase, the housing could result in temporary road closure or restriction to a single lane, but that this will be mitigated by coordination with the emergency service departments to plan alternate routes, and by signage to the public. [LRDP Impact PUB-2.4] It is silent as to the impact on hills residents, if a hills fire occurred during construction and construction had temporarily closed Centennial Drive or reduced it to a one-lane road.

B6-3

RATIONALE FOR RECOMMENDATION

The 2020 Draft Environmental Impact Report is incomplete. It is impossible for decisionmakers and the public to evaluate the impacts if they are not addressed in the report. This is the time for the City Council to request that missing analyses be added.

ALTERNATIVE ACTIONS CONSIDERED

The alternative is for the City Council to be silent on this issue. If so, then the University could argue that we had our opportunity to speak and chose not to use it.

CONTACT PERSON

Margit Roos-Collins (510) 558-1992
Eileen Hughes (510) 540-3760

Approved:

Margit Roos-Collins, Chair
Disaster Council

Community Health Commission Review of the
Draft Environmental Impact Report for the University of California, Berkeley
2020 Long Range Development Plan

The 2020 LRDP serves as the baseline for future reviews and approvals of individual capital projects implemented under the 2020 LRDP. It also evaluates effects of the Chang-Lin Tien Center for East Asian Studies, the first specific project proposed under the long-range plan. The 2020 LRDP does not include University Village, Albany or the Richmond Field Station, **nor does it include the UC-operated Lawrence Berkeley National Lab (LBNL) that is preparing its own LRDP. Also, LBNL operates the Donner Lab (nuclear medicine), Calvin Lab (dynamics of living cells), and as many as 13 other lab spaces on the central UC Berkeley campus, none of which are considered in the 2020 LRDP.**

As Vice Chair for the Community Health Commission, I was asked to conduct a detailed review of the 2020 LRDP to evaluate its impacts on public health in the City of Berkeley. I limited my review to the areas I felt had a direct and obvious impact on health and the delivery of public health services to the City's residents. Those areas are:

- Air Quality
- Hydrology and Water Quality
- Noise
- Transportation and Traffic
- Hazardous Materials

2. Activities described in the 2020 LRDP that have *Significant* impacts:

a) AIR QUALITY

- 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.

Comment: Poor air quality causes or exacerbates a number of serious illnesses: asthma, cardio-vascular disease, emphysema. Children may be more at risk because of their size. The 2020 LRDP describes the type of pollutants that will be generated by the implementation of the Plan and details the sections of the City that will be most affected.

The LRDP concludes that there will be significant increases in NO_x (16%), reactive organic gases-ROG (28%), PM₁₀ (14%), and CO (18%). (ROG and NO_x are ozone precursors) These increases do not take into consideration the contribution of buses and delivery vehicles serving the campus. The LRDP anticipates that these fleets will be replaced over time.

b) HYDROLOGY AND WATER

- LRDP Impact HYD-5
Projects implemented in the Hill Campus under the 2020 LRDP could alter drainage patterns and increase impervious surfaces, which could exceed the capacity of stormwater drainage systems, result in localized flooding, contribute to off-site flooding, and result in substantial siltation or erosion, but the **mitigations*** would ensure this impact is *less than significant*.
- LRDP Impact HYD-6
Implementation of the 2020 LRDP could place structures which would impede or redirect flood flows within the 100-year flood hazard area, but the mitigations would ensure this impact is *less than significant*.

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Comment: Effects of additional stormwater flowing through the City's storm drains may not seem to have an immediate health effect. It can, however, have a direct effect on the City's ability to deliver health services. We have seen that in times of fiscal crisis, all City departments are expected to take cuts in their budgets. Without significant financial support from the University for its fair share of the costs that their activities impose on the City, we can expect to continue to bear their burden at the expense of those who are in need of City services.

Additional stormwater may also overwhelm the City's sewer system during peak rain events. Sewage in the streets and in the storm drains is a serious public health and environmental problem.

c) NOISE

- LRDP Impact NOI-3
University housing developed under the 2020 LRDP could expose residents to excessive noise levels. This impact is *significant and unavoidable*.
- LRDP Impact NOI-4
Noise resulting from demolition and construction activities necessary for implementation of the 2020 LRDP would, in some instances, cause a substantial temporary or periodic increase in noise levels, in excess of local standards prescribed in Section 13.40.070 of the City of Berkeley noise ordinance, at affected residential or commercial property lines. This is a *significant and unavoidable* impact.
- LRDP Impact NOI-5
Construction of campus facilities under the 2020 LRDP could expose nearby receptors to excessive groundborne vibration, but the mitigation measures would ensure this impact is *less than significant*.

Comment: Excessive noise is a public health threat and pollutes the "commons". Excessive noise can cause temporary or permanent hearing loss and can elevate stress levels resulting in physiological and behavioral effects that are a public health threat.

d) TRANSPORTATION AND TRAFFIC

- LRDP Impact TRA-6
The 2020 LRDP would increase vehicle trips and traffic congestion at [seven] intersections, 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-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 prescribed would reduce this impact to a *less than significant* level.
- LRDP Impact TRA-8
The 2020 LRDP would increase vehicle trips and traffic congestion at [two] intersections, leading to substantial degradation in level of service. These impacts are *significant and unavoidable*.
- LRDP Impact TRA-9
Housing projects in the 2020 LRDP Housing Zone could increase vehicle trips and

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traffic congestion in the vicinity of project sites, which could lead to substantial degradation in level of service. The mitigation prescribed would reduce this impact to a *less than significant* level.

- LRDP Impact TRA-10

Development under the 2020 LRDP would cause the following Alameda County CMP and MTS Designated System roadways listed below to exceed the level of service standard established by the CMA. This impact is *significant and unavoidable*.

- Ashby Avenue eastbound, Between College Avenue and Domingo Street
- Ashby Avenue westbound, between San Pablo Avenue and Adeline Street
- University Avenue westbound, between I-80 and MLK Jr. Way
- 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)

- 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 prescribed would reduce this impact to a *less than significant* level.

- 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 prescribed would reduce this impact to a *less than significant* level.

Comment: A significant increase in traffic will result in several areas of the City, especially during the morning and evening commute hours, as a result of the implementation of the plan. The impacts on the intersections at 6th and University and University and San Pablo are "significant" and cannot be mitigated. Also increasing will be the level of pedestrian traffic in areas near the campus.

Note: the section on HAZARDOUS MATERIALS did not indicate any *Significant* impacts. Nevertheless, there will be a significant increase in the amount of hazardous materials used and hazardous waste generated by the new facilities. Hazardous materials fall into six general categories and are handled in more than 1,200 laboratories on campus:

- 1) Non-radioactive hazardous chemicals
- 2) Biohazardous materials
- 3) Radioactive materials
- 4) Lab animals
- 5) Transgenic materials
- 6) Non-ionizing radiation

The University provides the City with an inventory of chemical materials that are used on campus. The University's Hazardous Materials Facility has the capacity to handle 375 tons of hazardous chemical waste per year – approximately 69 tons were generated in 2002. The University publishes a series of guidelines for handling the chemicals, animals, and waste, but there appear to be few

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inspections conducted to insure compliance. Only the labs that use animals are subject to random inspections by USDA and DOD veterinarians.

Comment: Berkeley has adopted the Precautionary Principle and is considering how it might be implemented in a way that reduces the amount of hazardous materials that are consumed by the City. The University should be encouraged to partner with the City to undertake a similar program.

3. Recommendations: the implementation of the 2020 LRDP (**and those planned by LBNL**) will have significant impacts on the health of the City's residents. Reduced air quality, increased traffic, potential exposure to hazardous materials, and greater noise levels can all be anticipated as the plan is implemented. To offset these conditions, the University should be working closely with the City and its Public Health Department to mitigate, to the extent possible, these impacts. For example, the University could commit to converting all its diesel powered vehicles to bio-fuels or to replacing them with non-polluting vehicles within a specific time period. The University could also agree to extend the Eco-pass to all members of the University community.

B6-4

Recognizing that it is not likely that all impacts will be mitigated, the University should be prepared to pay its fair share of the health costs that are attributable to its plan.

B6-5

* "Mitigation" is defined by the California Environmental Quality Act (CEQA) as:

B6-6

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Comment: Here, as in the descriptions of many mitigations, the 2020 LRDP relies on "Continuing Best Practices" (CMP) which are generally described as the use of "guidelines, or "plans", or, as in the example above, "survey", "checklist", or "evaluation" of other methods to reduce impacts. These descriptions of how the 2020 LRDP would reduce an impact to *Less than significant* are not consistent with the more specific language of the CEQA definition. For this reason, I conclude that the mitigations described in the 2020 LRDP should be reviewed for compliance with the CEQA definition.

Employment Programs

LRDP Comments

May 7, 2004

Chapter 4.10 Population and Housing

The number of city jobs could increase by up to 2,870 according to the 2020 LRDP. Emphasizing the hiring of Berkeley residents should be included, including specific targets (i.e., *50% of any new jobs generated by development*). This would have far-reaching benefits, including potential reduction in traffic, increased use of public transportation, less use of local parking. Construction projects should also have targets for the hiring of Berkeley residents. The City's First Source program can be the first point of contact in conducting outreach to the Berkeley community to search for qualified candidates for newly created positions.

B6-7

The creation of new departments on campus should result in increased slots for the summer youth employment program. Since each department is responsible for funding their slots, establishing yearly set-aside funds for summer youth would allow for UC departments and city staff to plan accordingly. (*There is no mention of summer jobs for youth in the LRDP*).

Chapter 4.11 Public Services

Any increased numbers in workforce also results in increased turnover in workforce, which places an increased burden on local employment programs. Our adult employment programs already provide One Stop Career Center services to displaced UC employees (*usually not credentialed*) and students. This is difficult to quantify as statistics specific to UC staff or students are not tracked.

Commission on Labor comments @ May 19th, 2004 meeting:

Motion to add comments to EIR mitigation of impacts:

- Due to inadequate estimation of workplace growth projections, it is difficult to estimate accurate impacts; B6-8
- Ecopass and commuter passes should be included as benefits to employees; B6-9
- Recommend that UC reimburse the City of Berkeley for providing employment services related to displacement of UC employees B6-10

M/S/C Alfsen; Hicks-Kilday

Passed unanimously

LABOR COMMISSION RECOMMENDATION TO CITY COUNCIL ON LABOR
ISSUES RELATED TO THE DOWNTOWN HOTEL/CONVENTION
CENTER/MUSEUM COMPLEX

Whereas, the University of California Berkeley has selected real estate developer Carpenter & Co. and is proposing to build a hotel/convention center museum complex on the Center, Shattuck to Oxford, block; and

Whereas, the Berkeley City Council has requested the Planning Commission to comment and make recommendations on this project proposal; and

Whereas, the Planning Commission has established a Task Force and Subcommittee to advise it on this project; and

Whereas, the City of Berkeley has adopted the Labor Bill of Rights to encourage and support full employment for Berkeley residents, union participation, creation and retention of high-quality jobs for Berkeley residents, improved working conditions, fully accessible work sites, employer-provided child care facilities on site, prevailing wages on construction jobs, boycotts in all officially sanctioned labor management disputes, police neutrality in management labor disputes, avoidance of drug testing and avoidance of major employer plant closure; and

Whereas, the City Council has established the Commission on Labor to advise it on labor matters, worker rights and implementation of the policies set forth in the Labor Bill of Rights; and

Whereas, the City has previously enacted the Living Wage, the Equal Benefits and the First Source Construction ordinances; and

Whereas, since hotel employment tends to be on the lower end of the wage scale, and since such workers may have difficulty obtaining affordable housing, these conditions reinforce the City of Berkeley's need to realize affordable housing linkages to employment; and

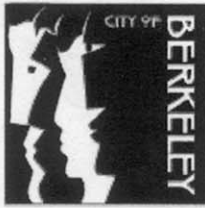
Whereas, the City and the City Council have supported the organizing efforts of workers in previous local hotel management labor disputes such as the Marina Radisson and the Claremont; and

Whereas, it is in the interest of all of the citizens of Berkeley, the City of Berkeley, the University of California at Berkeley and its hotel/convention center/museum partners, to avoid the costly litigation, losses and expenses incurred in protracted management labor disputes as well as the loss of tax and tourist revenues over the duration of such disputes and in recognition of the potentially devastating impact such disputes could have on all of the stakeholders in this project;

Therefore, the Commission on Labor recommends to the City Council that by conditions of approval or other ways, labor peace be assured, including the following actions by the University of California at Berkeley, the developer and/or operator of the hotel:

1. Each enter into a project labor agreement to ensure labor peace throughout the construction of the project;
2. Each enter into a labor neutrality agreement to ensure labor peace throughout the operation of the project;
3. Each agree, without regard to their legal obligation to so comply, to comply with the requirements of the City's prevailing wage, equal rights benefits, living wage and First Source hiring requirement ordinances;
4. Each agree, without regard to their legal obligation to do so, to pay the City's childcare and housing development linkage or mitigation fees in order to ensure an adequate supply of affordable workforce housing and affordable childcare services; and
5. Each contribute a negotiated sum to the City's job training program.

B6-11



Office of the City Manager

LETTER B6
Continued

TO BE DELIVERED AGENDA MATERIAL

Meeting Date: June 1, 2004

Item Number: 4c.

Item Description: Update on City's Response to University of California, Berkeley Long Range Development Plan (LRDP) Draft Environmental Impact Report (DEIR)
- Information Report from Transportation Commission

(This cover sheet should be used only if the agenda item the material refers to was listed on the agenda as To Be Delivered)



Transportation Commission

INFORMATION CALENDAR
June 1, 2004

To: Honorable Mayor and
Members of the City Council

From: Transportation Commission

Subject: Transportation Commission Recommendations Regarding UC's LRDP

RECOMMENDATION

Include the recommendations of the Transportation Commission in Council comments related to Transportation and Traffic in the University of California's Long Range Development Plan Environmental Impact Report.

FISCAL IMPACTS OF RECOMMENDATION

Unknown. There may be financial or in-kind mitigations to the City's general fund related to specific impacts identified in the EIR.

CURRENT SITUATION AND ITS EFFECTS

The University has invited comments on its Long Range Development Plan (LRDP) as a part of the EIR required by the California Environmental Quality Act. The City is to convey formal comments to the University of California, Berkeley, on June 14, 2004.

BACKGROUND

At the May 20 Regular Meeting of the Transportation Commission, members of the public gave testimony on the LRDP. The Commission held a discussion, and approved a motion that Council include the following recommendations to the University concerning the LRDP EIR:

1. Support the concept of University of Washington U-Pass (transit passes for faculty, staff and students); B6-12
2. Add the City of Berkeley Transportation Commission to those organizations that are to review all projects in the LRDP; B6-13
3. All housing plans should have an enforceable no-car provision. Enforcement would include a fine for each time a student receives a notice that he/she has broken the no-car rule; B6-14
4. Plan for the enforcement of the 3-ton truck limit on the residential streets in Berkeley and provide penalties for each violation by UC construction contractors; B6-15
5. For each project develop a Traffic Plan that keeps all construction vehicles on Berkeley's approved truck routes; Submit Traffic Plan to Office of Transportation for approval; B6-16

6. Provide funds in each contract for the repair of Berkeley infrastructure after project completion -specifically, to repair and resurface City streets and sewers damaged by construction vehicles and activities; B6-17
7. Produce a detailed report on the University's implementation of the Traffic Demand Management (TDM) Study's action items. Describe how the University has worked with the City of Berkeley to achieve the Study's goals; B6-18
8. Detail future plans for use of the TDM Study during implementation of the LRDP; B6-19
9. Develop a plan to work with the City of Berkeley to maintain the parking meters immediately around the campus, where most of the parking demand is UC-related; B6-20
10. Use UC resources with the City of Berkeley Office of Transportation to develop a long range traffic plan for the University and the City. Take the lead in establishing a committee to study, recommend and to implement the plan; B6-21
11. Provide financial means to implement solutions to any and all of the problems created in the LRDP; B6-22
12. Support the No Parking Expansion/Encourage Transit Alternative in the EIR; B6-23
13. Take actions to assure that Panoramic Hill is not unreasonably impacted, particularly Canyon and Prospect, and note that Canyon Road is currently a substandard road; B6-24
14. The EIR should examine the impact of increases in auto traffic and the proposed mitigations to auto traffic on bicycle and pedestrian safety, particularly at the 22 most dangerous intersections; B6-25
15. The EIR should analyze the total UC share of existing and new traffic on major arterials serving the UC campus. B6-26

MSC (Landau/Wrenn, Unanimous, Abstain: None, Absent: Campbell)

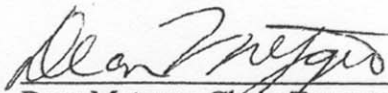
RATIONALE FOR RECOMMENDATION

Based on past experience and testimony from residents, the Transportation Commission feels that the City should require all large developers to analyze, understand and effectively mitigate traffic and construction impacts on our City's residents and infrastructure. The strategies listed here are consistent with the Commission's strategic efforts to make bicycle and pedestrian travel safer, and to support infrastructure development and community models for a transportation mode shift away from private automobile use. The Commission feels strongly that the University should commit itself to encouraging alternative modes of travel in its LRDP.

CONTACT PERSON

Dean Metzger, Chair, Transportation Commission, 981-7010

Approved:



Dean Metzger, Chair, Transportation Commission

11.2B.6 RESPONSE TO COMMENT LETTER B6

RESPONSE TO COMMENTS B6-1 THRU B6-3

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. 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 B6-4

UC Berkeley looks forward to continuing to work with the City of Berkeley on matters of mutual interest, including public health. As noted in Thematic Response 10, UC Berkeley and AC Transit have recently approved the Bear Pass, a pilot program to offer discounted AC Transit fares to UC Berkeley employees: the Bear Pass program began in fall 2004. (The Eco-pass is a City of Berkeley program.) UC Berkeley is also exploring the feasibility of using biodiesel fuels in its buses and trucks. Further, as noted in Thematic Response 9, UC Berkeley may defer some portion of the 2020 LRDP parking program in favor of AC Transit's BRT/Telegraph project. However, as indicated in the Draft EIR, these steps may not fully mitigate all possible noise, air quality and traffic impacts of the 2020 LRDP and regional growth.

RESPONSE TO COMMENT B6-5

See Thematic Response 4 regarding fiscal impacts.

RESPONSE TO COMMENT B6-6

Continuing Best Practices in the 2020 LRDP EIR are similar in effect to Mitigations: they serve to avoid or lessen impacts in the same ways as Mitigations, as the latter are defined under CEQA. The difference is that, while the Mitigations are "new" measures adopted for the purpose of avoiding or reducing specific impacts identified in the EIR, Best Practices are ongoing measures already in place at UC Berkeley. As stated in Chapter 4.0, the implementation of Best Practices would be monitored in conjunction with monitoring of 2020 LRDP mitigations over the lifetime of the 2020 LRDP.

RESPONSE TO COMMENT B6-7

The writer requests the University to hire Berkeley residents in implementing the 2020 LRDP. While this comment is not within the scope of CEQA, a number of state and federal laws influence UC Berkeley hiring practices, and would prohibit UC Berkeley from favoring local candidates in the hiring process. However, the City/UC TDM study includes recommendations on increasing the local housing supply in a manner that encourages students, staff and faculty to live locally.³

RESPONSE TO COMMENT B6-8

The writer does not explain how the workplace growth projections are "inadequate". Since the 2020 LRDP covers a time period of over 15 years, absolute certainty is not possible. The 2020 LRDP projects workplace growth based on a set of reasonable assumptions about future conditions.

RESPONSE TO COMMENT B6-9

See response B6-4 and Thematic Response 10 regarding alternative transportation programs.

RESPONSE TO COMMENT B6-10

See Thematic Response 4 regarding fiscal impacts.

RESPONSE TO COMMENT B6-11

The writer's comment is noted. As presently conceived, the hotel and conference center is a privately developed project on privately owned land, with the City of Berkeley as lead agency under CEQA. UC Berkeley has no financial or regulatory position in the project.

RESPONSE TO COMMENT B6-12

See Thematic Response 10, in which the pilot Bear Pass program is described.

RESPONSE TO COMMENT B6-13

UC Berkeley encourages the Planning Commission to consult with the Transportation Commission in formulating its comments.

RESPONSE TO COMMENT B6-14

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 at page 4.12-45 states this policy would continue under the 2020 LRDP.

RESPONSE TO COMMENT B6-15

The writer's request is noted. UC Berkeley works with the City of Berkeley to reduce the impacts of construction; however, the suggestion is not a comment on the Draft EIR.

RESPONSE TO COMMENT B6-16

UC Berkeley works with the City of Berkeley to develop construction routing plans, as prescribed in Best Practice TRA-3-b at page 4.12-46.

RESPONSE TO COMMENT B6-17

Best Practice TRA-3-d at page 4.12-47 addresses street repairs due to University construction activities.

RESPONSE TO COMMENTS B6-18 AND B6-19

See Thematic Response 10 regarding alternative transportation programs. Further, as noted in Thematic Response 9, UC Berkeley may defer some portion of the 2020 LRDP parking program in recognition of AC Transit's BRT/Telegraph project.

RESPONSE TO COMMENT B6-20

It is not the responsibility of UC Berkeley 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 B6-21

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

RESPONSE TO COMMENT B6-22

The writer's comment is noted. Please see Thematic Response 4 regarding fiscal impacts. Should the 2020 LRDP program be implemented, UC Berkeley is committed to implementing and monitoring identified continuing best practices and mitigation measures.

RESPONSE TO COMMENT B6-23

See Thematic Response 3 regarding the 2020 LRDP alternatives.

RESPONSE TO COMMENT B6-24

The program level analyses in the Draft EIR found no significant impacts to Panoramic Hill; however this finding would again be considered during any project level CEQA review for projects that could affect this area.

RESPONSE TO COMMENT B6-25

The writers suggest that the Draft EIR analyze potential increased risks to cyclists and pedestrians due to traffic. The Draft EIR analyzes the impacts of implementing the 2020 LRDP. The 2020 LRDP includes policies to further enhance safety. See pages 3.1-45 to 3.1-46 of the Draft EIR.

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 at pages 4.12-55 to 4.12-56, to minimize the risk this outcome may occur. 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 pedestrians and cyclists would be speculative, and is not required by CEQA.

RESPONSE TO COMMENT B6-26

In accordance with CEQA, chapter 4.12 of the Draft EIR analyzes the impact of implementing the 2020 LRDP on traffic. Existing conditions are also summarized.