

**SUPPLEMENTAL INFORMATION SUBMITTED BY THE BERKELEY CAMPUS TO
AUGMENT AND UPDATE THE SUBSEQUENT EIR TO THE UC BERKELEY 2020 LONG
RANGE DEVELOPMENT PLAN (LRDP) EIR IN SUPPORT OF GB # 6**

California Aquatics Center, UC Berkeley

I. BACKGROUND

GB6 requests design approval and a related Long Range Development Plan (LRDP) amendment for the Berkeley Campus' proposed California Aquatics Center project. In support of the design approval and LRDP amendment request, the Committee on Grounds and Buildings has separately been presented with a Final Subsequent EIR to the LRDP EIR certified by The Regents in 2005. The Final Subsequent EIR includes the Draft Subsequent EIR, responses to all letters received during the Draft EIR public review period and minor modifications to the Draft EIR in response to comments received.

After the close of the public review period for the Draft EIR and publication of the Final EIR the University received additional written correspondence regarding the project. This Memorandum augments and updates the Final EIR by providing the University's additional responses to the late received comments and is intended to supplement the information included in the Final EIR.

The information and revisions provided herein do not result in any new significant environmental impacts or a substantial increase in the severity of any environmental impact, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis that would warrant recirculation of the Final EIR pursuant to the State CEQA Guidelines Section 15088.5 The information and revisions provided herein resulted from comments received after the close of the public review period, to clarify and amplify language in the Final EIR. The information provided herein merely clarifies or amplifies or makes insignificant modifications to the Final EIR.

**II. RESPONSE TO CORRESPONDENCE RECEIVED AFTER PUBLICATION OF THE FINAL
EIR**

Additional written correspondence received after the close of the public review period and publication of the Final EIR regarding the California Aquatics Center project has been provided separately to the Regents for consideration in certification of the Final EIR and approval of the project as part of the administrative record.

Letter #	Commenter	Date Received	Comment #
Post FEIR 1	Adams	May 8, 2013	1 through 6
Post FEIR 2	Ganino	May 3, 2013	7
Post FEIR 3	Haet	May 3, 2013	8 and 9
Post FEIR 4	Moore	May 3, 2013	10

Post FEIR 5	Permaul	May 6, 2013	11 and 12
Post FEIR 6	Slaby	May 6, 2013	13 through 19

Response to Post FEIR Letter #1 - Adams:

Comment 1: The commenter is concerned that loss of UC parking will place additional demands on parking in local neighborhoods. As described in the SEIR, parking demand or supply is not an “environmental impact” under CEQA. The situation described by the writer is an annoyance or quality of life factor for campus neighbors. It has been forwarded to campus leadership for their consideration.

The writer also suggests a “mitigation measure” for survey of unmetered parking spaces and payments to help enforce preferential parking. Because the proposed measures do not mitigate an environmental impact under CEQA, the comment is noted but the project and its CEQA documentation are not amended to reflect the proposed measure.

Comment 2: The commenter suggests that facilitating access to cultural events is a public service of the University, and further that this means the University should ease means of physical transport to events as part of this public service. The opinions of the writer are noted but subject to debate. The University has long distinguished “auxiliary” programs such as housing, parking, food service which support and enhance its instructional, research and public service programs, from the research and public service programs themselves. The general public may be served “only incidentally” by auxiliary enterprises. See Business and Finance Bulletin BUS-72, <http://policy.ucop.edu/doc/3420341/BFB-BUS-72>.

Because the proposed measures do not mitigate an environmental impact under CEQA, the comment is noted but the project and its CEQA documentation are not amended to reflect the proposed measure.

Comment 3: The commenter suggests that the former field west of the Hearst Gymnasium should be a site considered as an alternative site for the Cal Aquatics Center. The buildings on this site, known as the Hearst Field Annex, are still being used for their original purpose, namely the provision of interim space to support the campus seismic remediation program. The site is currently home to the Pacific Film Archive, and will remain home to the PFA until completion of the new building in downtown Berkeley, anticipated in 2015. Therefore, this site is considered infeasible, as it would require another temporary development site for the PFA and would not meet a key objective of the project which is to add facilities in an efficient manner, with minimal additional costs.

Comment 4: The commenter states an opinion that the Strawberry Canyon Site Alternative discussed in the Draft SEIR was dismissed for invalid reasons. The Strawberry Canyon Site Alternative was not “dismissed” in the Draft SEIR. Rather, the Draft SEIR explained the practical disadvantages of locating the proposed project at that site instead of on the proposed site, in the context of the project objectives. The commenter further lists several reasons why the Strawberry Canyon Site would be

appropriate for the proposed project. These comments are noted, and have been forwarded to campus leadership for their consideration.

Comment 5: The commenter states disagreement with the statement in the Draft SEIR that the distance between the Strawberry Canyon alternative site and the Spieker Center makes the Strawberry Canyon site less practical from an operational standpoint. The commenter opines that the distance would be offset by the Strawberry Canyon site's proximity to the Student Athlete High Performance Center. It should be noted that aquatics, not unlike tennis, baseball, volleyball, basketball, and track and field, are generally oriented to their existing training facilities, particularly for aquatics the Spieker Center which includes an Olympic-sized pool, rather than the High Performance Center. The commenter also takes issue with the alternative's focus on the lower pool at the Strawberry Canyon site. However, the discussion of the alternative would be equally valid for the upper or lower location at Strawberry Canyon. The commenter's preference for the upper location in the context of this alternative is noted.

Comment 6: The commenter summarizes several concerns about the proposed project, including an opinion that the proposed design is "ugly," opposition to the proposed project in contrast to a more intense use of the site, concerns about loss of parking, and opposition to an athletics use. These opinions are noted. Regarding the intensity of land use, please see the discussion of Land Use in the Draft SEIR and Response to Comment 8.1 in the Final SEIR. Regarding parking, please see Thematic Response: Parking in the Final SEIR.

Response to Post FEIR Letter #2 - Ganino:

Comment 7: The commenter asks where people would park with the loss of parking on the project site and cumulatively. Please see Thematic Response: Parking in the Final SEIR for a detailed discussion of this topic.

Response to Post FEIR Letter #3 - Haet:

Comments 8 and 9: The commenter states an opinion that, pursuant to the Campus Bicycle Plan, the proposed Aquatics Center should incorporate bicycle parking spaces equal to 10% of maximum spectator capacity (this would require over 50 bicycle spaces), and specifies a preferred rack style and lighting. These comments are noted. As stated in the Draft SEIR, "the number of new bike parking spaces would meet or exceed the number calculated by determining 10% of the average peak building use, as described in the Campus Bicycle Plan" However, the four or fewer times per year that the facility would be used for special events would not be "average" peak occupancy; average peak occupancy for typical full-usage days would be closer to a few dozen swimmers, staff and others. The commenter also suggests that an interior secure bicycle parking room be considered. This suggestion is noted.

Response to Post FEIR Letter #4 - Moore:

Comment 10: The commenter states opposition to the loss of parking, framing the proposed project as a trade-off between student athletes that would use the facility and people who commute by car and wish to park near campus. This comment on the merits of the proposed project is noted. Please see Thematic Response: Parking in the Final SEIR for additional discussion of campus parking.

Response to Post FEIR Letter #5 - Permaul:

Comment 11: The commenter asks what the long-term plan is for vehicle parking on the campus, and discusses some of the parking issues around the campus. The commenter's concerns about parking supply are noted; please see Thematic Response: Parking in the Final SEIR for additional discussion of this topic.

Comment 12: The commenter asks how the campus will support those staff that drive to work "if no new parking is planned." The commenter also expresses concerns about campus planning and funding new parking. Please see Thematic Response: Parking in the Final SEIR for a detailed discussion of campus parking. The commenter also describes options for public transportation to campus as "complex and limited." It is acknowledged that public transportation is not convenient or desirable for all commuters. However, it should be noted that the campus is well served by multiple public transit options, including BART and AC Transit among others, that make commuting by bus or light rail a viable option for a substantial portion of commuters from many locations around the Bay Area should they wish to take advantage of those services.

Response to Post FEIR Letter #6 - Slaby:

Comment 13: The commenter suggests that the University has reversed its position on parking policies in the 2020 Long Range Development Plan. The Berkeley campus continues, however, to endorse policies to increase parking supply and replace and consolidate parking, although one project, the Cal Aquatics Center, does not itself accomplish these goals. As stated in the Draft Subsequent EIR, "The proposed project would decrease, rather than increase, the supply of parking in the short term" (Cal Aquatics Draft EIR p. 90). The LRDP specifically "does not commit the university to any specific project, but rather provides a strategic framework for decisions on those projects" (2020 LRDP, page 3).

Comment 14: The commenter notes that local zoning requires parking supply, at the rate of two spaces for 1000 feet of gross floor area of non-residential space. Although many of the statements in the comment are unclear (for example, reference to an "MOU", or whether or not the table applies to the site of the Cal Aquatics Center), the proposed project would exceed the referenced parking supply minimum standard requirement by including more than 22 parking spaces (49 spaces would remain at the project site) with a development of approximately 11,000 gross square feet ("the district minimum

standard parking requirement is two spaces per 1,000 square feet of gross floor area of non-residential space”).

Comment 15: The commenter’s experience and displeasure with increased traffic and obstacles in the vicinity of the commenter’s home are noted. It is acknowledged that public transportation is not convenient or desirable for all.

Comment 16: The commenter is welcome to raise any topics in response to environmental documents. The discrimination made in Response 6.2 in the Final SEIR was about the obligations of the Cal Aquatics Center Subsequent EIR to analyze impacts of the Maxwell Family Field parking structure. The commenter previously commented on the Maxwell Family Field parking structure as described in earlier environmental documentation for that project. See for example comment 35-6 in the Southeast Campus Integrated Projects Environmental Impact Report, SCH # 2005112056, Volume 3B, November 2006.

Comment 17: The commenter notes that campus and local organizations advertise the existence of the existing surface parking lot that will be removed by the proposed project. This is acknowledged and noted.

Comment 18: The commenter notes that a recent city council item suggests local merchants should publicize that visitors can park in university lots on weekends and evenings. Even after the proposed project, campus lots will remain available for off hours use, including parking at the Underhill garage, and beneath tennis courts at Channing Way.

Comment 19: The commenter’s opinion that “there are many unresolved issues” surrounding the project is noted.

2701 Virginia Street
Berkeley, CA 94709

May 8, 2013

Jennifer McDougall, Principal Planner
University of California, Berkeley
300 A&E Building
Berkeley, CA 94720

RE: Cal Aquatics Center SEIR

Dear Jennifer:

I am submitting the following comments on the SEIR solely as a long time citizen of Berkeley and close neighbor to the UC campus. However, they are informed by my experience over 30 years as a planner in the UC Office of the President and as the first Campus Planner for UC Merced. I realize that these comments should have been submitted earlier; however, these comments, especially those about alternatives, raise issues which the draft and final SEIRs failed to address .

My comments focus on two issues: 1) the loss of parking, as it impacts neighbors and as it impacts campus visitors and 2) alternative locations which would better meet the needs of the proposed center while reducing its impacts.

PARKING: The proposed aquatics center will seriously impact and further exacerbate the problems of parking on the south and west sides of the campus, which are already seriously impacted by the permanent loss of the University Hall parking structure and the temporary, but long term, closure of the Zellerbach Hall parking. There are at least two impacts from this additional parking loss: the impact on neighbors and the impact on campus visitors for cultural events.

Impact on Neighbors: The permanent loss of several hundred parking spaces normally available during the day will mean that the staff and faculty dependent on these spaces will search and find spaces in all the neighborhoods adjacent to the University. My neighborhood already suffers from serving as a parking lot for UC employees. The City's preferential parking system works inefficiently to control all day parking by non-residents, and the City is making us who live close to the campus pay increasingly high fees to continue this enforcement. Perhaps the provision of new parking under the Maxwell Family Field would eventually reduce this impact, but the continual growth of the University in students and activities makes this questionable. In any case this parking project is not yet a reality, is controversial, and is not even in the planning and budgeting stage.

The University should provide the following mitigation measures: The University should conduct a survey of unmetered parking spaces in residential areas near the

University (on the northside at least as far as Cedar; on the southside at least as far as Derby; on the east to the end of Panoramic Way). On the basis of this count the University should contribute to the City an amount to help enforce preferential parking (I would suggest \$20 per available street parking space per year).

Impact on Visitors. One of the three basic missions of the University of California is public service. A significant element of such service at the Berkeley campus is the presentation of cultural events under the aegis of Cal Performances, in Zellerbach Hall, Hertz Hall, and other venues on the south side of the campus, such as the First Congregational Church. The temporary loss of parking at Zellerbach and the destruction of the University Hall parking has already made attending an event in these venues extremely difficult. The further loss of parking in the Tang Center lot in order to build the Aquatics Center will in effect make it impossible for many to attend such events. It is totally unrealistic and even, I suggest, cruel to decree that those attending such events (often senior citizens) walk or use the very problematic public transportation.

As a mitigation measure the University should mandate that the Athletics Department pay for a free shuttle service to events in Zellerbach for attendees who park in distant University facilities such as the parking structures on Hearst Avenue.

ALTERNATIVES: There are two alternative locations for the Aquatics Center, both of which would be equally or more convenient for student athletes while leaving the Tang Center parking intact.

The first alternative location, not even mentioned in the draft or final SEIR, would be the former field west of the Hearst Gymnasium, which is now occupied by temporary buildings constructed to house the College of Environmental Design while Wurster Hall was being renovated. These temporary buildings are literally tin sheds built cheaply and not to University standards, most particularly those for energy conservation; they should be torn down. (Regental policy, seldom enforced but never rescinded, states that a temporary building may not be reused for another purpose without approval of the board, which has not occurred in this instance.) The site is already adjacent to one gym and extremely convenient to most undergraduate classrooms and the undergraduate library. Given that the rationale for the Aquatics Center is to increase access to classes for student athletes, this would seem a compelling reason for this location.

The second alternative location, mentioned in the draft and final SEIR and then dismissed for invalid reasons, would be the former pool site at the Haas recreation center in Strawberry Canyon. While further from the center of undergraduate education (but no more than the Tang Center lot), this location has the advantage of being close to the new Student High Performance Athletic Center and adjacent to the intercollegiate athletic facilities for softball and rugby. The Strawberry Canyon location had a swimming pool before it was filled in with dirt, and presumably much of the infrastructure such as heating and filtering equipment is still there. As a frequent

runner in the canyon I have observed that since the destruction of the upper pool the use of this recreation center has declined precipitously, so use for a new but related purpose would not make much difference to recreational use. The SEIR states that the Aquatics Center would also be used for summer programs for high school students. Such programs in other sports also take place in the Strawberry Canyon area, so a location here would offer savings in administrative costs and transportation.

The response in the final SEIR stating that the Strawberry Canyon location is unsuitable because of its distance from existing Spieker pools ignores that the Tang lot location is almost a mile away from the Student High Performance Athletic Center, which has been justified to the public as a facility for all intercollegiate athletes, not simply a football training facility. The SEIR also creates a straw man by proposing the new facility to be in the lower pool area, instead of the upper pool area which is now nothing but a lawn covering the site of the former pool, now filled with dirt.

As an alumnus as well as retired UC employee, I find the Aquatics Center enormously depressing: it is an ugly faceless design; on one of the few building sites left on a crowded campus, it is a one-story development where intensive use was promised; it is one more smack at the neighbors who already are buffeted by University parkers who understandably refuse to respond to the puerile transportation alternatives trotted out with every new project; it is yet another genuflection to big-time athletics at the cost of the cultural and scholarly values which should be at the heart of a great university.

Christopher Adams

Copies: Eric Angstadt, Director, Planning & Development, City of Berkeley
Susan Wengraf, City of Berkeley Council Member

Fwd: Aquatics Center Final SEIR

1 message

Todd T. Henry <tthenry@berkeley.edu>
To: Planning Departmental <planning@berkeley.edu>

Fri, May 3, 2013 at 1:30 PM

----- Forwarded message -----

From: **Gail GANINO** <gganino@berkeley.edu>
Date: Fri, May 3, 2013 at 1:28 PM
Subject: Re: Aquatics Center Final SEIR
To: "Todd T. Henry" <tthenry@berkeley.edu>
Cc: Planning Departmental <planning@berkeley.edu>

Where are we supposed to park with closing U-Hall and this parking lot as well!?

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On Fri, May 3, 2013 at 9:16 AM, Todd T. Henry <tthenry@berkeley.edu> wrote:

The Cal Aquatics Center Final SEIR has been published and is available online at <http://www.facilities.berkeley.edu/CP/Projects/CalAquaticsCenter/Details.html>.

Please submit any replies to planning@berkeley.edu.

Capital Projects \ Physical & Environmental Planning
University of California, Berkeley

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Gail Ganino
Administrative Manager
French and Comparative Literature
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Berkeley, CA
9 4 7 2 0 - 2 5 8 0
510.642.2715

Fwd: Aquatics Center Final SEIR

1 message

Todd T. Henry <tthentry@berkeley.edu>

Thu, May 9, 2013 at 4:02 PM

To: Jennifer Lawrence MCDOUGALL <jmcdougall@berkeley.edu>

Todd T. Henry, AICP
Planner // Physical & Environmental Planning
University of California, Berkeley
300 A&E Building, Berkeley, CA 94720
(p) 510.642.1173

----- Forwarded message -----

From: **Greg HAET** <gjhaet@berkeley.edu>
Date: Fri, May 3, 2013 at 1:42 PM
Subject: Re: Aquatics Center Final SEIR
To: "Todd T. Henry" <tthentry@berkeley.edu>

Hi Todd,

Thanks. In reviewing the 50% CD set, I did not see the bicycle parking on Bancroft as mentioned in the SEIR. Maybe I missed it. In any case, these were the comments I made on the plans.

-Greg

"Based on this site plan, there appears to be no bicycle parking provided by this project. Bicycle parking will be needed by the student-athletes, staff, and others using this facility, and is a requirement of the Campus Bicycle Plan (Appendix E):

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"Minimum bicycle parking spaces needed: 10% of Average Peak Occupancy (APO), including meeting spaces and lecture halls"

In this case, peak occupancy will include times when the facility is fully in use by student-athletes during training, plus accompanying staff, or during spectator-attended events, if applicable, whichever is greater.

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Parking shall be single inverted-U type (galvanized or stainless), and sufficient lighting shall be provided.

If sufficient budget is available, consider installing an interior secure bicycle parking room, such as the facility installed at Stanley Hall.

On Fri, May 3, 2013 at 9:16 AM, Todd T. Henry <tthentry@berkeley.edu> wrote:

The Cal Aquatics Center Final SEIR has been published and is available online at <http://www.facilities.berkeley.edu/CP/Projects/CalAquaticsCenter/Details.html>.

please don't!!!

1 message

Ted Moore <tmoore@ucjazz.berkeley.edu>
To: planning@berkeley.edu

Fri, May 3, 2013 at 2:45 PM

Dear Planning,

It is quite disturbing to see so many parking lots close with no plan to replace lost spaces. I don't think this latest project should even be considered due to its effect on parking. This is a huge accommodation for a very few students at the expense of those of us who drive every day and have no alternative available for other commuting options. PLEASE RECONSIDER!!!

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Ted Moore

Aquatics Center Final SEIR

1 message

Nadesan PERMAUL <permaul@berkeley.edu>

Mon, May 6, 2013 at 10:45 AM

To: planning@berkeley.edu

Cc: Seamus WILMOT <swilmot@berkeley.edu>

Campus Planning,

As someone who has been involved with the transportation planning on the campus in the past, I am writing to inquire what the long-term plan is for vehicle parking on the campus. The construction of the new Art Museum, and the proposed Aquatics Center, will remove close to 1,000 effective parking spaces on the campus [including attendant parking], in a parking system that is already severely limited. Berkeley campus parking, compared to other campuses of similar population, is underserved by almost 4-5000 spaces. What alternatives are being proposed for the campus staff, who unlike faculty with their Central Campus spaces protected, must now find locations to park? Parking at the Nothside is full, and only the lower levels of Undershill remain available for some relocated parking, though relatively distant from the buildings and offices served by the University Hall, and Tang parking facilities.

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With increased demand will come increased cost as well. So I would like to know how the campus will deal with both the reduction in spaces, and the potential increase in demand. I understand that the Parking Replacement Policy has been either suspended or terminated, and unlike Stanford University, we have no campus wide capital program mitigation fund. So if no new parking is being planned, how will the campus support those staff who must regularly travel distances by auto, rather than the complex and limited public transportation available to serve the Berkeley campus?

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Thank you,

Nad Permaul

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Dr. Nadesan Permaul*Adjunct Faculty in Rhetoric and Political Science, U.C. Berkeley**Retired Director of the Associated Students of the University of California*

From: annslaby@att.net

Date: May 6, 2013

Subject: Final SEIR, Cal Aquatics Center

To: planning@berkeley.edu

To Whom It May Concern:

Response 6.1 misses the point that UC states that having parking is necessary

Let us first review the policies enumerated in 2020 LRDP. The SEIR is tiered off the 2020 LRDP.

“POLICY: INCREASE THE SUPPLY OF PARKING TO ACCOMMODATE EXISTING UNMET DEMAND AND FUTURE CAMPUS GROWTH.

The demand for parking on and around campus is far greater than the current supply, and this demand will grow as a result of future campus growth. Adequate parking is critical to the mission of UC Berkeley, but given our urban setting, the campus should achieve this through a balanced strategy of parking construction and demand management.

By California standards, UC Berkeley has an exemplary record of promoting alternatives to the automobile. The 2001 survey of faculty and staff indicated only 51% of faculty and staff, and only 11% of students, drive alone to campus: these percentages compare to the estimate of 46% for all commuters to campus and downtown Berkeley presented in the 2001 City-UC Berkeley Transportation Demand Management Study, and the 2000 Census estimate of 66% for Alameda County as a whole.

The projected campus growth under the 2020 LRDP could, at target drive-alone rates of 10% for students and 50% for employees, result in a demand by 2020 for up to 2,300 net new parking spaces beyond the current inventory and approved projects. However, while this figure includes substantial current unmet demand as well as future growth, it could be reduced if drive-alone rates could be improved through a combination of transit incentives and transit service improvements, as described below.

As with housing, because the state provides no funds for university parking, the full cost of parking construction, operation and maintenance must be supported by revenues. Our objectives to improve the parking supply must therefore be balanced by the need to maintain reasonable fees for those who must drive to campus, and to avoid building surplus capacity. The 2020 targets may be adjusted in the future to reflect changes in market conditions and parking demand.

**UC BERKELEY 2020 LONG RANGE DEVELOPMENT PLAN
28”**

“POLICY: REPLACE AND CONSOLIDATE EXISTING UNIVERSITY PARKING DISPLACED BY NEW PROJECTS.

The previous objectives can not be realized if existing campus parking is displaced without replacement. Our strategy to accommodate future campus growth requires, and in fact depends upon, existing surface lots being replaced by new buildings and open spaces. In order to maintain the campus parking supply, these displaced spaces should be replaced on site or elsewhere, and the scope and budget for each such project should include those replacement spaces. The strategy to replace this parking should also be designed to consolidate it, not only to improve operations but also to reduce congestion caused by multiple-lot searches for available space.

**2020 LONG RANGE DEVELOPMENT PLAN UC BERKELEY
29”**

Your response to my statement that the 2020 LRDP requirement that UC “should”, that is, is obliged to replace displaced spaces on site or elsewhere when building on surface parking lot land, as UC proposes here is very difficult to understand. Why have LRDP policies if you reverse them a few years later. In addition, the policy states the scope and budget for the project include these replacement spaces.

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Your response refers to a CEQA case in San Francisco where the city requires no parking. Unlike San Francisco, the city of Berkeley does require parking for the zone in which the Aquatic Center will be sited. It is the Residential Southside Mixed Use Provisions. UC has decided to not abide by the MOU between the city and UC, so the city standard works. The parking required in this zone is shown below:

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23E.84.080 Off-Street Parking and Loading Requirements

A. Unless otherwise specified in Subsections B or F, or in Table [23E.84.080](#), the district minimum standard parking requirement is two spaces per 1,000 square feet of gross floor area of non-residential space, in accordance with the requirements of Chapter [23E.28](#).

Table 23E.84.080	
Parking Required*	
Use	Number of spaces
Art/Craft Studio	One per 1,000 sq. ft. of floor area
Community Care Facilities	One per two non-resident employees
Dwelling Units	One per unit, except as provided in Section 23E.84.080.E ; 75% less for Seniors (see Subsection E)
Libraries	One per 500 sq. ft. of floor area that is publicly accessible
Live/Work Units	One per unit; provided however, that if any non-resident employees and/or clients are permitted in any work area there shall be one parking space for the first 1,000 sq. ft. of work area and one additional parking space for each additional 750 sq. ft. of work area.
Manufacturing Uses (assembly, production, storage and testing space only)	One per 1,000 sq. ft. of floor area
	One per 300 sq. ft. of floor area

Medical Practitioner Offices	
Nursing Homes	One per each five residents; plus one per each three employees
Restaurants and Food Service	One per 300 sq. ft. of floor area
Storage, Warehousing and Wholesale Trade	One per 1,000 sq. ft. of floor area for spaces of less than 10,000 sq.ft.; one per 1,500 sq. ft. for spaces of 10,000 sq. ft. or more
*See Subsection H for substitutions of up to 10% with bicycle/motorcycle parking	

B. Unless otherwise specified in Subsection H or in Table [23E.84.080](#), uses designated in this chapter as Automobile and Other Vehicle Oriented Uses; Outdoor Uses; or as Miscellaneous Uses shall be required to provide the number of off-street parking spaces determined by the Zoning Officer or Board based on the amount of parking demand generated by the particular use and comparable with specified standards for other uses.

C. Bicycle parking spaces shall be provided at the ratio of one space per 2,000 square feet of gross floor area of non-residential space, and in accordance with the requirements of Section [23E.28.070](#).

D. Off-street parking required by this section may be satisfied by the provision of leased spaces, provided that the requirements of Section [23E.28.030](#) are met; however, the leased parking spaces may be within 500 feet of the property it serves, provided that leased parking at a distance greater than 500 feet may be approved by an Administrative Use Permit.

E. For multiple dwellings where the occupancy will be exclusively for persons over the age of 62, the number of required off-street parking spaces may be reduced to 25% of what would otherwise be required for multiple family dwelling use, subject to obtaining a Use Permit.

F. If the Zoning Officer or Board finds that existing evening parking supply is adequate and/or that other mitigating circumstances exist on the property, the requirement for an additional off-street parking space may be waived through a Use Permit when an additional residential unit is added to a property with one or more residential units.

G. No off-street parking space which is required by this Ordinance, including Use Permits issued under this Ordinance, shall be removed; provided, however, any off-street parking spaces which are provided in excess of the number required at the time of application may be removed.

H. Subject to the finding in Section [23E.84.090.J](#), an Administrative Use Permit may be issued to designate up to 10% of automobile parking required for a use for bicycle and/or motorcycle parking, unless a Use Permit from the Board is required to approve any part of the application, in which case the Use Permit shall be approved by the Board. Any bicycle parking created by this designation shall be in addition to otherwise required bicycle parking.

I. In buildings with manufacturing, wholesale trade or warehouse uses, loading spaces shall be maintained so as to meet the requirements of Chapter [23E.32](#).

J. Any construction which results in the creation of 10,000 square feet of new or additional commercial or manufacturing gross floor area shall satisfy Chapter [23E.32](#). (Ord. 6856-NS § 24 (part), 2005; Ord. 6478-NS § 4 (part), 1999)

Your statement that the parking general discussion is “potentially consistent” with the LRDP policies is laughable. “Potentially consistent” certainly means that the parking general discussion is NOT consistent now with UC’s LRDP policies. Many persons, including commuter students, faculty and staff, as well as visitors to campus, and visitors to the cultural events around campus drive to campus and need parking . Public transportation is not possible for many and also frequently very inconvenient. Because I reside in an area surrounded by the UC main campus and its ever increasing developments outside the historical campus, and I must drive because there is no public transportation within walking distance to where I reside, I run into the many cars coming to the campus from the south (and many drivers apparently do not understand what “yield” signs mean), I see no drop in the number of cars. Larger numbers of cars drive south beginning at 3 PM until 7 PM. These cars define where I drive, at what time I need to leave home and at what time I make appointments. Because I lived here as a child, I know the vast difference six decades has made. Until you change the behaviors, and that is very very hard to do, you must have parking places. Indeed, there even is a UC owned property the block below me, at 255 Panoramic. I has two off street parking places. Just recently, On Sunday evening March 23 at approximately 8 pm a Berkeley fire engine was driving down the hill. As it approached 255 Panoramic, the engine had to stop because 2 cars were parked in the road just below the fire hydrant. Lt. McKinney exited the engine to guide the driver through the narrow passage that left only 2-3 inches of space for the engine to get through between the curb and the parked vehicles. When UC holds events at this UC owned house, persons wanting to attend drive and park, even in the traveled narrow right of way.

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In addition my experience with public transportation in the Bay Area – and I do use it when I can - is that it has gotten worse, not better, over the past few years.

Response 6.2. The possible Maxwell Field Parking is not proper for me to raise for the SEIR, but it is proper that UC planner Jennifer McDougall talks about it at the Aquatic Center hearing after the recording of comments stopped.

To the best of my knowledge, UCB has requested proposals from private developers who will build and run a proposed parking lot on Maxwell Family Field. I expect there will be both CEQA and city issues regarding any structure located in this increasingly overcrowded area in an extreme fire hazard zone immediately adjacent to the Hayward Fault. But Mayor Bates reported told the Berkeley Democratic Club it will be built this year and who know what decisions get made prior to legally required review prior to any decisions.

I am offended that it is okay for a UC planner to discuss the a possible parking garage as a way to lessen the squeeze on parking anywhere near campus at a public meeting about the Aquatic Center, but UC tells me the very real environmental impacts are off limits.

In the Berkeleyside article below, reporter Frances Dinkelspiel writes: “UC also has plans to redo Maxwell Family Field, the playing field right next to Cal Memorial Stadium, said McDougall. The idea is to build a two-level, 400-500 space, above-ground parking facility with a field on top, she said.”

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New aquatics center raises parking, planning concerns

April 4, 2013 1:00 pm by [Frances Dinkelspiel](#)



UC Berkeley is planning to build a new aquatics center at 2222 Bancroft Way. Image: UC Berkeley

UC Berkeley officials held a public hearing Wednesday night on plans to build a new aquatics center at 2222 Bancroft Ave., east of Oxford, and were told the one-story building is a lost opportunity for improving the area and would be too disruptive to parking.

UC hopes to start construction on the \$15 million project in August to alleviate the crowding that now takes place at Spieker Pool. Currently, all 120 of Cal's swimmers, divers and water polo athletes, as well as recreational swimmers, must use that facility, putting a severe strain on its capacity.

The new aquatics structure, which will take the place of a parking lot next to the Tang Center, will have three single-level buildings surrounding a 52-meter-by-25-yard pool and 46-foot high dive tower. The facility will mostly be used for training Cal's four NCAA Division 1 squads and will not contain permanent seating. However, the university does anticipate holding a maximum of four meets a year there and will have the ability to bring in portable bleachers to seat 500 people. The university will also install a number of 30-foot towers to provide lighting for the rare night competition. The glassed-in dive tower will also be illuminated, producing a "soft glow," according to officials.

“We have a need to double our water space,” Bob Milano Jr., Cal’s associate athletic director, told those who attended the hearing on the [Subsequent Environmental Impact Report](#). “Our competitors all have two pools or more. We are asking for enough to allow our athletes to be successful in the classroom and in the pool.”



The new 52-meter swimming pool and 46-foot-high dive tower planned for the new UC aquatics center on Bancroft Way. The new facility will free up space in Spieker Pool, which means there will be more room for community and youth groups to use the space, according to officials.

The public comment period on the EIR is open until April 24 at 5 p.m., according to Jennifer McDougall, a principle planner at Cal. The UC Board of Regents will consider the EIR at its May meeting. Construction is estimated to take 10 months, she said.

The main concern expressed by those at the meeting centered on the loss of parking in the area. The new aquatics center will be built on a lot that currently accommodates about 230 cars, and 171 of those spaces will be lost. Another 234 spaces have also recently disappeared nearby because the University Hall parking structure on Oxford is being torn down to make room for the new Berkeley Art Museum.

Les Ferriss, who teaches at the Bancroft Library, said he drives from Sonoma County to campus three times a week. He pays \$800 a year for a campus parking permit but said it can be hard to find a space. Now things will be worse.

“Sometimes I spend 45 minutes driving around trying to find a spot,” said Ferriss.

Jane Goodwin works for Cal Performances at Zellerbach Auditorium. Sometimes she works late at night and needs to park close.

“The impact is going to be really serious coming up,” said Goodwin. “We can’t all take public transportation.”

The university’s long-range plan does call for adding additional parking but is currently in a phase where more parking is being taken away than added, said McDougall. The university currently has 5,700 parking spaces for its employees, according to Seamus Wilmot, director of parking and transportation.

To help the short-term squeeze, Cal has made arrangements with a number of the privately operated garages in Berkeley, said Wilmot. Cal has arranged to use 50 spaces in the Chase Building on Shattuck, he said. The Allston Way garage [is offering discounted parking](#) to UC faculty and staff on its sixth floor. The university has added stacked parking to the Ellsworth lot. There are also some long-range plans in the works, said Wilmot. UC Berkeley is talking to the city of Berkeley about plans to redo the Center Street garage and reserve some parking for UC faculty and staff. Cal is also looking at building some small parking structures on the west side of campus, he said.

UC also has plans to redo Maxwell Family Field, the playing field right next to Cal Memorial Stadium, said McDougall. The idea is to build a two-level, 400-500 space, above-ground parking facility with a field on top, she said.

“Lost Opportunity for Bancroft Way”

The plans for the new aquatics center also drew criticism from Berkeley officials who do not believe it complies with the city’s Southside Plan. The University has long told city officials they needed more office space and the city zoned that stretch of Bancroft Avenue to accommodate those needs, according to Elizabeth Greene, the Berkeley planner who testified at the hearing. Height levels were set at 75 feet to make room for mixed retail and office space. Berkeley wants to make that stretch “a more viable and exciting place,” said Green.

This design “moves in an opposite direction than we were hoping to go,” said Greene. “The city sees this as a lost opportunity for Bancroft Way.”

John Caner from the Downtown Business Association and Roland Peterson from Telegraph Business Improvement District also called for Cal to create a structure that increased the

vibrancy on Bancroft Way. They noted in a letter that Bancroft Way was “a key pedestrian link” between downtown and Telegraph Avenue and that it would be good to have retail or interactive pedestrian opportunities there.

University officials could not respond directly to comments at Wednesday’s hearing under CEQA law. They will provide written responses in the final EIR. But McDougall did say that, while the EIR noted it would be more environmentally sensitive to build the new Aquatics Center at Strawberry Canyon, where there is already a pool, that location would not serve the athletes well. The allure of the Bancroft Way space is its proximity to Spieker Pool across the street.

“It will be much better for the program to have the easy back and forth with Spieker,” she said.

The university does not think there will be large traffic impacts with the new aquatics center because it will mostly be used by student-athletes who will walk there, according to the Subsequent EIR.

Read [UC’s Subsequent EIR Cal brochure on need for new pool.](#)

Berkeleyside publishes many articles every day. To see all our stories in chronological order, and read ones you may have missed, check out our [All the News](#) grid.

Response 6.3: A quick look at Cal performances web site shows they include the lot on which the aquatic center will be sited, and the city recently suggested that persons coming to Telegraph on weekends during the summer use UC parking lots for parking since the parking is so very scarce.

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From the Cal performances web site showing where people can park when they attend concerts. You will see that the parking lot east of the Tang Health Services is included. That lot charged \$26 for parking the evening of the Cal v UCLA basketball game.

Parking

Parking is usually difficult to find near curtain time. Please plan to arrive in Berkeley 30-40 minutes prior to an event to ensure that you are in your seat before the curtain rises.

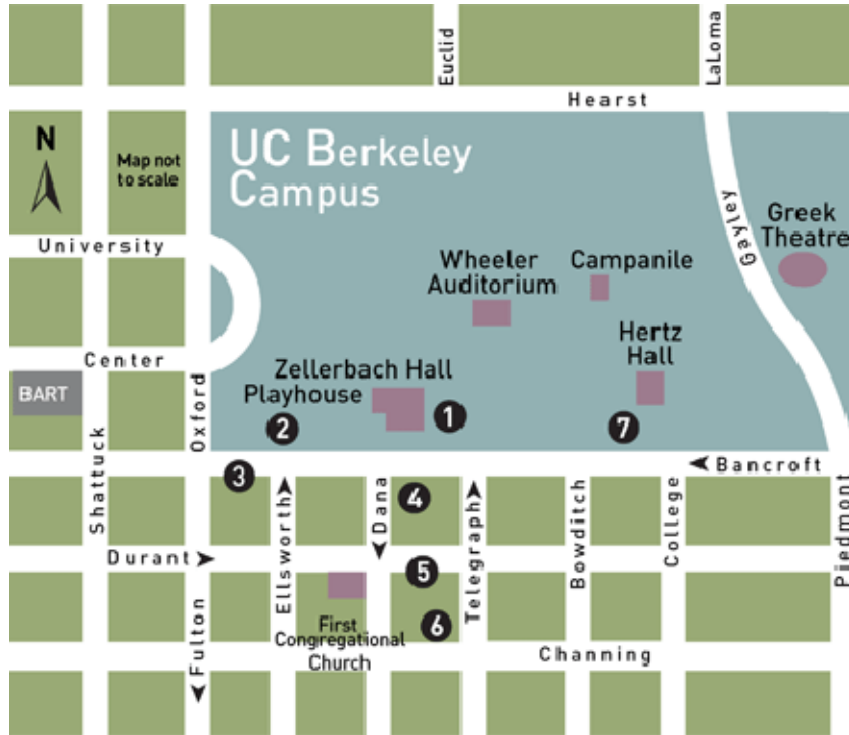
And occasionally, two or more events occur on the same day or evening on the UCB campus which can make finding a parking space even more challenging. Please see Parking Alerts on the next tab or the specific event page for updates on known possible parking conflicts.

Joining us for a performance in Zellerbach Hall? [Lower Sproul Plaza Construction and What It Means For You.](#)

- Parking Lots
- Parking Alerts

- Telegraph-Channing Garage Restaurant Validations
- Donor Parking Information

Parking Lots



The following is a suggested list of parking lots near our venues:

1. Martin Luther King Student Union Garage
 (closed as of March 4, 2013 for the duration of [Lower Sproul Plaza reconstruction](#))
 Bancroft Way near Telegraph Avenue, under Zellerbach Hall

2. Recreational Sports Facility (RSF) Garage
 Bancroft Way at Ellsworth Avenue

3. Bancroft/Fulton Lot
 Bancroft Way between Ellsworth Avenue and Fulton Street

4. Dana/Durant Lot
 Dana Street near Bancroft Way, across from Zellerbach Hall

5. & 6. Telegraph-Channing Garage
 Entrances on Durant Avenue and Channing Street, between Telegraph Avenue and Dana

Street

7. Bancroft Structure

Bancroft Way between College Avenue and Bowditch Street

Half price parking at the Telegraph-Channing garage (5. & 6.) with \$5 minimum purchase validation from one of the participating Telegraph Ave. area restaurants [listed here](#).

From the Berkeley City Council, April 30, 2013 meeting. Now all the people coming to Berkeley to hear the music played in the streets and in the store during Sunday closings are going to need places to park. Please see the language highlighted in red.

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53. Telegraph ACTION Plan of Short Term Improvements for 2013 and 2014, to Provide Direction as Requested by City Manager at Worksession (Continued from April 2, 2013)

From: Councilmember Worthington

Recommendation: Telegraph ACTION Plan of short term improvements for 2013 and 2014. Provide direction to the City Manager as requested at the Telegraph work session, to prioritize staff attention amongst the many positive ideas presented.

Financial Implications: Refers \$50,500 to the budget process

Contact: Kriss Worthington, Councilmember, District 7, 981-7170

Action: 7 speakers. M/S/C (Worthington/Maio) to:

1. Approve Item 53 as amended, removing #6 from the referral list, amending #4 to add Sunday Closures or other events to the \$36,000 budget referral, and changing the recommendation to state that the list is being referred to the City Manager for evaluation.
2. Adopt Items 54, 55, 56, and 59.
3. Adopt Item 58 as amended to include Telegraph Avenue in the City pilot program for parklets.

Vote: Ayes – Maio, Moore, Anderson, Arreguin, Capitelli, Wengraf, Worthington, Wozniak, Bates; Noes - None..

Telegraph ACTION Plan of short term improvements for 2013 and 2014

A blending of suggestions from the Telegraph Livability Coalition (TLC), Telegraph Property Business Improvement District (TPBID), U.C. Planning and Capital Projects, and Berkeley Design Advocates (BDA).

1. **Retail Tables** Allow trial program to let 5 - 10 retail stores put merchandise tables in front of their stores- assure arts and crafts vendors this will only impact a few spaces & not change all other arts and craft vendor spaces.
2. **Parking Information** Consult with merchants on possible modifications to enhance effectiveness. **Publicize to merchants that customers are allowed to park in UC lots at some times.**
3. **Lighting** Evaluate cost effective safety lighting improvements for

residential streets in campus area (which has the highest number of crimes of any area of the City.) in consultation with the ASUC and area residents

4. **Music Murmur** Start monthly event building on success of Berkeley World Music Festival to have music in stores and on the street each month. Refer \$3,000 per month to the budget process.
5. **Holiday Fair** Build on this successful event with referral to budget process of an additional \$4,500 per year.
6. **Drop In Center** To be considered within the regular Commission/ City Manager/Mayor and City Council budget process.
7. **Mural** Provide matching funds for Mural creation and restoration. Consider spotlights on existing murals. Refer \$10,000 to budget process.
8. **Rent Storefronts** City owns vacant storefronts in the Channing-Durant parking structure and could gain rent money as well as add to the commercial activity level by renting spaces.
9. **Quota Notice** Notify all district restaurants when quota is proposed to be exceeded.
10. **Parking Signage** Research grant proposals for installing parking signage to let people know how many parking spaces are available in area parking lots and garages.
11. **Pedestrian Safety** Research grant proposal for pedestrian improvements at the triangle and area wide pedestrian lighting.
12. **Transit Center** Begin preliminary steps to explore grant availability to develop design concepts for a Dwight Way transit plaza at

Telegraph, and apply for complete streets grant.

In conclusion, I believe there are many unresolved issues surrounding the Cal Aquatic Legends (headed by Mr Warren Spieker, Jr.) possibly funded Cal Aquatics Center. This is not a "rare" event. UC built the Student Athlete High Performance Center that only student athletes can use and absolutely none of the majority of students who attend UC.

Sincerely,

Ann Reid Slaby, Ph.D, MS, MSc, MSc, Attorney at Law. Patent Attorney

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