

RECEIVED

2609 Le Conte Avenue

Berkeley, CA 94709

May 11, 2004

MAY 11 2004

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

PHYSICAL & ENVIRONMENTAL  
 PLANNING

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

Dear Ms. Lawrence,

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

C45-1

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

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

C45-2

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

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

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

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

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

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

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

C45-3

Sincerely,



Mitch Cohen

- UC would share in the property value appreciation
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## **11.2C.45 RESPONSE TO COMMENT LETTER C45**

### **RESPONSE TO COMMENT C45-1**

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

### **RESPONSE TO COMMENT C45-2**

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

### **RESPONSE TO COMMENT C45-3**

Please see Thematic Response 7 regarding tax exempt properties.

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

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

C46-1

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

### **(parking fees are really paid by taxpayers via salaries)**

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

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

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

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

see **TramsNotJams.org**

Sennet Williams,  
Berkeley

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PHYSICAL & ENVIRONMENTAL  
PLANNING



## **11.2C.46 RESPONSE TO COMMENT LETTER C46**

### **RESPONSE TO COMMENT C46-1**

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

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

MAY 11 2004

PHYSICAL & ENVIRONMENTAL  
PLANNING

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

Presented at the May 11, 2004 LRDP EIR response session

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

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

1. What are the impacts of the uses of UC's current and future leased properties? Please list all UC's current and intended leased properties and their types and intensity of uses. Where the impacts of current leased properties were not addressed in previous EIRs and LRDPs, please address the impacts of current uses, in addition to new proposed uses. C47-1
2. Were the impacts of all UC Extension activities studied in prior EIRs? If so, where? If not, please examine them in the 2020 LRDP EIR. If so, please include in the current EIR any anticipated changes in type or intensity of use or mitigations. C47-2
3. The DEIR indicates that UC Extension functions can move to other locations in the "Urban Eastbay." This would remove many thousands of automobile commuters from Berkeley. Does UC intend to do this? If so, when and in what way?
4. Does UC plan to continue its illegal rentals of the ABSW campus as part of the 2020 LRDP? Or does UC plan to obey Berkeley's zoning laws, and the zoning prescribed by the Southside Plan to which it is a party, and remove inappropriate and illegal uses from the ABSW campus? C47-3
5. If UC plans to continue the illegal rentals, the LRDP EIR should examine the impacts of this use starting from the legal baseline of use—which is zero for UC.
6. If UC has no plans to study the impacts of this use under the new LRDP EIR because it is a pre-existing use, through what previous document or process were the impacts of this use included, studied, and mitigated? What are UC's mitigations for the impacts of its use of the ABSW campus?
7. The Benvenue Neighbors Association has a proposal for appropriate use of the ABSW campus (attached), which is 100% consistent with the goals and policies of the 2020 LRDP and the Southside Plan. Will UC immediately begin to work with the community to minimize and/or remove the illegal UC uses of the Seminary campus? If so, who will be the contact person at UC?

## **11.2C.47 RESPONSE TO COMMENT LETTER C47**

### **RESPONSE TO COMMENT C47-1**

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

### **RESPONSE TO COMMENT C47-2**

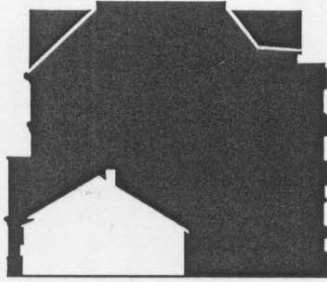
UC Extension activities generally occur on the UC Berkeley campus or at leased facilities, and courses are offered largely during off-peak hours on weekends or evenings. Because UC Extension does not construct new facilities to meet its needs, nor add to peak period traffic, UC Extension activities do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

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

### **RESPONSE TO COMMENT C47-3**

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

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



# Benvenue Neighbors Association

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May 11, 2004

MAY 11 2004

Sharon Hudson, President, 845-4009

PHYSICAL & ENVIRONMENTAL PLANNING

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

### Background

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

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

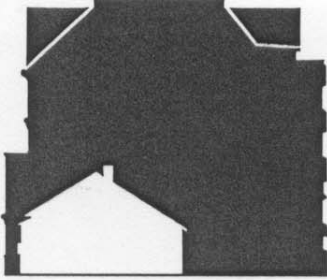
The ABSW was ordered to remove UC from its premises. Apparently ELP did move to another location for five years in the early 1980s, but by the late 1980s they were back; and until the program was terminated in the spring of 2004, they had up to 275 students on the ABSW campus. In 1987, the UC Freshman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

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

### Proposal

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

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



# Benvenue Neighbors Association

March 7, 2004

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

### Executive Summary

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

### Therefore,

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

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

#### **A. Proposed Solution**

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



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

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

## B. Long-term Intensity of Use

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

## C. Enactment

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

## **11.2C.48 RESPONSE TO COMMENT LETTER C48**

### **RESPONSE TO COMMENT C48-1**

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



# Willard Neighborhood Association

May 11, 2004

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MAY 11 2004

PHYSICAL & ENVIRONMENTAL  
PLANNING

**President**

John Caner

**Vice President**

Wim-Kees Van Hout

**Secretary**

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**Committee**

Doug Buckwald\*

Dione Cota

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Greg Winneger\*

\* acting

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

Dear Ms. Lawrence:

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

C49-1

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

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

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

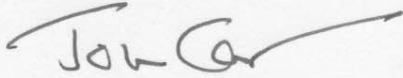
- 1) Focus more on-campus resources towards educating California's youth versus research staff, facilities, and other uses that require a lot of parking. C49-2
- 2) Move new research facilities to Richmond or other locations so as not to impact the already highly congested Berkeley community. C49-3
-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

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

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

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

Sincerely,



John Caner  
President, Willard Neighborhood Association  
2617 Derby Street, Berkeley, CA 94705  
[johncaner@hotmail.com](mailto:johncaner@hotmail.com) 510-848-9451

Attachments

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



## UCB GROWTH SUMMARY

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

prepared by John Caner 5/11/04

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

### Headcount Increases:

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

### Building Space Increases:

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

### Housing/Beds Increases:

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

### Parking Increases:

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

# UC LRDP TRAFFIC IMPACT SUMMARY

Prepared by John Caner 5/11/04

LETTER C49

Continued

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

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

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

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

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

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



## **11.2C.49 RESPONSE TO COMMENT LETTER C49**

### **RESPONSE TO COMMENT C49-1**

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

### **RESPONSE TO COMMENT C49-2**

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

### **RESPONSE TO COMMENT C49-3**

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

### **RESPONSE TO COMMENT C49-4**

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

### **RESPONSE TO COMMENT C49-5**

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

### **RESPONSE TO COMMENT C49-6**

See Thematic Response 4 regarding fiscal impacts.

UC Long Range Development Plan  
Dean Metzger  
Opening Statement

Comments May 11, 2004

RECEIVED

Dean Metzger -- I am here representing:

MAY 11 2004

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

PHYSICAL & ENVIRONMENTAL  
PLANNING

Positive remarks:

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

Negative remarks:

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

C50-1

CENA – Claremont Elmwood Neighborhood Association

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

## COVENANT

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

## TRAFFIC

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

TRANSPORTATION COMMISSIONER– City of Berkeley

Land Use Section 4.8.6  
Transportation Section

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

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

## **11.2C.50 RESPONSE TO COMMENT LETTER C50**

### **RESPONSE TO COMMENT C50-1**

The writer's opinions are noted.

### **RESPONSE TO COMMENT C50-2 AND C50-3**

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

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

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

### **RESPONSE TO COMMENT C50-4**

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

### **RESPONSE TO COMMENTS C50-5 THRU C50-10**

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

### **RESPONSE TO COMMENT C50-11**

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

### **RESPONSE TO COMMENT C50-12**

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

### **RESPONSE TO COMMENT C50-13**

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

### **RESPONSE TO COMMENT C50-14**

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

## **11.2C-118**

**RESPONSE TO COMMENT C50-15**

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

**RESPONSE TO COMMENTS C50-16 AND C50-17**

See Thematic Response 10 regarding alternative transportation programs.

**RESPONSE TO COMMENT C50-18**

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

**RESPONSE TO COMMENTS C50-19 AND C50-20**

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

**RESPONSE TO COMMENT C50-21**

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



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

RECEIVED

MAY 12 2004

PHYSICAL & ENVIRONMENTAL  
PLANNING

May 8, 2004

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

Dear Ms. Lawrence:

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

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

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

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

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

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

C51-1

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

Sincerely,



David and Nancy Coolidge

### **11.2C.51 RESPONSE TO COMMENT LETTER C51**

#### **RESPONSE TO COMMENT C51-1**

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

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



"Romeo Leon"  
 <rleon@consultcelerity  
 .com>

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

05/12/2004 10:50 AM

To whom it may concern,

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

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

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

C52-4

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

C52-5

Romeo Leon  
Class of 2001

---

**Romeo C. Leon**

Senior Consultant

**Celerity Consulting Group**

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San Francisco, CA 94111

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## **11.2C.52 RESPONSE TO COMMENT LETTER C52**

### **RESPONSE TO COMMENT C52-1**

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

### **RESPONSE TO COMMENT C52-2**

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

### **RESPONSE TO COMMENT C52-3**

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

### **RESPONSE TO COMMENT C52-4**

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

### **RESPONSE TO COMMENT C52-5**

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



"Victoria Curtis"  
<vlcurtis@earthlink.net  
>

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

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

Dear Jennifer Lawrence,

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

C53-1

Thank you.

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





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

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

Greeting,

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

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

C54-1

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

Sincerely,

Jerry M Elledge

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

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

#### **RESPONSE TO COMMENTS C53-I AND C54-I**

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

RECEIVED

MAY 14 2004

PHYSICAL & ENVIRONMENTAL  
PLANNING

2355 Virginia Street  
Berkeley CA 94709  
12 May 2004

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

RECEIVED  
MAY 14 2004  
PHYSICAL & ENVIRONMENTAL  
PLANNING

Dear Ms. Lawrence,

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

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

C55-1

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

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

C55-2

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

Sincerely,

Charlene M. Woodcock

cc: Berkeley Daily Planet

## **11.2C.55 RESPONSE TO COMMENT LETTER C55**

### **RESPONSE TO COMMENT C55-1**

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

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

### **RESPONSE TO COMMENT C55-2**

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



"Corinne Lund"  
<corinnedavid@earthlink.net>

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

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

May 16, 2004

To - Jennifer Lawrence

Dear Ms. Lawrence,

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

C56-1

Sincerely,

Corinne Lund  
[corinnedavid@earthlink.net](mailto:corinnedavid@earthlink.net)

### **11.2C.56 RESPONSE TO COMMENT LETTER C56**

#### **RESPONSE TO COMMENT C56**

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



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

05/19/2004 01:38 PM

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

Dear Planners,

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

C57-1

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

But you only expect around 1,650 new students?

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

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

Warm Regards,

J. Eric Bartko

---

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



## **11.2C.57 RESPONSE TO COMMENT LETTER C57**

### **RESPONSE TO COMMENT C57-1**

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

Nancy D. Spaeth  
1514 Summit Road  
Berkeley, CA 94708

RECEIVED

MAY 19 2004

PHYSICAL & ENVIRONMENTAL  
PLANNING

May 14, 2004

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

Dear Ms. Lawrence:

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

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

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

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

C58-1

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

C58-2

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

C58-3

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

C58-3

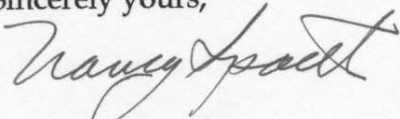
And now the idea of building 100 units of faculty housing at the end of Summit Road: Lower Summit Road is a dead end street with about 20 single-family houses. At the end of the street is a small wooded area that buffers us from the heavy traffic on Centennial Drive and the Space Sciences buildings of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

C58-4

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

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

Sincerely yours,



Nancy D. Spaeth

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

Copies to:

Tom Bates, Mayor

Arrieta Chakos, Assistant City Manager

Betty Olds, Council Person

Dave Nasitir, Head of the Summit Road Neighborhood Association

## **11.2C.58 RESPONSE TO COMMENT LETTER C58**

### **RESPONSE TO COMMENTS C58-1 THRU C58-3**

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

### **RESPONSE TO COMMENT C58-4**

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

May 18 -

RECEIVED

MAY 19 2004

Dear Sir:

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

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

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

C59-1

C59-2

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

C59-2

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

Sincerely,  
Sandra Fournille

SANDRA FOUVILLE  
2715 Benvenue Av #1  
Berkeley CA 94705

## **11.2C.59 RESPONSE TO COMMENT LETTER C59**

### **RESPONSE TO COMMENT C59-1**

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

See [http://resource.berkeley.edu/r\\_html/r03\\_10.html](http://resource.berkeley.edu/r_html/r03_10.html), a resource guide for students parking in Berkeley.

### **RESPONSE TO COMMENT C59-2**

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



# Friends of Strawberry Creek

C/O: 1250 Addison Street Suite 107

Berkeley, California 94702

May 17, 2004

LETTER C60

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

PHYSICAL & ENVIRONMENTAL  
PLANNING  
MAY 20 2004  
RECEIVED

Comments for the UC 2020 LRDP Draft EIR

Dear Ms. Lawrence:

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

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

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

C60-1

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

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

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

C60-2

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

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

C60-3

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

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

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

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

C60-4

### Recommendations from Friends of Strawberry Creek

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

C60-5

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

C60-6

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

C60-7

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

C60-8

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

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

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

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

C60-15

Very truly yours,

*JENNIFER MARY PEARSON*

For Friends of Strawberry Creek

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

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

## JOINT WATERSHED GOALS STATEMENT

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

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

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



CITY OF BERKELEY  
CONSENT CALENDAR INFORMATION

D(b) 8.

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

From: Mayor Shirley Dean

IT IS RECOMMENDED THAT THE CITY COUNCIL:

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

1. COMMENTS, CITY ATTORNEY:

None

2. BACKGROUND AND NEED FOR COUNCIL ACTION:

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

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

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

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

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

4. COUNCIL POLICY AND LEGISLATIVE HISTORY, IF ANY:

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

5. COMMUNITY GROUPS AFFECTED:

All.

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

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

ATTACHMENT #2

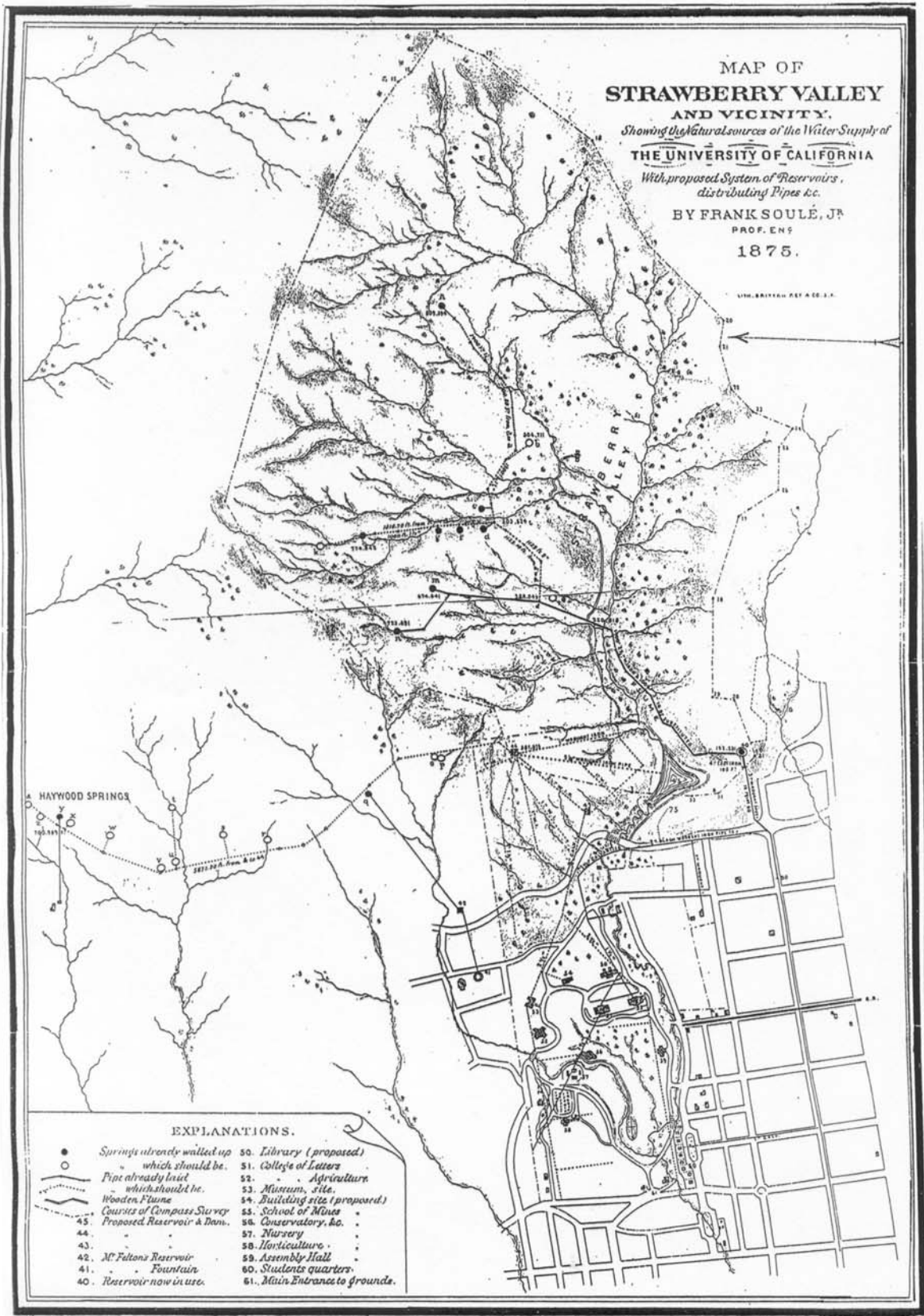
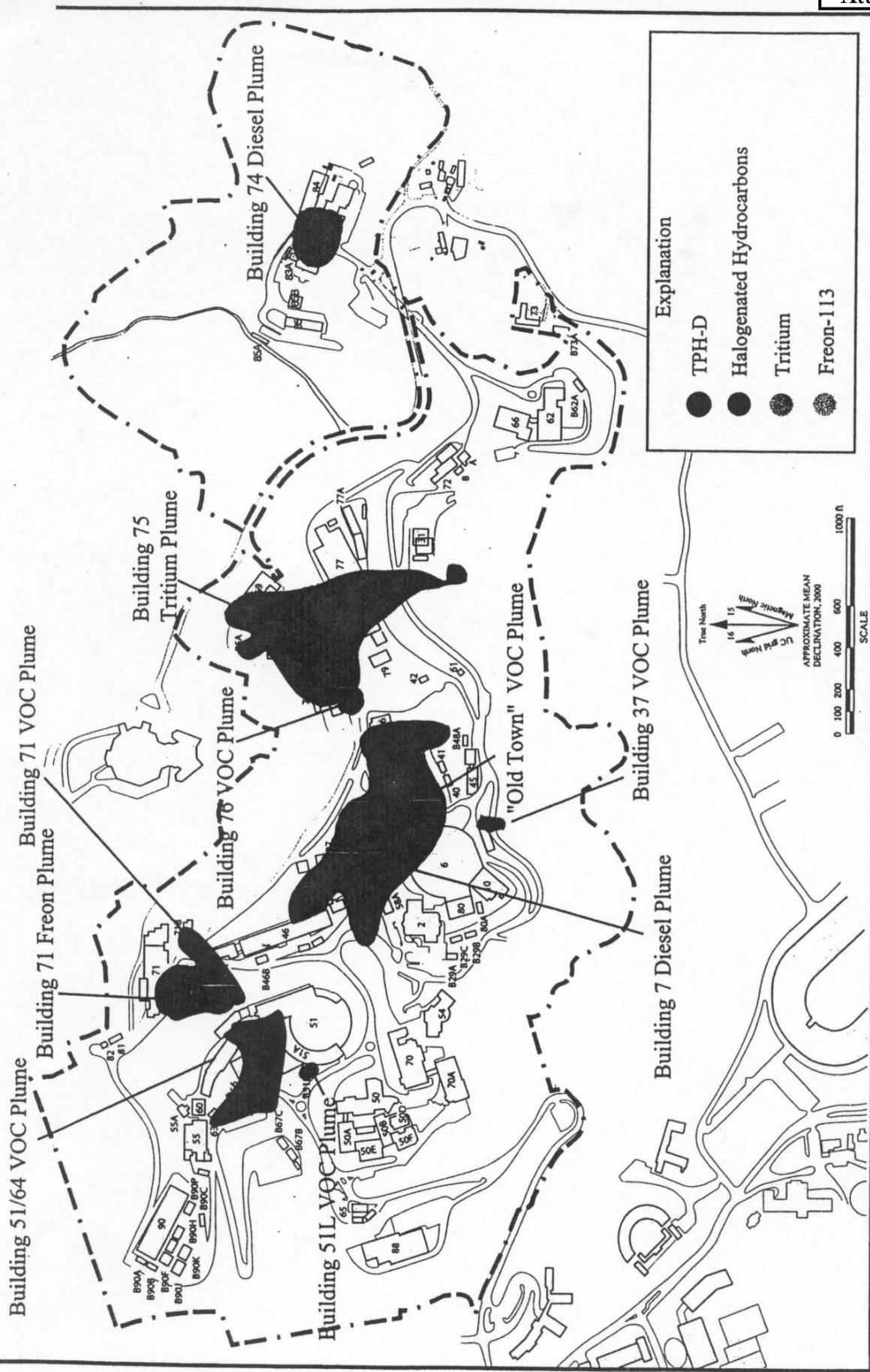


Figure 5. Historical springs and water development are shown for Strawberry Canyon Watershed as mapped by Soule (1875). Springs d, f, g and h, which are highlighted in yellow, plot very closely to the trace of the ECF according to Borg (1991).



ATTACHMENT  
# 3



06-plumes.ai  
11/03

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

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

LETTER C60  
Attachment

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

Re: UCB 2020 Long-Range Development Plan Draft EIR

Dear Sirs and Madams:

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

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

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

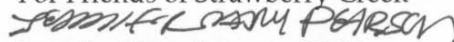
We further request that **you work with the University on the potential for beneficial use Berkeley hill water** (water that flows into Strawberry Creek from groundwater, springs, seeps and the Lennert Aquifer) for use in an emergency such as a disaster from natural forces of an earthquake firestorm,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

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

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

Thanking you in advance for your kind attention,

Very truly yours,

For Friends of Strawberry Creek  
  
Jennifer Mary Pearson, Ph.D.

Carole Schemmerling

## **11.2C.60 RESPONSE TO COMMENT LETTER C60**

### **RESPONSE TO COMMENTS C60-1 AND C60-2**

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

### **RESPONSE TO COMMENT C60-3**

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

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

### **RESPONSE TO COMMENT C60-4**

The writer's opinion is noted.

### **RESPONSE TO COMMENT C60-5**

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

### **RESPONSE TO COMMENT C60-6**

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

### **RESPONSE TO COMMENT C60-7**

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

### **RESPONSE TO COMMENT C60-8**

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

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

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

**RESPONSE TO COMMENT C60-15**

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



"Charles Siegel"  
<siegel@preservenet.com>

05/21/2004 06:41 PM

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

cc:

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

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

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

C61-1

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

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

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

C61-2

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

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

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

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

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

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

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

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

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

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

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

Yours,  
Charles Siegel  
for BEST



winmail.dat

### **11.2C.61 RESPONSE TO COMMENT LETTER C61**

#### **RESPONSE TO COMMENT C61-1**

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

#### **RESPONSE TO COMMENT C61-2**

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

#### **RESPONSE TO COMMENT C61-3**

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





"Bob Muzzy"  
<blmuzzy@holonet.net  
>

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

05/22/2004 02:41 PM

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

C62-1

Thanks!

Bob Muzzy  
Berkeley



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

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

05/22/2004 03:28 PM

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

C63-1

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

--

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



Michael Przybylski  
<mikep@pch.net>

05/22/2004 03:39 PM

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

Dear UC Berkeley Long-Range Development Planners,

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

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

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

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

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

Best regards,  
Mike Przybylski

C64-1



**HDanielsen@aol.com**

05/22/2004 04:32 PM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Strawberry canyon

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

C65-1



Danny Forer  
<D4er@comcast.net>

05/22/2004 04:37 PM

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

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

C66-1

Thanks,

Danny Forer



**AEShaper@aol.com**

05/22/2004 07:08 PM

To: 2020LRDP@cp.berkeley.edu

cc:

Subject: Mountain Bike Access through Strawberry Canyon

Dear UC Berkeley Administration,

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

C67-1

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

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

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

#### **RESPONSE TO COMMENT LETTERS C62 THRU C67**

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



"Marcy Greenhut"  
 <imgreen03@comcast.net>

05/22/2004 07:28 PM

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

Subject: LRDP falls short on transportation

Jennifer Lawrence

UC <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Berkeley, Facilities Services

1936 University Ave., Suite 300

Berkeley, CA 94720-1380<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

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

Dear Ms. Lawrence;

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

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

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

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

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

C68-1

C68-2



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

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

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

cc: Berkeley City Council

## **11.2C.68 RESPONSE TO COMMENT LETTER C68**

### **RESPONSE TO COMMENT C68-1**

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

### **RESPONSE TO COMMENT C68-2**

The writer's opinions are noted.

### **RESPONSE TO COMMENT C68-3**

The writer's comments are noted.