ADDENDUM to the
UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT
for
BERKELEY WAY WEST

PROJECT LOCATION:
UC BERKELEY ADJACENT BLOCKS WEST

COUNTY:
ALAMEDA COUNTY, CALIFORNIA

PROGRAM EIR:
UC BERKELEY 2020 LONG RANGE DEVELOPMENT PLAN EIR, CERTIFIED BY THE REGENTS JANUARY 2005, SCH #2003082131; AS UPDATED BY LRDP AMENDMENT #1 TO ADDRESS CLIMATE CHANGE AND ACCOMPANYING ADDENDUM #5 TO THE 2020 LRDP EIR

SCH #2003082131

April 2015
Real Estate Division | Physical & Environmental Planning
300 A&E Building
Berkeley CA 94720-1382
I. INTRODUCTION

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PROJECT OBJECTIVES

Planned to accomplish goals and objectives of the University of California, Berkeley 2020 Long Range Development Plan, the Berkeley Way West project is also planned to meet several project-specific objectives:

1. Address, in a timely fashion, an urgent seismic priority through providing new facilities compliant with the *University Policy on Seismic Safety* and current codes.

2. Provide the Graduate School of Education, the Department of Psychology, and the School of Public Health with new and updated facilities needed for their programs and missions.

3. Provide additional space available for future academic program expansion, but that in the interim can house synergistic external programs while making construction of a larger project feasible.

4. Provide new facilities without increasing University of California debt to the full extent feasible.

5. At a new downtown site proximate to campus, develop a building design that is at once civic in character while utilizing palate and materials that link it to the University campus.

6. While respecting Berkeley Downtown Area Plan guidelines, leverage investment at site to maximize usable space to support the University.

7. Implement policies of the 2020 LRDP, including among others:

   • Seismic safety policies of the 2020 LRDP: Eliminate poor and very poor seismic ratings in campus buildings through renovation or replacement.
   • Collaborative and interactive program policies: Build a campus that fosters intellectual synergy and collaborative endeavor within and across disciplines. Create places of interaction at key nodes of activity.
   • City Environs policies of the 2020 LRDP: Plan projects to respect and enhance the character, livability, and cultural vitality of the city environs. Use municipal plans and policies to inform capital projects in the city environs. Prioritize space on the adjacent blocks for museums, research, cultural and service programs that require campus park proximity.
   • Stewardship policies: Plan every new project to represent the optimal investment of land and capital in the future of the campus. Plan every project as a model of resource conservation and environmental stewardship. Maintain and enhance the image of the campus, and preserve our
UNIVERSITY OF CALIFORNIA, BERKELEY
ADDENDUM | BERKELEY WAY WEST

historic legacy of landscape and architecture. Plan every new project to respect and enhance the character, livability and cultural vitality of our City Environs.

- Access policies: Ensure the University provides full access to users at all levels of mobility.
- Sustainability policies: Minimize energy use in travel to and within the campus; optimize the use, and adaptive reuse, of existing facilities; plan, operate, and construct the project to support achievement of campus greenhouse gas emission reduction targets.

8. Allow the seismically poor Tolman Hall to be vacated and demolished expeditiously. Although not part of the funded project at this time, the University also expects to grade and stripe the Tolman site for temporary surface parking for up to approximately 280 campus permit holders as an interim use, to address access goals of the 2020 LRDP. An existing traffic signal at Hearst-LeConte would require modification to accommodate the interim use.

PROCESS TO DATE
UC Berkeley held a community meeting on the project late afternoon/evening of January 8, 2015. Approximately 50 people attended, reviewing large boards with illustrations of the project, and hearing a presentation about the project from the architectural team, with a question and discussion period. Assistant Vice Chancellor Emily Marthinsen moderated the meeting. There was general support for the project among community members; campus employees present were concerned about the loss of parking that would occur when the project is constructed.

The project was also reviewed with the City of Berkeley Design Review Committee and the Zoning Adjustments Board. See discussion under Planning Context, 2020 LRDP EIR, below.

PROPOSED ACTION
The University of California, Berkeley would construct a new academic building of up to 325,000 gross square feet (GSF) (199,590 assignable square feet, or ASF) upon the western portion of the block bounded by Oxford, Shattuck, Hearst and Berkeley Way in the City of Berkeley, CA. The proposed project, referred to as Berkeley Way West, would replace existing Tolman Hall on the core campus of UC Berkeley, a 247,000 GSF (138,600 assignable square feet, or ASF) concrete academic building that has a seismic rating of poor and is the campus’ most urgent priority for seismic remediation--upon completion and occupancy of space at Berkeley Way West, Tolman Hall would be demolished. A former state-owned laboratory and office building at the Berkeley Way site was demolished in 2010 and temporary surface parking for the University has been an interim use of the site. Approximately 188 parking spaces serving UC Berkeley affiliates, including 135 striped parking spaces, will be removed by construction of the project; following occupancy of the new building and demolition of Tolman Hall, these spaces are expected to be replaced on an interim basis at the Tolman site although this latter element is not part of the funded project at this time.

The new building will house the School of Education and the Department of Psychology, currently housed in Tolman Hall. The new building will also house the School of Public Health, currently located in interim space in University Hall. The program for these units, using modern programming and anticipating building efficiencies not common when earlier buildings were planned, totals 230,000 GSF and is comprised of classrooms, offices, open workstations, and collaborative space. Peak occupancy of the building by employees (when all work spaces are occupied) is anticipated to be approximately 1140 people.
The University proposes to maximize the development potential of the site to provide for potential future University needs. The building area beyond that required to meet the University’s current needs (approximately 95,000 GSF) would be leased by the University or private developer to private office tenants — ideally tenants with an affiliation with the University. The private tenant occupancy for an interim period would allow the University to afford the expanded space, capitalizing on an opportunity to meet space demand despite limited funding. Once revenue goals are met, the space would revert to University occupancy.

To activate the pedestrian environment along Shattuck Avenue the building will provide approximately 7,000 to 7,500 ASF of retail space on the western edge of the ground floor of the building.

Construction of the five-story, 113,200 GSF Energy Biosciences Building (EBB) was completed in 2012 at the northeast portion of the site; that project was developed to 100’ height to top of parapet, and also developed a pedestrian path connecting Walnut Street to the north and south and a landscaped open area on Berkeley Way. A five-story, privately owned and developed apartment building at 1910 Oxford completes the block. Combined with the EBB building, the proposed project would result in 438,200 GSF of University development at the block. When this total is added to the net new square footage for the downtown Berkeley Art Museum and Pacific Film Archive (37,500 GSF, BAM/PFA Addendum page 11), the University would have added 475,700 GSF to the downtown area, well within the LRDP projection of 800,000 net new gross square feet of academic and support space in the Adjacent Blocks West.

Planning for the Project is guided by both the UC Berkeley 2020 LRDP and the City of Berkeley Downtown Area Plan, developed by both a citizen advisory group and the city's Planning Commission and adopted by the Berkeley city council in 2012. Under the framework established in the UC Berkeley 2020 Long Range Development Plan, the site is within the City Environs - Adjacent Blocks West. The Project is also consistent with the UC Berkeley Physical Design Framework, presented to the University of California Regents in November 2009: the orthogonal forms of the building reinforce the urban fabric; the façade is finished in a tripartite expression; the building aims to blend concepts of civic and campus expression; the site plan implemented by the project creates public and protected places of interaction; the materials for the site and building are sympathetic to their context.

Table 1 below outlines provisions of the Downtown Area Plan and the proposed project.
### Table 1

#### BUILDING HEIGHT

<table>
<thead>
<tr>
<th>Downtown Area Plan</th>
<th>Citation</th>
<th>Proposed project</th>
<th>UC response</th>
</tr>
</thead>
<tbody>
<tr>
<td>UC allowed two 120 foot tall buildings within “core” or “outer core”.</td>
<td>DAP Table LU-1</td>
<td>Proposed 112’-3” foot building height at Berkeley Way and Shattuck, southwest corner of site, northeast corner of intersection</td>
<td>Proposed project, in “outer core”, would be first of two buildings over 100 feet allowable to UC under the DAP.</td>
</tr>
<tr>
<td>“Buffer” and “Corridor” designation at site along Hearst Avenue to vary height; 60 feet (in buffer) and 75 feet (in corridor) height allowable with use permit.</td>
<td>DAP Table LU-1</td>
<td>Proposed 74’ height for lower portion of building at north of site.</td>
<td>Proposed project is eight stories at south edge, stepping to five stories then four stories on Hearst Avenue closest to the Walnut pedestrian walk.</td>
</tr>
<tr>
<td>Stepback to avoid abrupt transitions to “residential-only” neighborhoods (Policy LU-7.2)</td>
<td>DAP Figure LU-1</td>
<td>Proposed 60’ height closest to Walnut</td>
<td>Proposed project height consistent with Shattuck commercial edge, stepping downward at east across from residential properties.</td>
</tr>
<tr>
<td>As analyzed in DAP EIR: 65 feet along the southern edge of Hearst Ave btwn Walnut Street and Shattuck Ave</td>
<td>DAP EIR page 3-19</td>
<td>Proposed 74’ foot building height in this area</td>
<td>Proposed project partially exceeds 65’ analyzed along Hearst. Shadow studies indicate the difference has minimal impact.</td>
</tr>
</tbody>
</table>

#### BUILDING TYPE

<table>
<thead>
<tr>
<th>Downtown Area Plan</th>
<th>Citation</th>
<th>Proposed project</th>
<th>UC response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-residential floor space analyzed up to 1,000,000 square feet</td>
<td>DAP EIR page 3-19</td>
<td>Adds 325,000 GSF of non-residential floor space.</td>
<td>Total new non-residential development, proposed project plus EBB plus BAM/PFA = 475,700, well below anticipated 1 million square feet analyzed.</td>
</tr>
</tbody>
</table>

#### BUILDING DENSITY

<table>
<thead>
<tr>
<th>Downtown Area Plan</th>
<th>Citation</th>
<th>Proposed project</th>
<th>UC response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No provisions specific to Berkeley Way site in DAP or DAP EIR</td>
<td></td>
<td></td>
<td>Proposed project offers over 9,000 sf of combined public plazas and landscaped areas.</td>
</tr>
<tr>
<td>Zoning code (not applicable to UCB) suggests 1 square foot of privately owned public open space per 50 square feet of commercial area.</td>
<td>BMC 23E68.070 D.2.</td>
<td>Based on proposed 438,200 square feet of total UC space on block, the project would need to offer 8,764 sf of open space.</td>
<td></td>
</tr>
</tbody>
</table>
ENVIROMENTAL REVIEW SUMMARY

An Environmental Assessment has been prepared in accordance with California Environmental Quality Act (CEQA), the CEQA Guidelines, and University of California Guidelines for the Implementation of CEQA, to determine the appropriate level of environmental review for the Berkeley Way West project.

The UC Berkeley 2020 LRDP EIR indicated that projects implementing the 2020 LRDP would be examined to determine whether subsequent project-specific environmental documents are required. The 2020 LRDP EIR states:

CEQA and the CEQA Guidelines state that subsequent projects should be examined in light of the program-level EIR to determine whether subsequent project-specific environmental documents must be prepared. If no new significant effects would occur, all significant effects have been adequately addressed, and no new mitigation measures would be required, subsequent projects within the scope of the 2020 LRDP could rely on the environmental analysis presented in the program-level EIR, and no subsequent environmental documents would be required; otherwise, project-specific environmental documents must be prepared (2020 LRDP EIR Vol I page 1-2).

The use of the 2020 LRDP EIR in project review was also specifically addressed in the first Thematic Response to comments received on the 2020 LRDP Draft EIR (2020 LRDP EIR Vol 3a, page 11.1-1). There, the document reiterated the text quoted above, and explained:

Projects subsequently proposed must be examined for consistency with the program as described in the 2020 LRDP and with the environmental impact analysis contained in the 2020 LRDP EIR; if new environmental impacts would occur, or if new mitigation measures would be required, an additional environmental document would be prepared.

Pursuant to CEQA section 21166 and CEQA Guidelines section 15162, no additional environmental review shall be prepared for a project unless the public agency with the next discretionary approval determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of the conditions described in CEQA Guidelines Section 15162, above, requires the preparation of a subsequent EIR, the University may prepare an addendum if some changes or additions to the 2020 LRDP FEIR are necessary.

In accordance with CEQA (Public Resources Code Section 21000 et seq.), and the University of California Procedures for Implementation of CEQA, this Environmental Assessment was prepared to evaluate the proposed Project in contrast to anticipated development described and analyzed in the 2020 LRDP EIR. The Environmental Assessment concludes the Project would not cause any new significant environmental effect not considered in the 2020 LRDP EIR, nor increase the severity of any impact previously found significant in the 2020 LRDP EIR; that no new information of substantial importance, which was not known at the time the 2020 LRDP EIR was certified, has become available; that the circumstances under which the Project will be undertaken have not changed to involve new significant environmental effects or substantially increased severity in environmental effects; and thus the University has determined that an Addendum to the 2020 LRDP EIR is appropriate for the Project, itself in the form of the following Environmental Assessment.

Copies of the 2020 LRDP EIR and Addendum thereto are available for review during normal operating hours at the offices of Capital Projects’ Physical and Environmental Planning offices, 3rd floor A&E Building on the UC Berkeley campus; and online at realestate.berkeley.edu. The 2020 LRDP and the 2020 LRDP Environmental Impact Report (SCH #2003082131) are available online at lrdp.berkeley.edu; LRDP Amendment #1 and Addendum #5 to the 2020 LRDP EIR addressing Climate Change are available online at tinyurl.com/UCBclimate.

This Addendum was initially published on April 8, 2015 to the UC Berkeley Real Estate division website, realestate.berkeley.edu, with an invitation to comment by 5 pm Friday, April 24, 2015. Notice of the availability of the Addendum for review was sent to UC Berkeley’s CEQA notice list serv, a community mailing list.

**PROJECT-RELATED APPROVALS**

This document analyzes and documents the impacts of the proposed project and all discretionary and ministerial actions associated with the project. Consistent with Sections 15050 and 15367 of the CEQA Guidelines, the University of California is designated as Lead Agency and would use this Addendum in assessing the effects of the actions detailed above.
Responsible agencies are those agencies that may have discretionary approval over one or more actions involved with the development of a proposed project. The campus consults with the City of Berkeley for projects located in the City Environs; however, the City does not have discretionary approval over any aspect of the project.

**DOCUMENT ORGANIZATION**

This document is organized for easy use and reference. To help the reader locate information of particular interest, the following table of contents is provided. Figures referenced in each section appear at the end of each section.

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**II. PROJECT DESCRIPTION**

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UTILITIES  
CONSTRUCTION  
DEMOLITION OF TOLMAN HALL  
LRDP EIR MEASURES INCORPORATED INTO PROJECT AS PROPOSED

**PROJECT LOCATION**

UC Berkeley is located in the City of Berkeley, approximately ten miles east of San Francisco. See Figure 1, Regional Location (figures are at end of document, in Section VI). Interstate 80, Highway 13, Highway 24, and Interstate 580 provide regional vehicular access to the campus. Regional transit access is provided by Bay Area Rapid Transit District (BART) and Alameda-Contra Costa Transit (AC Transit).

The project site for the new building is west of campus, west of Oxford Street and two blocks north of the intersection of University Avenue and Shattuck Avenue in Downtown Berkeley. The project site for the new
building is bounded on three sides by city streets. The Regents of the University of California own the property, which was formerly owned by the State of California and once housed offices of the Department of Health Services (DHS).

University Avenue runs east west between the bay and the Berkeley campus; Shattuck Avenue runs generally north/south, generally 2.7 miles east and parallel to Interstate 80, and is a major commercial corridor in Berkeley.

The UC Berkeley LRDP identified the area west of Oxford Street as the City Environs, Adjacent Blocks West (see LRDP Figure 1 at lrdp.berkeley.edu); the site is west of the Central Campus Park. The site is bounded on the north side by Hearst Avenue, on the south by Berkeley Way, on the west by Shattuck Avenue. A pedestrian pathway connecting Walnut Street marks the east extent of the project site; east of the pedestrian way the University's Energy Biosciences Building, a privately owned apartment building with ground floor retail, and an open space area developed by the University complete the block. Across from the project site, on Hearst Avenue, private multi-family residences occur; across Hearst at the corner with Shattuck, ground floor retail space is crowned with upper story multi-family housing; Shattuck Avenue at the west of the project site is a major commercial corridor in the City of Berkeley; and south of the project site at Berkeley Way are commercial and institutional uses, with potential for ground floor commercial and upper story multi-family housing to be built in this vicinity.

The project also includes demolition of Tolman Hall, and, although not part of the funded project at this time, proposed establishment of a temporary surface parking lot at the Tolman site. Tolman Hall is located at the Hearst Avenue (north) edge of the Campus Park. See Figure 2.

SITE PLAN DESCRIPTION

The site plan for the Berkeley Way West project is shown in Figures 3A and 3B. A possible site plan for interim parking use at the existing Tolman Hall site is shown in Figure 4 (figures are at end of document, in Section VI).

The existing asphalt parking lot at the Berkeley Way West site is largely transformed into the building floorplate of the new building. An open space landscaped area at the southeast corner of the building would provide a pedestrian entrance to visitors from the Campus Park to the east.

Elevation change across the site is over 15’ from the southwest corner to the northeast corner. Along Shattuck Avenue the grade change is over 5’, and the project mitigates this slope by placing the entrance midblock, and stepping the retail floor elevations to follow the grade. A series of terraced areas with steps are necessary to allow the retail space to be operated by a single tenant without interior steps.

Access routes to the Berkeley Way West building:

- Pedestrian entrances are included at a point mid-block along Shattuck and from the plaza in the SE corner of the site. The project would extend the sidewalk along the project frontage along Berkeley Way to widen the sidewalk to match the sidewalk constructed for the EBB project.

- Bicycle access is from Hearst Avenue, on which the Ohlone Greenway will be extended from points west to the Campus by the Hearst Avenue Complete Street project (under design by the City of Berkeley). Bicycles
may also use Oxford Street, which has bicycle lanes, and Shattuck Avenue and Berkeley Way, neither of
which have designated bicycle facilities. The building would have a secure, indoor bicycle parking room for
up to about 127 bicycles on the ground/1st floor and 148 exterior bicycle parking racks near the main
entrances.

- Transit access to the project is very convenient. The project is located less than 1,200 feet north of the
  Downtown Berkeley BART station, the primary regional transit service providing transit service throughout
  the inner East Bay, portions of eastern Contra Costa and Alameda Counties, the City of San Francisco, and
  northern San Mateo County. Downtown Berkeley is also a major AC Transit hub, with 12 bus routes
  converging at or near the Downtown Berkeley BART Station. AC Transit provides bus service throughout
  the inner East Bay and western Contra Costa County, as well as select transbay routes to San Francisco.
  There is also an existing AC Transit stop on Hearst Avenue at the project site.

- UC Berkeley Parking & Transportation provides shuttle service (Bear Transit) from Downtown Berkeley to
  the Central and eastern portions of the campus. The nearest stop is located on Oxford Street. Parking &
  Transportation also provides on-demand transport on-campus for persons with mobility challenges.

- Loading and service access would be from Berkeley Way, where the building would have an enclosed
  service loading dock for trash and deliveries.

- The project at the Berkeley Way West site location does not include vehicle parking; however, the campus
  provides permit parking at the Genetics garage, which is located one block (approx. 600 feet) east of the
  project and at the intersection of Berkeley Way and Oxford Street. On-street parking is also available on the
  streets surrounding the project; most streets near the project site have metered parking or otherwise time-
  restricted parking for downtown visitors.

The Tolman Hall site may be used as a surface parking lot for campus permit holders after the Berkeley Way
West project is complete and Tolman Hall is demolished. The parking would be an interim use and occupy
the site roughly within the existing footprint of the Tolman Hall building. Primary vehicular access would
occur at a new driveway that would be aligned with the traffic signal at the Hearst Avenue/Le Conte-Arch
intersection. Some signal modifications and a new driveway would be included in the design of the parking
lot. Because the campus entrance at Tolman Hall is a primary campus bicycle route and pedestrian route, the
parking lot would be designed with a bicycle and pedestrian path to accommodate safe and convenient access
to campus by non-vehicle modes of transportation from Hearst Avenue into the central portions of campus.

**LANDSCAPE DESCRIPTION**

The project site today consists of a large asphalt parking lot surrounded by a landscape border. The landscape
border varies along the four edges of the parking lot. Along the Berkeley Way and Hearst Street frontages, the
landscape border consists of an unplanted, mulched area. Along Shattuck Avenue, an unmaintained landscape
border includes unidentified shrubs as well as five (5) Bottle Brush trees and two Magnolias, neither of which
are considered significant or specimen trees. There are existing street trees in the public right-of-way along
Shattuck Avenue and no street trees along Berkeley Way or Hearst Avenue. The eastern edge of the property
consists of an unplanted and mulched border that abuts the newly installed improvements along the Walnut
Pedestrian Connector.
New investments will center around a new plaza on the south east corner of the site, which will integrate with the existing Walnut Pedestrian Connector and landscape improvements at the Energy Biosciences Building. Other enhancements will include the widening of the existing sidewalk with new street trees along Berkeley Way to match the sidewalk east of the project site and provide a sidewalk extension at Shattuck Avenue for pedestrian safety. A five foot landscaped border integrated with the Hearst Avenue Complete Streets project, and new street trees, will be planted along Hearst Street.

A landscape-based stormwater treatment system consisting of bioretention areas will be incorporated into the design. Raised planter areas with bioretention soil will handle the treatment of increased impervious area stormwater and will be designed to meet MS4 requirements. Project scope will increase the amount of impervious surface by 3,565 square feet from existing conditions. Per MS4 stormwater guidelines, the net increase will be treated onsite in the landscape bioretention areas. Additional stormwater will be removed from site into City stormwater system.

The exterior lighting will take into consideration the safety and comfort of the user and the appearance of the exterior environment. Strong shadows, hot spots and glare will be minimized. The perimeter of the building, pedestrian/egress paths and featured landscape elements will be well illuminated to help the user easily see and navigate the area. The lighting design will take into account dark sky considerations by directing light downward and minimizing uplight. Exterior lighting control will use a combination of photo sensor and automated time switch to increase energy savings. Light levels will be dimmed in certain areas later at night within the comfort levels of pedestrians.

The interim parking lot proposed on the Tolman Hall site would be designed to be responsive to campus plans and policies. This includes landscape treatments to preserve the image of the campus; paths and wayfinding; respecting the site as a pedestrian and bicycle entrance to campus; providing lighting for safety; and reducing stormwater flows through low impact site design to the full feasible extent.

**BUILDING DESCRIPTION**

The location is a critical moment along Shattuck Avenue as it begins to mark the transition from the more residential areas to its north and the core of downtown Berkeley to its south. The building responds to this in its massing in concept by interconnecting two ‘L’ shaped forms, each responding to this dual nature of its context. The first portion reaches to eight stories or 112 feet at the south west corner gesturing to the core of downtown. The second portion houses five stories, stepping down to four stories at the north east corner to address the lower scale residential across Hearst.

Housed in the interstitial space between the two ‘L’ shaped forms is an open forum space that connects various levels of the building together and provides a central gathering space for the building occupants. A connective passageway extends through the ground floor where presents itself at the exterior as the two main entrances. The entrance on Shattuck Avenue sits mid-block flanked by retail space on either side, which extend to the corners at Heart to the north and Berkeley Way to the south. The articulation of the base of the building along Shattuck is a rhythmic series of pilasters infilled with glazing to create traditional retail frontage, similar in scale to the surrounding context. Similarly, placing the entrance mid-block suggests a very civic presence to the building for the community beyond. The entrance facing to the east and campus beyond is set back from Berkeley Way at the intersection of the Walnut Street pedestrian walk and fronted by a landscaped public plaza. The entrance is recessed and rendered almost entirely in glass to emphasize the
interconnection of the plaza with the activity just inside the doors, and provide a space that promotes its use as a place for casual seating and relaxation for both building occupants and the general public. Similarly, the student lounge space sits on the second floor overlooking the plaza and garden space of the adjacent Helios building and creates a deeper connection of the occupants with the public plaza.

The articulation of the building starts with a clear ground floor expression, rendered in robust materials that anchor the building to the site. Strong vertical pilasters and glazing along Shattuck Avenue emphasizes the importance of the retail component of the program. The north and south sides house much of the services for the building, and will present a more solid, feel with some louvers and doors as required for building functions, which primarily face Berkeley Way. The east portion of the ground floor opens up to the plaza, gardens and campus beyond, and is composed primarily of glass until the building begins to bury itself into the site at the northeast corner.

The upper floors open up with an increased amount of glazing to provide maximum daylight to building occupants. However, the amount of openness varies to the different solar exposures to mitigate thermal heat gain. The materials will include a mixture of a strong framework of rich materials that host openings of high performance glazing and decorative spandrels panels. The top floor of both ‘L’ shaped forms will be considered an “attic story” that becomes rendered in lighter materials that help transition the building to the sky and emphasize a clear base, middle and top elevation scheme. The building will be topped with a mechanical penthouse wrapped in light grey metal panel set back from the building edge to minimize visual impact.

**PROGRAM DESCRIPTION**

The new building will house the School of Education and the Department of Psychology, currently housed in Tolman Hall. The new building will also house the School of Public Health, currently located in interim space in University Hall. The program for these units totals 230,000 GSF and is comprised of classrooms, offices, open workstations, and collaborative space. In addition, the building will provide up to 95,000 GSF of leasable office space. Peak occupancy of the new building by employees (excluding visitors to classrooms, retail and clinics, etc.) may be approximately 1140 people.
TABLE 1. BERKELEY WAY WEST ANTICIPATED OCCUPANCY

<table>
<thead>
<tr>
<th>Personnel</th>
<th>Number of Persons</th>
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<tr>
<td>Faculty</td>
<td>195</td>
</tr>
<tr>
<td>Staff</td>
<td>359</td>
</tr>
<tr>
<td>GSR’s</td>
<td>117</td>
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<tr>
<td>GSI’s</td>
<td>30</td>
</tr>
<tr>
<td>Student Workers</td>
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<tr>
<td>Emeriti Faculty</td>
<td>10</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td><strong>791</strong></td>
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<tr>
<td>Vendors</td>
<td>25</td>
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<tr>
<td>Tenants (estimated)</td>
<td>349</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td><strong>500</strong></td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>1140</strong></td>
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The building will have classroom seating for more than 600 people, as well as retail space and clinic space, as set forth in the table below. Visitors will include classroom students, psychology clinic clients, retail patrons, and psychology testing subjects. Peak hour use by visitors is estimated to be 800 people. Peak daily use, including employees and visitors to the building at various times during the day, may be as high as 4500 persons.

TABLE 2. BUILDING SPACE PROGRAM SUMMARY

<table>
<thead>
<tr>
<th>Space Type</th>
<th>Qty</th>
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<tr>
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<td></td>
</tr>
<tr>
<td><strong>Workspace</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lab/Office</td>
<td>140</td>
<td>16,800</td>
</tr>
<tr>
<td>Open Workspaces</td>
<td>716</td>
<td>30,300</td>
</tr>
<tr>
<td>Support Space</td>
<td></td>
<td>2,400</td>
</tr>
<tr>
<td>Open Interactive Space</td>
<td></td>
<td>8,050</td>
</tr>
<tr>
<td>Conference Rooms &amp; Focus Rooms</td>
<td></td>
<td>19,530</td>
</tr>
<tr>
<td><strong>Classrooms</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75 seat colloquium room</td>
<td>2</td>
<td>3,000</td>
</tr>
<tr>
<td>45 seat classroom</td>
<td>3</td>
<td>2,700</td>
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<tr>
<td>30 seat classroom</td>
<td>6</td>
<td>4,500</td>
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<tr>
<td>15 seat seminar room</td>
<td>9</td>
<td>4,050</td>
</tr>
<tr>
<td>computer lab</td>
<td>1</td>
<td>1,500</td>
</tr>
<tr>
<td><strong>Student Support Space</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student lounge</td>
<td></td>
<td>2,500</td>
</tr>
<tr>
<td>Student resource center</td>
<td></td>
<td>1,000</td>
</tr>
<tr>
<td>Library service center</td>
<td></td>
<td>500</td>
</tr>
<tr>
<td><strong>Specialty Spaces</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Procedure space (testing, exam, observation)</td>
<td></td>
<td>21,000</td>
</tr>
<tr>
<td>Psychology Clinic</td>
<td></td>
<td>3,000</td>
</tr>
</tbody>
</table>
SUSTAINABLE DESIGN
Sustainable design has been integral to planning of the project. The project will utilize low flow plumbing fixtures for 35% water efficiency. The project will also exceed Title 24 by a minimum of 20% by implementing a high thermal performance envelope, aggressive lighting power density reduction, variable frequency drives for all motors, heat recovery systems, and high efficiency mechanical equipment. The project is currently targeting LEED Gold certification, as well as meeting energy commitments of AIA 2030 (70% reduction in energy compared to typical classroom building), through the incorporation of a number of green building strategies, including:

- Regarding site selection, the project features connectivity to the community and is located in a dense area with good access to public transportation and no new parking.
- An active storm-water management system with retention and treatment of impervious areas is being developed per University standards.
- Regarding water efficiency, landscaping would feature efficient planting species as well as efficient irrigation system. Toilet fixtures and lavatories would be low flow and designed to conserve water.
- Materials would be selected keeping in mind sustainability, using recycled content, local sources, rapidly renewable materials, and certified wood where possible.
- Natural daylight is featured in all public spaces.
- The building would be conditioned, but utilizes a very energy efficient system that has an energy recovery component that minimizes impacts. The goal is to beat California Energy Code (Title 24) by 20%. The building will be connected to central energy management system.
- Bike parking would be provided for a minimum of 10 percent of the building’s occupants and visitors. 127 secure interior spaces would be available to serve the 1140 peak period occupants, and 148 exterior bike parking spaces would be available to serve the estimated 800 peak hour visitors.

<table>
<thead>
<tr>
<th>Amenities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Café</td>
<td>2,000</td>
</tr>
<tr>
<td>Wellness/Mother’s room</td>
<td>360</td>
</tr>
<tr>
<td>Showers</td>
<td>600</td>
</tr>
<tr>
<td>Indoor bike parking</td>
<td>2000</td>
</tr>
<tr>
<td><strong>Building Support &amp; Services</strong></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>7,500</td>
</tr>
<tr>
<td>Atrium Lobby</td>
<td>3,000</td>
</tr>
<tr>
<td>Mail Room</td>
<td>500</td>
</tr>
<tr>
<td>Data room</td>
<td>200</td>
</tr>
<tr>
<td>Data rooms</td>
<td>800</td>
</tr>
<tr>
<td>Security</td>
<td>200</td>
</tr>
<tr>
<td>Custodial</td>
<td>600</td>
</tr>
<tr>
<td><strong>subtotal</strong></td>
<td>138,590</td>
</tr>
</tbody>
</table>

**Levels 6-8**

<table>
<thead>
<tr>
<th>Leasable Office Space</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>total</strong></td>
<td>199,590</td>
</tr>
</tbody>
</table>
University continuing best practices related to construction and waste recycling would be incorporated into the project. Project intends to recycle existing asphalt paving and aggregate base into project to reduce infill requirements on site.

Biodiversity – Green belt along Ohlone Greenway will be expanded to site.

Minimize travel - Site is within ¼ mile walk from main campus, adjacent to bicycle and transit infrastructure.

Minimizing non-renewables – Project will utilize high recycled content to greatest extent possible within constraints of budget and requirements.

Building site is served by utilities that were extended to its boundaries during previous adjacent projects.

The building will serve the University for a long time due to investment in a robust structural frame, durable exterior cladding materials and a raised floor system that allows enhanced future flexibility by allowing air distribution and other services to be routed freely under program areas that can shift above as the needs of the University change over time.

The building is designed around the concept of a central forum that acts as the social hub of the design, promoting interaction amongst colleagues and helps to create a diversity of workspaces that allow users to conduct their work in various settings. The openings between floors will be interconnected by open stairways that promote movement between floors. Additionally, the building cladding design will provide adequate access to daylight and views to further enrich the experience of the buildings users. Underfloor air distribution is a highly energy efficient way to move air to users which have individual control at their workspace to enhance their comfort.

Gas fired equipment will be a minimum of 90% efficient.

Additional concepts being studied include:

- Digital displays of real-time energy data for verification and user feedback to provide accountability and incentives for saving energy
- Minimize energy use and peak demand – In progress
- Minimizing water use and on-site conservation – In progress
- Minimize adverse impacts to air and water quality – In progress

Other aspects of the project would also embrace sustainability actions. Material from the demolition of Tolman Hall would be recycled to the full possible extent, to meet campus goals of a 75% diversion rate (diversion from landfill to recycling).

ACCESS AND PARKING

The Berkeley Way West building would be accessed by foot or bicycle: no new vehicle parking is to be provided. By design, the project is located within Downtown Berkeley and within walking distance to local and regional bus and rail transit service (AC Transit and BART, respectfully). All occupants would be encouraged to travel by foot, bicycle, or use transit, consistent with UC Berkeley Parking & Transportation’s transportation demand management programs. The campus provides or administers many services to support the safety and convenience of those accessing campus, including, but not limited to, a pre-tax transit ticket purchase program with discounts for some transit providers (Bear Pass through Parking & Transportation, others through WageWorks); unlimited-ride transit passes for students on AC Transit (the
Class Pass, which is funded through student fees as voted in a referendum; carpool and programs; parking permit price reductions for designated carpools; BEAR Transit, a no-fare shuttle service (also supported in part by student Class Pass fees) for students, faculty and staff traveling around the central and Hill campus areas; and a free, on-call escort service for those walking around campus at night. These incentives are described in more detail on the UC Berkeley Parking & Transportation website (http://pt.berkeley.edu/) and are distributed to new employees upon hire. These programs, which are consistent with 2020 LRDP policies, would help encourage people to use transit, walk or ride a bicycle to reduce the demand for parking.

Secure bicycle parking is included within the proposed Berkeley Way West building for building employees, and has a separate entrance along Hearst Avenue adjacent to the Ohlone Greenway bike lanes. Additional bicycle parking is provided at the building exterior for visitors – please see site plan, Figures 3A and 3B.

Existing vehicle parking on the block has always been considered an interim use (see UC Berkeley Helios Energy Research Facility and Related Improvements Environmental Assessment, December 2009, page 7 and 11). The University provides parking for University permit holders across Oxford Street at the Genetics Structure (280 spaces) and elsewhere in the campus environs; however, parking in the immediate vicinity of the site and west campus/Downtown Berkeley area is considered by many observers to be a scarce resource.

The campus 2020 Long Range Development Plan included campus policy to increase parking supply, and replace and consolidate parking displaced by new projects (LRDP chapter 9, Campus Access); most recently, a privately operated garage beneath Maxwell Field, proposed in accordance with campus plans, has been constructed and opened, providing 450 spaces to the campus and community (see www.maxwellgarage.com). However, the campus has also embraced goals to reduce greenhouse gas emissions associated with commute travel. Since adoption of the 2020 LRDP both UC Berkeley and the City of Berkeley have developed climate action plans and emission reduction targets that serve to discourage automobile commuting. Revisions to the California Environmental Quality Act to reflect Senate Bill 743 (Steinberg, 2013) similarly shift the focus of analysis from impacts upon drivers and driver delay “… to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses” (OPR, Updating Transportation Impacts Analysis in the CEQA Guidelines, August 2014). The proposed Project is the type of project these revisions are intended to encourage: it is in an urban setting, well served by public transit, where building occupants and visitors would have many potential modes of access to the site.

Likely the result of some of the existing incentives provided by the University and overseen by Parking & Transportation, the drive-alone rate for faculty and staff, as measured by the triennial transportation survey conducted by Physical & Environmental Planning as required mitigation for the 2020 LRDP, has decreased from 47 percent in 2006 to 44 percent in 2011. Drive alone rates among students have also decreased; however, the six percent of students who reported driving alone make up a much smaller group of all permit holders.

Please see Appendix A, memorandum to the Downtown Berkeley Association from UC Berkeley Vice Chancellor Robert LaLanne dated February 10, 2015, for a summary of the current parking situation and campus expectations around parking management.

Interim Parking Access at Tolman Hall site

Nonetheless, following construction of the Berkeley Way West building and demolition of Tolman Hall, vehicle parking would be provided at the Tolman Hall site on an interim basis for up to approximately 280
vehicles. Vehicles would access the site from Hearst Avenue, and modifications to an existing traffic signal at Hearst and LeConte, in coordination with the City of Berkeley, would ensure that vehicle egress and access, as well as pedestrian and bicycle movement along Hearst, is managed safely.

**Multi modal improvements**

UC Berkeley and the City of Berkeley have collaborated on a project to improve Hearst Avenue, north of the project site, for multi modal access. The Hearst Avenue Complete Streets project will improve access and safe travel for all transportation modes by installing a bicycle facility, making bus stop improvements, providing an overlay to improve the pavement condition, upgrading and installing new traffic signals, constructing new sidewalk along the UC Berkeley campus, upgrading crosswalk markings and installing pedestrian flashing beacons at uncontrolled crosswalks. The project also includes striping of bicycle box pavement markings, bicycle lanes and bicycle shared-lane markings (sharrows), installation of ADA-compliant curb ramps, reconfiguration of travel lanes, and construction of new medians.

The City of Berkeley Downtown Streets and Open Space Improvement Plan (SOSIP) included the Hearst/Ohlone Greenway project as a high-priority (Tier II) major project, which intended to connect the regionally significant Ohlone Greenway to the UC Berkeley campus by adding designated bicycle facilities to Hearst Avenue. The project is also consistent with the City’s bicycle master plan and pedestrian master plan. The goals of the Hearst Avenue Complete Streets project are to:

- Improve pedestrian, bicycle, and transit access to Downtown Berkeley and UC Berkeley campus;
- Improve pedestrian and bicycle safety;
- Manage travel speeds and improve traffic safety;
- Rehabilitate the pavement; and
- Maintain adequate levels of service for motor vehicles.

The Hearst Avenue Complete Streets project currently includes the following changes:

1. Class 2 westbound bicycle lane between Shattuck and Le Conte
2. Buffered Class 2 eastbound bicycle lane between Shattuck and Euclid
3. Class 2.5 westbound shared-lane markings between Gayley-La Loma and Le Conte
4. Class 2.5 eastbound shared-lane markings between Euclid and Gayley-La Loma
5. Vehicle travel lane removal between Shattuck and Le Conte (4 to 3 lanes)
6. Re-alignment of the eastbound and southbound right turn lanes at Gayley-La Loma
7. A new traffic signal at Le Roy
8. Approximately 900 feet of new sidewalk along the UC Berkeley campus from Le Conte to existing sidewalk at Euclid
10. Pedestrian beacons at Walnut and Spruce
11. A median gap to facilitate bicycle crossing at Spruce Street
12. Bicycle boxes at Shattuck and Oxford
13. Bus stop improvements at Le Conte, Euclid and Le Roy
14. New paving, signage and striping corridor wide
15. To accommodate the bicycle and pedestrian improvements, between 30 and 40 vehicle parking spaces would be removed with in the project area.
The City of Berkeley is completing the final design and environmental review of the Hearst Avenue Complete Streets project in 2015. Construction is anticipated to begin in late 2015 and be completed by late 2016/early 2017. The City of Berkeley was awarded funding for the project by the Alameda County Transportation Commission. The Hearst Avenue Complete Streets project’s estimated construction budget is approximately $3.7 million, which includes approximately $2.2 million from two Federal CMAQ grants from the Metropolitan Transportation Commission’s One Bay Area Grant program and local matching funds from UC Berkeley and the City of Berkeley.

**UTILITIES**

Electrical demand is estimated to be 3,176kVA, and will be tied into the campus switching station #3 through conduits existing in Berkeley Way. The project will be connected to UC Berkeley’s central energy management system.

Sanitary sewer capacity is estimated to require an 8” service, which will be connected to 15” sewer line in Shattuck Avenue which would likely support additional building capacity.

Project is estimated to require 275 GPM for domestic water connection, which capacity is in process of being confirmed with EBMUD. Fire flow demand for the current design is 2000 gpm at 20 psi, minimum. The design team has procured the fire flow information from EBMUD for the adjacent Helios building which far exceeds our demand.

**CONSTRUCTION**

Overall construction of the Berkeley Way West project would take approximately 24 months and is anticipated to begin in the late fall of 2015. As with any campus project, demolition and construction would result in noise and vibration. Construction of the project would also require excavation shoring and temporary structural and excavation. Commonly major construction operations are coordinated to help reduce impacts in the vicinity and on campus. No pile drivers are anticipated at this time. When timelines are more established, the contractor would coordinate with both the city and the University to limit overlap of work that requires, for example, intensive trucking. Construction work may require temporary sidewalk or parking lane closures; however, these temporary changes would be coordinated with the City of Berkeley and follow campus continuing best practices. Consistent with the campus’ Continuing Best Practices, the campus construction traffic management plan would describe standards and protocols to protect bicyclists and pedestrians to the extent feasible and provide a point of contact on campus for construction related complaints. Given that construction may coincide with construction of the Hearst Avenue Complete Streets project, UC Berkeley would closely coordinate with the City of Berkeley.

Demolition of Tolman Hall could occur in Spring of 2018, and an interim use parking lot at the Tolman site could be operational in the summer of 2018.

**DEMOLITION OF TOLMAN HALL**

After the building is vacated a combination of salvage, decommissioning and hazardous building material abatement steps would be implemented.
Prior to building demolition, the campus would remove hazardous materials intrinsic to the structure, including asbestos and, where required, lead. The asbestos may be found in some floor tiles and portions of fireproof insulation; the lead may be found in portions of painted surfaces, both interior and exterior. Removal of hazardous materials is always completed by a licensed hazardous materials contractor, under the oversight of the campus Environment, Health and Safety office, prior to structural demolition.

Recyclable contents and building materials would be removed during abatement and during demolition. In addition, to meet campus recycling goals, the campus would consider use of the building’s concrete for backfilling portions of the basement. In this manner, both truck trips are reduced and reuse goals are achieved.

The demolition process is expected to be completed in a controlled manner that includes rendering the taller parts of the buildings into large portions which would then be lowered to ground level in a controlled manner for processing/recycling. Neither a wrecking ball system nor explosives will be employed in the project. Demolition will generally begin with the upper story and proceed downwards to the basement, with engineering staff ensuring the structural integrity of the building as it is disassembled.

There are a limited number of existing campus parking spaces on the Tolman site that will be removed; these spaces are primarily ADA spaces and service loading spaces that would no longer be needed after the building is demolished. Both during building demolition and after the interim parking lot is added to the site, the Project aims to limit interruption to vehicular, bicycle or pedestrian traffic on campus and on Hearst Avenue. Plans would include an interim route for Campus Bike Route 3, which runs through the Tolman breezeway, per the campus Bike Plan.

The University will employ truck hauling routes as agreed to with the City of Berkeley. The Project will use the hours of operation allowed by the City of Berkeley noise ordinance, generally Monday – Friday 7:00 a.m. to 7:00 p.m., with limited weekend hours if needed. The demolition and off-haul is expected to take between 16 and 24 weeks.

Temporary protection, such as walks, fences, railings, canopies and covered passageways will be installed as required. A UC construction complaint coordinator will be assigned and will be available by phone during all operating hours.

During the Project, all applicable mitigation measures and continuing best practices from the UC Berkeley 2020 Long Range Development Plan EIR will be implemented. These measures may be found in Section V, below. Historic items, relics and similar objects including, but not limited to cornerstones, commemorative plaques and tables, antiques and other items of value to the University that are encountered during demolition will be carefully removed or salvaged and delivered to the University.
LRDP ENVIRONMENTAL IMPACT REPORT MEASURES
INCORPORATED INTO PROJECT
As planned and proposed, the project (and therefore, this project description) incorporates measures and best practices established in the programmatic environmental impact report for the UC Berkeley 2020 Long Range Development Plan. Please see Part V, below.

III. PLAN AND POLICY CONTEXT

Contents of this section:
- CONSISTENCY WITH THE UC BERKELEY 2020 LRDP (2005)
- CONSISTENCY WITH THE UC BERKELEY 2020 LRDP EIR (2005)
- CONSISTENCY WITH THE UC BERKELEY PHYSICAL DESIGN FRAMEWORK (2009)
- CONSISTENCY WITH THE CITY OF BERKELEY DOWNTOWN AREA PLAN (2012)

CONSISTENCY WITH THE UC BERKELEY 2020 LRDP (2005)
The project is proposed as partial implementation of the UC Berkeley 2020 Long Range Development Plan (2020 LRDP). Adopted by the Regents in January 2005, the 2020 LRDP describes both the scope and nature of development proposed to meet the goals of the University through academic year 2020-2021, including projections of growth in both campus headcount and campus space during this timeframe. The 2020 LRDP also prescribes a comprehensive set of principles, policies, and guidelines to inform the location, scale and design of individual capital projects. These include Location Guidelines, which establish priorities for the location of campus functions, and the City Environs Framework, establishing the design framework relevant at the proposed project site. See the 2020 LRDP EIR, Volume 1, page 3.1-47.

The 2020 LRDP distinguishes between the 180 acre Campus Park; the Hill Campus consisting of roughly 1000 acres east of the Campus Park; and the City Environs, defined as blocks adjacent to campus, other Berkeley sites, and the 2020 LRDP housing zone. The LRDP designates the Central Campus Park as the appropriate location for academic and teaching facilities, such as the Berkeley Way West project, and encourages the location of ancillary facilities outside the Central Campus Park. See the 2020 LRDP EIR, Volume 1, page 3.1-61.

The 2020 LRDP notes that the block where Berkeley Way West is located would be a candidate for replacement development; also that the breezeway at Tolman Hall would be a candidate for replacement. See the 2020 LRDP EIR, Volume 1, page 3.1-20.

The 2020 LRDP notes that:

Given both its superior transit access and its established mixed-use character, downtown Berkeley should be the primary focus of future university investment in new research, cultural and service functions that require locations near, but not on, the Campus Park...However, these future investments should be planned not merely to accommodate the program needs of the university, but also to invigorate the downtown and create an inviting, exciting ‘front door’ to the UC Berkeley
They should also be planned to enable university land and capital to be leveraged through creative partnerships with other public and private sector organizations.

See the 2020 LRDP EIR, Volume 1, page 3.1-47.

The 2020 LRDP Location Guidelines prioritize academic facilities on the Campus Park. One of the benefits of locating academic space on the Campus Park is the synergy of close proximity of direct academic and research functions; while the project location is not on the Campus Park, the Project would complete redevelopment of a block immediately west of the Campus Park that already contains academic uses. Further, the scale of the building and its planned program, housing three existing academic units, are expected to contribute to many academic and research synergies at the Project site.

The site for the project is governed by the 2020 LRDP. The project would be located in the area designated in the 2020 LRDP as the Adjacent Blocks West. The 2020 LRDP anticipated up to 800,000 net new gross square feet of academic and support space would be developed on the Adjacent Blocks West over the lifetime of the 2020 LRDP, and over 2.2 million net new gross square feet within the entire area governed by the 2020 LRDP (2020 LRDP EIR Vol 3a, 3.1-14). These growth envelopes were analyzed in the 2020 LRDP EIR. As shown in Tables 2 and 3 below, the project would result in space levels below levels anticipated in the 2020 LRDP.

### Table 3: Comparison of Project to 2020 LRDP Program: Space

<table>
<thead>
<tr>
<th></th>
<th>Gross Square Feet</th>
<th>% total LRDP GSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max New Academic and Support GSF in 2020 LRDP(^1)</td>
<td>2,200,000</td>
<td>100%</td>
</tr>
<tr>
<td>Max new Academic and Support GSF developed since 2020 LRDP(^1)</td>
<td>835,399</td>
<td>38%</td>
</tr>
<tr>
<td>Max new Academic and Support GSF due to Berkeley Way West (325,000 Berkeley Way West, minus 247,000 Tolman Hall to be demolished)</td>
<td>78,000</td>
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</tr>
<tr>
<td>Net new Academic and Support GSF remaining</td>
<td>1,286,601</td>
<td>58%</td>
</tr>
</tbody>
</table>

Source: (1) UC Berkeley Jacobs Hall Addendum, March 2014

### Table 4: Comparison of Project to 2020 LRDP Program Adjacent Blocks West: Space

<table>
<thead>
<tr>
<th></th>
<th>Gross Square Feet</th>
<th>% total Area GSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max New Academic and Support GSF in 2020 LRDP(^1)</td>
<td>800,000</td>
<td>100%</td>
</tr>
<tr>
<td>Max new Academic and Support GSF due to other projects (Energy Biosciences Building, BAM/PFA)</td>
<td>150,100</td>
<td>19%</td>
</tr>
<tr>
<td>Max new Academic and Support GSF due to Berkeley Way West</td>
<td>325,000</td>
<td>41%</td>
</tr>
<tr>
<td>Net new Academic and Support GSF remaining</td>
<td>324,900</td>
<td>40%</td>
</tr>
</tbody>
</table>

The following 2020 LRDP Objectives are particularly relevant to the proposed project:
Provide the space, technology and infrastructure we require to excel in education, research, and public service.

The proposed project would provide upgraded and updated, seismically safe space for the teaching and related functions of three major University academic units currently housed in substandard space.

Tolman Hall, which would be vacated when the proposed project is completed, is by far the campus’ most urgent priority for seismic remediation, partly because of Tolman Hall’s unique structural characteristics – including an open ground floor breezeway under the central section and perimeter columns and column-beam connections external to the building – as well as its large size and population.

Further, Tolman Hall is comprised almost entirely of hard walled offices along long hallways. The sizes and shapes of these offices reflect how research was conducted in the late 1950s, but they are completely inflexible. Many workspaces are housed in cramped, windowless, and poorly ventilated rooms, including a former animal facility. Spaces for interaction, both formal and informal, are considered severely inadequate.

Existing conditions in Tolman not only result in unpleasant workspaces, they also result in the suboptimal use of space, obstruct communication and collaboration both within and across research teams, and impair the ability of the programs to recruit and retain exceptional students and faculty. Moreover, research today is fluid and dynamic: teams grow, shrink, and change over time. In the rigid environment of Tolman Hall, teams must adapt their work styles to fit the space and, inevitably, many spaces wind up underutilized while others are congested, and research teams may be split into two or more separate and isolated rooms, and sometimes separate floors.

The proposed project addresses these dysfunctions, and further proposes important new program features, including the central Forum space, a multi-level, open, connective space that aims to bring together the academic floors through movement, light and views. The Department of Psychology, the Graduate School of Education, and the School of Public Health will be able to engage both undergraduate and graduate students in interactive, collaborative, problem- and project-based learning, using technology resources now commonplace in other schools, universities, and the private sector. They will be able to welcome international leaders and scholars to observe and participate in cutting-edge research and instruction. Their research facilities will enable them to pursue the multi-disciplinary models of research and discovery required to tackle increasingly complex societal problems. And the supplemental spaces, both the 95,000 gross square feet of leasable office space and the ground floor retail spaces, are likely to include tenants that will provide important synergies to departmental programs.

The proposed project would also support sustainable campus access by consolidating these programs in a new space located in Downtown Berkeley, near transit and bicycle facilities, to make access by these modes more convenient.

Build a campus that fosters intellectual synergy and collaborative endeavors both within and across disciplines.

The proposed project builds new space for three academic units, conscientiously programmed to provide for collaboration and synergy. In addition, the supplemental spaces, both the 95,000 gross square feet of leasable office space and the ground floor retail spaces, are likely to include tenants that will provide important synergies to departmental programs.
Plan every new project to represent the optimal investment of land and capital in the future of the campus.

The program for the project site has been specifically planned in order to leverage the significant investment of a new building project to achieve the maximum amount of buildable space permissible within the planning envelope for the site. The project will bring a very intensive land use to an urban site long identified as a building site for academic uses in previous planning and environmental documents.

Plan every new project as a model of resource conservation and environmental stewardship.

Policies under this objective include incorporating sustainable design principles into capital investment decisions; designing new campus buildings to a standard equivalent to LEED 2.1. UC Berkeley 2020 LRDP Addendum #5, incorporated herein by reference, describes the many activities the campus undertakes to reduce resource consumption. All University construction is subject to the Policy on Sustainable Practices (http://www.ucop.edu/facil/sustain/) which include green building design practices and sustainable transportation. The project would be designed to meet LEED Gold standards. The project does not include vehicle parking dedicated to the program uses; however, bicycle parking would be provided and the site is well served by transit.

Accommodate new and growing academic programs primarily through more intensive use of University owned land on and adjacent to the Campus Park.

The project would address this policy by expanding the amount of modern, program-driven space available to campus research and teaching programs in a new building on a block immediately adjacent to the Campus Park. Given its location on the Adjacent Blocks, the project site is presently underutilized as a surface parking lot. The site was explicitly designated as a potential project site at the time the LRDP was written. The LRDP provides that during the lifetime of the LRDP up to 800,000 gross square feet of additional academic and support space may be added to the Adjacent Blocks West. The additional square footage of the project would be accommodated within these limits.

Use municipal plans and policies to inform the design of future capital projects in the City Environrs.

As noted in Table 1 of the Project Description (above), the project building envelope was prescribed to closely follow the parameters set forth in the City of Berkeley’s Downtown Area Plan. The project was designed to relate to contribute to the adjacent urban fabric, including existing setback, height and landscape characteristics. The City of Berkeley Design Review Committee (January 15) and the Zoning Adjustments Board reviewed the design of the project in January 2015 and was generally supportive of the design of the project.

Create places of interaction at key nodes of activity.

The project includes ground level space that is largely devoted to classrooms, colloquia and public forum. These spaces are concentrated near the east entry and are transparent to the outdoors and a programmable outdoor plaza that can support casual interactions and public functions. The west facing side of the building includes a central main public entrance and retail space that will activate the Shattuck frontage.
CONSISTENCY WITH THE UC BERKELEY 2020 LRDP EIR (2005)

The 2020 LRDP Environmental Impact Report (SCH #2003082131), certified by The Regents of the University of California in January 2005, provides a comprehensive program-level analysis of the 2020 LRDP, and its potential impacts on the environment, in accordance with Section 15168 of the California Environmental Quality Act (CEQA) Guidelines. The 2020 LRDP EIR prescribes Continuing Best Practices and Mitigation Measures for all projects implemented under the 2020 LRDP. Please see Part V of this document for a list of Best Practices and Mitigation Measures incorporated into the project as proposed.

Relevant Continuing Best Practices in the 2020 LRDP EIR include the following requirements for all projects located in the ‘City Environs’:

UC Berkeley would make informational presentations on all major projects in the City Environs in Berkeley to the Berkeley Planning Commission and, if relevant, the Berkeley Landmarks Preservation Commission for comment prior to schematic design review by the UC Berkeley Design Review Committee … Whenever a project in the City Environs is under consideration by the UC Berkeley DRC, a staff representative designated by the city in which it is located would be invited to attend and comment on the project. (Continuing Best Practice AES-1-e)

This provision has evolved over time so that for projects in the city environs, UC Berkeley makes presentations to the City of Berkeley Design Review Committee and, if relevant, the City of Berkeley Landmark Preservation Commission, and presentations to the Planning Commission upon request.

In accordance with 2020 LRDP EIR review requirements for projects in the City Environs, the project in concept phase was reviewed by the UC Berkeley Design Review Committee in October and December of 2014, and staff representatives from the City of Berkeley were present. University staff made informational presentations to the City of Berkeley Design Review Committee and Zoning Adjustments Board in January 2015. Presentations included views of the new design, discussion of the building’s program, description of materials and treatment of the building exterior. Comments received were reviewed with the project design team and the Design Review Committee. Generally both committees were supportive of the project; major themes discussed include the following, in order of emphasis; responses appear below each theme where appropriate:

**LEED target for project:** Both the City Design Review Committee and the ZAB expressed that the Downtown Area Plan guidelines for tall buildings require LEED Gold, and that the project, given that it is a UC Berkeley project, should have LEED Gold as a minimum target.

Project response: The project is targeting LEED Gold and currently expects to meet this standard.

**Pedestrian experience:** Both committees expressed concern about the pedestrian experience. There was the suggestion that the façade at Berkeley Way be softened by vines or other growing material; or that the retail windows wrap around the corner to make Berkeley Way more interesting. The “monumental” Shattuck façade and the Hearst façade were also of concern to some members, with regard to the pedestrian experience.
Project response: The retail store fronts will wrap both corners as far as the internal program allows onto Hearst Avenue and Berkeley Way. The design team is developing strategies to minimize the more solid nature of those facades by animating the landscape designs.

Scale: Concern about scale of project footprint, potential for windowless space, and scale of penthouse mechanical (17'-9" tall)

Project response: The scale of the project footprint is due to UC Berkeley’s goal to maximize the urban utility of the site. That large footprint is mitigated on the interior with a series of cascading vertical spaces that penetrates the lower roof level to drive daylight deep within the building. The project is implementing a highly efficient mechanical system that requires an enclosed penthouse that acts as a pressurized plenum in which mechanical units extract energy from return air to reduce cooling loads. The height is a function of the vertical construct of the units.

Materials: Members on both committees expressed concern that the materials were not typical of campus buildings and were not of high quality, but should be.

Project response: The exterior materials at the ground floor will consist of a rich, unitized material of either terracotta, tile or brick to bring a human scale and texture to the street level. The floors above will consist of a mix of glazing and glass fiber reinforced concrete (GFRC), which is a durable, cost effective, and robust material that allows for a broad range of color composition.

Retail: A general concern that the retail space be attractive and highly rentable, that the University should ensure the size of the retail space has been reviewed on this point.

Project response: The retail spaces occupy the entire façade of the building along Shattuck Avenue, with high levels of foot traffic. The retail spaces flank the main building entrance, and have provisions for an interior connection to serve building occupants. Each retail space is over 90’ long, and varies in depth up to 40’. The repetitive pilasters along Shattuck allow for each space to be divisible into increments of 15’, allowing for a range of tenants from small to large.

Other issues raised included concern for loss of parking, appreciation for removal of parking, questions about the possibility of a green roof on the project, whether the leasable office space would be taxable.

CONSISTENCY WITH THE PHYSICAL DESIGN FRAMEWORK

The UC Berkeley Physical Design Framework, accepted by the Regents in Nov 2009, includes principles for both land use and architecture, built upon on the policies and guidelines in the 2020 Long Range Development Plan. Please refer to the site plan and elevations and perspectives of the project shown in the project graphics package.

Utilize landscape and open spaces to help create a distinct university image and identity for projects in the City Environs, but

Design those landscape and open spaces as urban places that respect and enhance the urban fabric.

The project would be one of the westernmost campus academic uses in the City Environs of the west side and would form the western edge of a block. The west façade of the building would project an institutional image through its height and mass and the east façade would project an institutional image by providing a
prominent entryway; however, the height of the project steps down to the north, and to the northeast, to transition as the urban land use becomes residential along Hearst east of Shattuck. The building’s longest façade would be parallel with Shattuck Avenue to define the street. The placement of retail space with potential for outdoor seating along Shattuck Avenue is intended to enhance the urban fabric (generally, and specifically in contrast to the current surface parking lot). The sidewalk treatment along both Berkeley Way and Hearst Avenue would be consistent with existing treatments and plans proposed by the City of Berkeley. The building’s main entrance would be on Shattuck Avenue, but a major entrance in the southeast façade would help to activate both the existing open space on the block, and a small new landscaped plaza at this location.

Design future projects in the City Environs to frame, observe and activate the public realm and internal open spaces.

Create places of interaction at key nodes of activity in the Campus Park and the City Environs.

Program and design new buildings to promote activity in, and ensure the safety of, places of interaction and the public realm.

The project includes two commercial retail spaces on the Shattuck Avenue ground floor. A major building entrance between the two retail spaces also reinforces the importance of Shattuck Avenue as downtown Berkeley’s major commercial corridor, and is expected to enliven the public realm significantly over existing conditions. A second entrance facing the main campus at the southeast of the building will establish the landscape here as an important place of interaction, connecting to the existing public green space on Berkeley Way. With the added populace of the new Berkeley Way West, these open spaces are expected to thrive as welcome active public outdoor spaces. Planning of all entrances and open spaces is carefully accounting for safety and security. The entrance along Shattuck Avenue is placed mid-block with a generous sidewalk width, which is free of objects that can shield threats from view. The entrance itself is recessed into the façade slightly, which provides opportunities for adequate lighting to enhance security. The campus-facing entrance along Berkeley Way is set back from the street, where the entrance sequence will be through a plaza space connected to the existing gardens of the Energy Biosciences Building site. The plaza is being designed with abundant lighting to cover egress requirements and security where bike parking exists. The adjacent walls around the entry are almost entirely glass which helps to enhance security with an “eyes-on” approach.

Ensure each project on the Campus Park or in the City Environs conveys an image of substance, elegance and permanence.

The Berkeley Way project exists on University land extending into the City. Therefore, it exists of two worlds, and presents differently to each. To the City, the façade along Berkeley Way is composed in a more civic way, with a strong base expression, and a classical symmetry around the entrance. The rhythm of the pilasters framing the retail spaces supports an entablature-type rendering of the second floor, with deep-set windows, which visually supports the upper floors. The campus-facing entrance is set back from the street, and creates a green forecourt to the building, which dematerializes to allow for visual connection to the Forum and activity within. The remainder of the ground floor encloses services uses, and adds solidity and a strong base rendered in textured materials that anchors the open mesh and glazed components of the upper stories to the site.
Ensure each project on the Campus Park or in the City Environs is shaped by enduring values rather than ephemeral trends.

As described in the Physical Design Framework, the City Environs is more resilient and receptive to new design goals and directions; however, the design of new projects in this area should continue to be reflective of the Campus palette, particularly with regard to sustainable design practices. The design of Berkeley Way West uses simple forms to create an efficient and elegant structure to house academic program space. The design is meant to provide flexibility within the structure for the program uses by reducing the number of internal walls. The nature of the office environment with its relationship to the exterior is omnidirectional and non-hierarchical, with the desire for daylight and views to all facades. To gain maximum daylight and minimize glare and heat gain the South and West facades respond to environmental conditions by employing a grid of GFRC with the windows set deeply to take advantage of shading characteristics and maintain views. To the east and north sides the façade opens up to maximize glazing and availability of natural light.

Ensure future projects on the Campus Park and in the City Environs are informed by the Berkeley Campus Palette.

The discussion beneath each principle below outlines how the project conforms to the Berkeley Campus Palette.

Compose new buildings primarily of orthogonal forms with orthogonal relationships to existing buildings.

As shown in the graphics package, the building retains an orthogonal relationship to the city streets that form the north, south and western edges of the site, as well as to existing buildings in the vicinity.

Design buildings over 3 stories to include an articulated base, middle, and top: variations in color, texture, or wall/window ratio may be used to articulate base and top.

Compose facades primarily of solid walls and punched windows that respect the structural grid.

Use glass walls primarily for special features or spaces, or where program merits greater transparency.

Clad solid walls primarily in stone or cast materials with sand texture and integral color.

As noted above, the building is composed of a strong base which includes the ground floor clad in rich, unitized materials, such as tile or brick. The body of the building, including the GFRC entablature and grid, transition to glazing where the building meets the sky on the south, east and north facades. The portion of the south and west facades at the corner of Shattuck and Berkeley Way are expressed with an attic story at the top two levels of the building to suggest lightness, yet a strong corner expression towards the center of downtown Berkeley.

Buildings outside the classical core may have flat roofs and consider special treatment of top floors to enhance building composition.

Conceal roof equipment with enclosures integral to the building architecture.
The project features a roughly 75’ x155’ and 20’ high mechanical penthouse enclosure for roof equipment, to enclose the pressurized plenum space within. It will be clad in metal, with a horizontal corrugation and finished in a color similar to a neutral sky to minimize the visual impact.

**DOWNTOWN AREA PLAN (2012)**

In 2005, the City of Berkeley and the University settled a lawsuit related to growth planned for in the LRDP. In the settlement, the University agreed to work with the City to minimize University impacts on the City by participating in the preparation of a downtown area plan, including financial assistance. Under the terms of the agreement, the University paid a substantial amount of the original staffing costs for the Downtown Area Plan (DAP), as well as for an EIR on the DAP. The agreement specified that the plan should be adopted by the City no later than May 25, 2009.

The Berkeley City Council convened a Downtown Area Plan Advisory Committee to consider a new plan for Berkeley’s downtown, including the site of the proposed new museum. The DAPAC draft of a new downtown plan, completed in November 2007, included guidance relevant to the project site.

The final version of a new downtown plan, as published on the city’s Downtown Area Plan website is the 2012 Downtown Area Plan. It includes guidance relevant to the project site. Relevant excerpts of that plan appear below.

**Policy LU-6.1: University Land Uses.** Encourage the University to use its Downtown sites for uses that serve the public or are of general interest, such as creating a new public health campus and relocating the Berkeley Art Museum / Pacific Film Archive to Downtown. To the extent possible, UC buildings should line streets and public open spaces with retail and other public-serving uses that encourage activity and meet the needs of Downtown residents, workers, and visitors (see policies under Goal HD-5 and OS-1). (page LU-16-17)

…

b) **Retail Frontages.** Encourage the University to locate retailing activities along the Shattuck and University Avenue frontages that it controls. Encourage UC to open branches of affiliated retail stores into Downtown, such as the Scholars Workstation and UC museum stores, and make these stores open to the general public. Retail frontages are encouraged along Shattuck and University Avenues at a depth of 100 feet, if feasible. Prior to development, the City and University should jointly consider how deep the retail space should be and work together to attract tenants to strengthen retail activity. (page LU-17)

…

c) **Community Health & Services.** Encourage the University to move programs that serve the general public to Downtown, such as health clinics, an optometry clinic, social work, community-based research, community outreach, auditoriums available for community events, and other community services. (page LU-17)

f) **Department of Health Services Site (between Shattuck, Hearst, Oxford, and Berkeley Way).** Encourage near-term development of the former Department of Health Services (DHS) site, between Shattuck, Berkeley Way, Hearst and Walnut. In addition to retail along Shattuck (see “b”),
pedestrian-friendly, and have frequent windows and entrances. The scale of new University buildings on the DHS site should be lower building heights across from existing residences along Hearst as provided in Figure LU-1: Land Use & Building Heights map. Health services are encouraged on the site (see LU 8.2).

Policy LU-6.3: Business Synergies. Encourage University uses in Downtown that will enhance it as a center of employment and innovative businesses (see Policies LU-5.1 and ED-8.2).

a) Encourage University uses in Downtown to enhance it as a center of employment and innovative businesses. Encourage UC Berkeley to site office, laboratory, cultural, and associated space (as anticipated in UC's Long Range Development Plan) in Downtown on sites already owned by the University.

The project generally complies with each of these provisions. It lines Shattuck Avenue with appropriate retail frontage. While it does not achieve a retail space with 100 foot depth¹ (longer than a basketball court), it does provide retail frontage. The new building will house programs synergistic with downtown, including the Graduate School of Education and the School of Public Health; psychology clinics will occur in the building. Although the original vision of the community health campus included some additional clinic uses, Public Health was always one of the intended occupants of the “community health campus”. No central auditorium is part of the proposed project, but the three academic programs already have existing programs synergistic with the broader community; these synergies are likely to expand in the new location.

Policy HD-5.1: Appropriate Buildings. Encourage the University to use the Downtown Design Guidelines and Downtown Area Plan to guide the character and scale of its future development. Strongly encourage the University to design buildings that are appropriate to Downtown and make streets that abut University property pedestrian-friendly, in a manner required of any Downtown developer. Along street frontages of University buildings Downtown, the ground floor should be pedestrian-friendly and have windows and entrances, and avoid blank walls. Encourage active street-level uses. Provide retail or other active public-serving uses along Shattuck Avenue and University Avenue (see Policy LU-6). (page HD-14)


a) Encourage the University to use the Downtown Design Guidelines and Downtown Area Plan to guide the character and scale of its future development. (page HD-14)

The Berkeley Way project conforms to the spirit of the Downtown Guidelines and Area plan through addressing two different scales, one to the Downtown core and the other to the residential neighborhood to the north across Hearst Avenue. Similarly, the project helps strengthen the Shattuck retail edge extending north from University Avenue with full frontage across the site.

Policy HD-5.2: Public Improvements. Encourage the University to enhance streets and public open spaces in Downtown (see Streets and Open Space chapter). Urge the University to make

¹ Such retail space would typically require a parking component. The University program for the building also includes heavy program demand for ground floor use. The University determined greater depth of the retail component was not feasible.
substantial and fair contributions for street improvements adjacent to their properties, and engage the University on how to fund other Downtown improvements.

a) Urge the University to make substantial and fair contributions for street improvements adjacent to their properties.

f) Maintain public access along the Walnut Street passage between Hearst and Berkeley Way. (page HD-15)

The University has considerably improved the city block where the project would occur. Formerly developed as an institutional building surrounded by parking, the University master planned the block to include the Walnut pedestrian connection and the new landscaped open spaces along Berkeley Way; further, with the development of Berkeley Way West, for the first time at this site, continuous ground floor commercial along Shattuck will reinforce this important corridor. The proposed project also expands the sidewalk areas on Berkeley Way and will introduce new street trees and lighting in keeping with Downtown Berkeley requirements. A new public plaza will be placed along Berkeley Way to positively influence the streetscape.

**DOWNTOWN AREA PLAN EIR (2009)**
Conclusions of the DAP EIR relevant to the project site are summarized in section IV of this document, Impact Summary and Project-Related Analysis.

**DOWNTOWN STREETS AND OPEN SPACE IMPROVEMENT PLAN (2013)**
Of the major improvement projects described in the Streets and Open Space Improvement Plan (SOSIP) the one relevant to the project site is the Hearst Avenue/ Ohlone Greenway project. Objectives of the project include providing continuous bicycle lanes along Hearst within the downtown; potential for expanded landscaping on the south side of Hearst; use of curb extensions for pedestrian safety, including at the Walnut extension. The project frontage along Hearst Avenue is responsive and supportive of the Hearst Avenue SOSIP project by providing new street trees and providing a pedestrian access point for people riding bicycles on Hearst to enter the project on the north side of the new building. The project does not preclude SOSIP improvements within the existing public right of way.

SOSIP and the DAP also reference concerns about the loss of parking in the Downtown. In particular, the plans suggest that there be no net on-street parking loss as a result of SOSIP or DAP projects until a parking management strategy be developed. To achieve this, SOSIP suggested that some parking might be added on Hearst Avenue between Shattuck and Oxford (pp 43, 45), in addition to other street locations. Development of the Hearst Avenue project advanced more rapidly than anticipated in the SOSIP plan due to funding availability and the project design team did consider parking effects on Hearst. Ultimately, the City determined that it was not feasible to add/maintain parking on this block and achieve the safety and other multi-modal objectives (e.g., transit stops, pedestrian safety and bicycle facilities). Additionally, as mentioned in the attachment included in Attachment A, the City has developed the goBerkeley parking management program, which has made significant progress in alleviating some of the Downtown parking issues.
IV. 2020 LRDP ENVIRONMENTAL IMPACT REPORT – IMPACT SUMMARY AND PROJECT-RELATED ANALYSIS

AESTHETICS

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP at UC Berkeley would not result in new significant aesthetic impacts (2020 LRDP FEIR Vol. 1, 4.1-15 to 4.1-19); nor would the 2020 LRDP make a cumulatively considerable contribution to adverse aesthetic impacts (2020 LRDP FEIR Vol. 1, 4.1-22 to 4.1-24).

The important scenic vistas noted in the 2020 LRDP include the view into campus from University Avenue. The project site is two blocks north of University Avenue and would not impact this vista. There are no other scenic vistas in the vicinity of the project and no impact will occur. See 2020 LRDP EIR analysis, Vol 1, 4.1-17 through 4.1-24, as amended by Vol 3A, 9.1-6 to 9.1-7.

Project lighting is being designed to include shields and other devices to minimize light spillage and atmospheric light pollution, and reflective surfaces would be minimized, as prescribed in the 2020 LRDP EIR (Mitigations AES-3a, AES-3b).

The existing visual conditions at the DHS site are poor, featuring surface parking on asphalt. The project is expected to improve the existing visual character of the site and its surroundings. The Campus Landscape Architect has determined no specimen trees occur on the project site, and none would be adversely affected by the project.

In November 2009, UC Berkeley presented to the University of California Regents a proposed Physical Design Framework, providing design guidance to projects implementing the 2020 LRDP. The project is consistent with the Physical Design Framework (PDF) in its use of a downtown site for a University function that engages the public and visitors; improves paving, planting and lighting with the project street frontages; brings vibrant place making to the connection to downtown and campus; conveys an image of substance, elegance and permanence; frames, observes and activates the public realm and open spaces; conceals roof equipment with integral enclosures; and other areas of alignment.

The project description for the Downtown Area Plan EIR, Figure 3.5 (DAP EIR p. 3-15), identified the proposed site for the Berkeley Way West project, and other sites west of the Campus Park, as opportunity sites, potentially subject to a change in visual character if new development is proposed and approved. The DAP EIR concluded that development in accordance with the DAP could obscure views of the Berkeley Hills and that stepbacks should be considered to reduce such impacts (DAP Draft EIR January 2009, p. 4-21). Computer simulations of possible development on Shattuck Avenue assumed development at the project site might be of a continuous 100 foot height along the Shattuck frontage (see DAP Draft EIR January 2009, p. 4-14). The proposed project includes a more varied building envelope, with a component reaching 70’ in height on Shattuck near Hearst, and increasing to 112’ on Shattuck nearer Berkeley Way.

The Downtown Area Plan process has allowed for the possibility of building heights up to 100’ on campus-owned properties east of Shattuck Avenue; however, the DAP (Policy LU-4.2) also urges that “the size and placement of new buildings should: reduce street-level shadow, view, and wind impacts to acceptable levels”.

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Shadow studies completed for the proposed project show that shadows cast by the project would be substantially similar to those analyzed in the DAP EIR (see pp 4-25 through 4-33; see also graphics package, part VI, below).

Tolman Hall was identified in the 2020 LRDP for replacement in part (see 2020 LRDP Figure 3A, page 20). Subsequent analysis of a range of alternatives for the building has led to the determination that replacement of the entire building is required. The site of Tolman Hall is at the Hearst Avenue (north) edge of the Campus Park, and is not within a view and open space preservation zone (2020 LRDP Figure 12); demolition of Tolman will alter the visual condition of the site, but is not expected to be an adverse aesthetic impact. Placement of parking at this site conforms to the LRDP policy to “Locate new campus parking at the edge or outside the Campus Park” (2020 LRDP page 45) and would be a temporary interim use.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding the 2020 LRDP with respect to aesthetic issues that were not adequately analyzed and, as necessary, mitigated, and no new information is available. The proposed project would not alter the findings of the 2020 LRDP EIR with regard to Aesthetics.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, in combination with other foreseeable projects, would result in visual changes. The project is not a considerable contribution to any degradation of the visual character of the campus and environs, nor does it adversely affect scenic vistas, as examined in the 2020 LRDP EIR (2020 LRDP EIR p. 4.1-22).

AIR QUALITY

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, guided by compliance with local regulations, campus policies and programs to reduce emissions and risk of toxic air contaminant releases, and incorporating existing best practices and 2020 LRDP FEIR mitigation measures would, with one exception, not result in new significant air quality impacts (2020 LRDP FEIR Vol. 1 p. 4.2-20 to 4.2-26). As the one exception, the 2020 LRDP FEIR conservatively estimated that the Bay Area Air Quality Management District’s (BAAQMD) Clean Air Plan did not include an increment for growth at UC Berkeley, and found that campus growth overall may not comply with the Clean Air Plan, and may result in a cumulatively considerable increase in nonattainment pollutants that conflicts with the Clean Air Plan (2020 LRDP FEIR Vol. 1).

In May of 2012, the BAAQMD published updated Air Quality Guidelines for the California Environmental Quality Act. UC Berkeley implements basic construction-related mitigation measures substantially similar to those recommended by BAAQMD (BAAQMD CEQA Air Quality Guidelines page 8-3).

The proposed project would include removal of existing surface parking and construction of new building and related elements, and demolition of an existing building. No new wet laboratory space is included in the project.

Tolman Hall is likely to contain various existing materials that must be abated or encapsulated per the applicable EPA and OSHA regulations; thorough studies would be conducted prior to demolition and materials abated, in accordance with LRDP EIR Continuing Best Practice HAZ-5 (see Section V, below). Potential contaminates include asbestos containing materials which include ceramic tile adhesive, floor tile
and window putty. The abatement work shall be performed in advance of demolition with the appropriate containment protocols in use, per the 2020 LRDP EIR.

In addition, the project would not add parking, and the majority of program space would house existing uses. Vehicular traffic and concomitant emissions would be similar to the existing condition.

The action proposed herein would not result in new air quality impacts not previously considered; would not contribute to significant environmental impacts previously identified in the 2020 LRDP FEIR, and would not result in those impacts being more severe than as described in the 2020 LRDP FEIR. No additional mitigation measures have been identified that would further lessen the previously identified impact, and no additional analysis is required.

The construction of the project would generate some temporary increase in construction-related emissions; however, the project would incorporate LRDP Mitigation Measure AIR-4a and AIR 4b and LRDP Continuing Best Practices Mitigation Measure AIR-4a and AIR-4b to control construction-related emissions and not violate air quality standards (Consistent with 2020 LRDP Impact AIR-4). Overall project construction of Berkeley Way West is anticipated to begin in November of 2015. Commonly major construction operations are coordinated to help reduce impacts in the vicinity and on campus. Demolition of Tolman Hall could occur in Spring of 2018, and an interim use parking lot at the Tolman site could be operational in the summer of 2018.

Implementation of the 2020 LRDP would not impede or conflict with the emissions reductions targets and strategies prescribed in or developed to implement AB 32, given the provisions of the 2020 LRDP and campus best practices. The proposed project would not alter these findings. Since certification of the 2020 LRDP FEIR, the key change to circumstances surrounding the 2020 LRDP is a beneficial one: namely, in November 2013 UC Berkeley announced that it has met its carbon reduction targets (see http://newscenter.berkeley.edu/2013/11/12/two-years-early-uc-berkeley-meets-its-carbon-reduction-target/); and a new goal of carbon neutrality has been set (http://www.ucop.edu/initiatives/carbon-neutrality-initiative.html). There have been no substantial changes to the 2020 LRDP and no significant adverse changes to the circumstances surrounding 2020 LRDP development with respect to air quality that were not adequately analyzed and, as necessary, mitigated, and no new information is available.

The 2020 LRDP EIR found traffic associated with development under the 2020 LRDP would not contribute to a cumulatively considerable increase in or expose receptors to substantial CO concentrations. Using measured CO concentrations associated with peak hour vehicle volumes for the intersection of Mission Boulevard and Jackson Street/Foothill Boulevard in Hayward as a ‘worst-case’ comparable in the same air basin as the campus, the 2020 LRDP EIR found changes at local intersections resulting from implementation of the 2020 LRDP would not result in significant impacts.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, in combination with other foreseeable projects, may result in a cumulatively considerable increase in nonattainment pollutants that conflicts with the Clean Air Plan (2020 LRDP FEIR Vol. 1 p. 4.231) and could contribute to a cumulatively considerable increase in toxic air contaminants, primarily from diesel particulate matter, from stationary and area sources (2020 LRDP FEIR Vol 1 p. 4.2-33). The Berkeley Way West project would not be a significant source of pollutants, TACs or diesel particulate matter. Construction -- including demolition of Tolman Hall - - activities required to implement the 2020 LRDP would be controlled by best management practices in
accordance with air district guidance and the proposed project would not result in cumulatively considerable air quality impacts related to construction.

BIOLOGICAL RESOURCES

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant impacts upon biological resources (2020 LRDP FEIR Vol. 1, 4.3-22 to 4.3-30). The proposed project would not change this conclusion.

The proposed project, including demolition of Tolman Hall, construction of an interim use surface parking lot, and construction and operation of the new Berkeley Way West, would not result in new or more severe impacts than analyzed in the 2020 LRDP FEIR, nor contribute to cumulatively significant adverse effects upon biological resources. The project would comply with all relevant biology mitigation measures from the 2020 LRDP EIR. The 2020 LRDP EIR found that the Adjacent Blocks, including the Project site, ‘occur in urbanized areas with little or no remaining natural vegetation and limited wildlife habitat values. No sensitive natural communities, special status species, wetlands or important wildlife movement corridors occur in these zones’ (2020 LRDP EIR Vol 1, 4.3-18 to 4.3-19). A pre-construction nesting survey would be completed prior to demolition of Tolman Hall if appropriate, consistent with LRDP Mitigation Measure BIO-1-a. As with other projects at urban sites, any infrastructure activities associated with servicing the project site would occur in previously developed street and roadway sites only.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to biological resources that were not adequately analyzed and, as necessary, mitigated, and no new information is available.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, incorporating biology best practices and mitigation measures, in combination with other foreseeable projects, would not have a significant adverse effect on special-status species or sensitive natural communities, jurisdictional wetlands, wildlife corridors and movement opportunities, or wildlife nursery sites (2020 LRDP FEIR Vol 1 p. 4.3-35-4.3-37). The proposed project would not alter these conclusions.

CLIMATE CHANGE

As previously mentioned in the Air Quality discussion, above, the 2020 LRDP was amended to reference the campus climate action plan, a stringent campus greenhouse gas reduction strategy, in July, 2009, and the 2020 LRDP EIR was amended to consider how implementation of the 2020 LRDP impacts climate change / greenhouse gas emissions. Implementation of the 2020 LRDP would not impede or conflict with the emissions reductions targets and strategies prescribed in or developed to implement AB 32, given the provisions of the 2020 LRDP and campus best practices (2020 LRDP EIR Addendum #5, page 45). As noted above, the key change to circumstances surrounding the 2020 LRDP with regard to greenhouse gases is a beneficial one: namely, in November 2013 UC Berkeley announced that it has met its carbon reduction targets (see http://newscenter.berkeley.edu/2013/11/12/two-years-early-uc-berkeley-meets-its-carbon-reduction-target/); and a new UC systemwide goal to reach carbon neutrality by 2025 has been set (http://www.ucop.edu/initiatives/carbon-neutrality-initiative.html).
As part of the LRDP EIR addendum #5 prepared in accordance with CEQA to consider the LRDP climate change amendment, construction period (including demolition) emissions for UC Berkeley were calculated, assuming 1 million gross square feet of new space under development, or 45.9 acres under construction at UC Berkeley over a twelve-month period. Modeling shows that annual CO2 emissions of 1,264 metric tons results from construction activities of this scale. For comparison, emissions associated with campus water consumption were 1,955 metric tons of carbon dioxide equivalent in 2007. Construction at the project site would be well within the one million square feet of new space under development analyzed in the 2020 LRDP EIR and 2020 LRDP EIR Addendum #5.

The project would not be a major source of greenhouse gas emissions. The project is planned, designed and would be managed to comply with the University Policy on Sustainable Practices, and incorporates best practices and specific design elements outlined in the Project Description as partial implementation, including reuse of recycling of construction materials, use of operable windows, low flow toilets, and commissioning of building systems. Further, the project implements the 2020 LRDP as amended and would not generate greenhouse gas emissions in a manner that significantly impacts the environment. Lead agencies, including municipalities, counties, and universities, have adopted climate action plans in an effort to meet state mandated greenhouse gas reduction targets through comprehensive efforts. Where the focus of CEQA is commonly on the physical impact of a single new development proposal, on-going pre-existing operations are often the greatest contributors of greenhouse gas emissions.

Cumulatively, the 2020 LRDP EIR determined that the impact of implementation of the 2020 LRDP, with incorporation of all best practices and implementation of UC Berkeley's Climate Action Plan, on cumulative climate change would be less than significant. (2020 LRDP EIR Addendum #5, page 55). The proposed project would not alter these conclusions.

CULTURAL RESOURCES

In the 2020 LRDP EIR, the numerous historical resources located within the geographic scope of the 2020 LRDP were divided into two separate categories: Primary Historical Resources and Secondary Historical Resources. Primary Historical Resources include those listed on the California Register of Historical Resources. Secondary Historical Resources include resources listed on local registers, as well as resources listed on the state Inventory. Secondary Historical Resources are presumed significant unless a preponderance of evidence demonstrates otherwise. Historic resources covered here include buildings, sites (which include landscapes), structures (such as bridges), and objects (such as Founders' Rock). There are no primary or secondary resources on the Berkeley Way West development site; Tolman Hall is not on the list of primary or secondary historical resources.

The 2020 LRDP identifies the breezeway between the two wings of Tolman Hall as an opportunity site, establishing that at minimum significant alteration was anticipated for Tolman Hall (see 2020 LRDP, Figure 3A, Candidate Buildings for Replacement, p. 20 of the LRDP).

Although not listed it is possible that Tolman Hall could be considered eligible for the California Register of Historic Places. A 2009 letter from preservation architects notes that the building was designed by Gardner Daily, an important local architect who also designed Kroeber Hall, Evans Hall, and the Hertz/Morrison complex on the UC Berkeley campus. The report states that Tolman Hall “exhibits numerous important themes of mid-century Modernist design built during an important period in the expansion at the University,
and is the work of a noted Bay Area architect” (Knapp, 2009, p. 1). Nonetheless, after examining a wide range of options to address the serious seismic and functional deficiencies of the building, UC Berkeley has determined replacement is the preferred option over retrofit and renovation.

The 2020 LRDP FEIR noted that under certain circumstances, projects developed under the 2020 LRDP could cause substantial adverse changes in the significance of historical resources, which would remain a significant and unavoidable impact despite recordation of the resource (2020 LRDP FEIR Vol. 1, 4.4-55). Although Tolman Hall is not listed on any register, the University would undertake recordation of the resource, including preparation of an historic report and HABS photographs, prior to demolition.

The project (demolition of Tolman, construction of Berkeley Way West, and construction of an interim use surface parking lot on the Tolman site) would be undertaken at two previously developed sites. Most of the parcels in downtown Berkeley have experienced multiple phases of building and demolition in the past 100 or more years. The northeast portion of downtown Berkeley (including the block in which the Berkeley Way West site is located) was consumed by fire in 1923, the state Department of Health Services occupied the block beginning in the 1950s (A3GEO Geotech Report 2.27.14). Archaeological materials would not be anticipated at the either site; nonetheless, contractors would be notified that they are required to watch for potential archaeological artifacts and to notify UC Berkeley if any are found, in accordance with best practices. See 2020 LRDP EIR Mitigation Measures and Best Practices incorporated into the project, item CUL-4-a through c. Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, incorporating cultural resource best practices and mitigation measures, in combination with other foreseeable projects, could contribute to the cumulative reduction and/or degradation of the resource base of historical or archaeological resources, a significant and unavoidable impact (2020 LRDP FEIR Vol 1 p. 4.4-61). The proposed project would not alter these conclusions.

GEOLOGY, SEISMICITY AND SOILS

The project site is located west of the Campus Park. The 2020 LRDP EIR notes that the blocks adjacent to campus, including the Project site, are not located in a liquefaction hazard zone (2020 LRDP EIR Vol 1, 4.5-10). The closest known active fault to the project site is the Hayward fault, which runs along the base of the Berkeley Hills about 0.6 miles northeast of the site. The site is not located within an Alquist-Priolo Earthquake Fault Zone (AP Zone).

Construction of the University’s Energy Biosciences Building (completed in 2012) was preceded by demolition of the former State of California Department of Health Services building on the site. The basement of the former building was backfilled with concrete aggregate and soils from the project site. Reports on the location and specification of backfilled areas were reviewed for geotechnical analysis completed to inform design of the Berkeley Way West building.

The San Francisco Bay Area region is characterized by a high level of seismic activity. A geotechnical report completed in 2014 for the project site concluded that the site is relatively free of geologic hazards, with the exception of earthquake ground shaking, a hazard shared throughout the region.

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant impacts
in the area of geology, seismicity, or soils (2020 LRDP FEIR Vol. 1 p. 4.517 to 4.524). Planning and design for project has incorporated all applicable Geology, Seismicity and Soils mitigation measures and best practices.

The Berkeley Way West building will be designed to meet the seismic and life safety provisions of the California Building code. The project will be reviewed by the campus Seismic Review Committee.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to geology, seismicity and soils that were not adequately analyzed and, as necessary, mitigated, and no new information is available.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, incorporating geology, seismicity and soils best practices and mitigation measures, in combination with other foreseeable projects, would have less than significant impacts due to fault rupture, seismic ground shaking or ground failure, landslides, soil erosion, or risk due to expansive soils or unstable soils or geologic units (2020 LRDP FEIR Vol 1 p. 4.5-23-24). The proposed project would not alter these conclusions.

GREENHOUSE GASES

See discussion under Climate Change, above.

HAZARDOUS MATERIALS

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant hazardous materials related impacts (2020 LRDP FEIR Vol. 1 p. 4.6-20 to 4.6-35).

The proposed project involves construction of a new building primarily for existing program uses, and demolition of another building, eventually reusing the site on an interim basis for surface parking. The new building does not include wet laboratory space and no unique research material is anticipated to be used in the new Berkeley Way West. The project would not create a new significant hazard not analyzed in the 2020 LRDP FEIR, and would not result in more severe significant impacts than analyzed in the 2020 LRDP FEIR. Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to hazardous materials that were not adequately analyzed and, as necessary, mitigated, and no new information is available. No additional mitigation measures have been identified that would further lessen any previously identified impact, and no additional analysis is required.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, incorporating hazardous materials best practices and mitigation measures, in combination with other foreseeable projects, would not significantly increase hazards to the public or the environment associated with the use and transport of hazardous materials and the generation of hazardous waste (2020 LRDP FEIR Vol 1 p. 4.6-33). The proposed project would not alter these conclusions.
HYDROLOGY AND WATER QUALITY

The project will vacate and demolish an existing building, moving existing programs into new space with modern low flow fixtures and features. Plumbing fixtures installed will meet modern low flow standards, achieving 35% water efficiency. A landscape-based stormwater treatment system consisting of bioretention areas will be incorporated into the landscape design. Raised planter areas with bioretention soil will handle the treatment of increased impervious area stormwater and will be designed to meet MS4 requirements (WRNS January 2015). A preliminary post construction water balance calculator completed for the Berkeley Way West project (WRNS, March 2015) determined that stormwater requirements had been met.

Reuse of the currently impervious Tolman site for surface parking will present an additional opportunity to reduce stormwater flows. Existing parking at Wellman Courtyard uses permeable pavers and perforated piping to reduce flooding.

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant impacts upon hydrology and water quality (2020 LRDP FEIR Vol. 1, 4.7-24 to 4.7-35). Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to hydrology and water quality that were not adequately analyzed and, as necessary, mitigated, and no new information is available.

The proposed project would incorporate applicable LRDP mitigation measures and best practices and it would be subject to review by the campus department of Environment, Health and Safety to ensure construction practices reduce groundwater or dewatering impacts. As designed, runoff from new hardscape would be filtered to reduce pollutant loading in accordance with regulatory standards. The proposed project would not alter 2020 LRDP FEIR conclusions with respect to hydrology and water quality. No additional mitigation measures have been identified that would further lessen the previously identified impacts, and no additional analysis is required.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP, incorporating hydrology best practices and mitigation measures, in combination with other foreseeable projects, would not significantly increase surface runoff, wastewater discharge, would not substantially lower the groundwater table, would not violate existing surface water quality standards or wastewater discharge requirements, would not substantially contribute sediments or pollutants to storm water runoff, would not contribute a cumulatively considerable amount to exceedances of the capacity of storm- water drainage systems, and would not contribute a cumulatively considerable amount to impedances or redirection of flows within the 100 year flood hazard area (2020 LRDP FEIR Vol 1 p. 4.7-33-35). The proposed project would not alter these conclusions.

LAND USE

As described in the Project Description, the proposed Berkeley Way West project implements site planning concepts developed through joint planning through the city’s Downtown Area Plan, as well as through the campus Long Range Development Plan and Physical Design Framework.
A portion of space may potentially be leased for private programs synergetic with campus programs for an interim period; but the potential additional space and population would be accounted for in UC Berkeley space inventories and population census; all occupants would be encouraged to travel by foot, bicycle, or use transit, consistent with UC Berkeley Parking & Transportation’s transportation demand management programs.

The Project would remove surface auto parking; however, the surface parking had been clearly delineated as an interim use since it was first installed, following the completion of construction of the Energy Biosciences Building in 2012. The use of the Tolman site for surface parking would be inconsistent with the 2020 LRDP if the parking were a permanent feature. The LRDP prioritizes space on the Campus Park for programs that directly engage students in instruction and research (see 2020 LRDP, p. 19; see also Location Guidelines, p. 61). However, parking would be an interim use until a future academic use is proposed.

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant land use impacts (2020 LRDP FEIR Vol. 1, 4.8-15 to 4.8-21). The project does not alter any land use assumption about the project site as identified in the 2020 LRDP.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to land use that were not adequately analyzed and, as necessary, mitigated, and no new information is available. No additional mitigation measures have been identified that would further lessen the previously identified impact, and no additional analysis is required.

Cumulatively, the 2020 LRDP EIR noted that projects implementing the 2020 LRDP would not conflict with local land use regulations such that a significant cumulative incompatibility is created with adjacent land uses, nor conflict with applicable policies adopted for the purpose of avoiding or mitigating an environmental impact (2020 LRDP FEIR Vol 1 p. 4.8-20). The project would not alter these conclusions.

**NOISE**

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, even with incorporation of existing best practices and 2020 LRDP FEIR mitigation measures, could result in significant noise impacts resulting from demolition and construction activities (2020 LRDP FEIR Vol. 1, 4.9-16 to 4.9-25). Prior to commencement of noisy construction, UC Berkeley posts construction notices, and would contact project neighbors to provide them with construction information prior to start of construction, implementing 2020 LRDP Continuing Best Practice NOI-4-b. The Energy Biosciences Building on the same block completed construction in 2012, and the University is prepared to again activate systems for informing neighbors of construction activities.

The 2020 LRDP Draft EIR recognized that construction and demolition activities would occur within the 2020 LRDP in proximity to residential and commercial land uses. Construction planned at the Berkeley Way West site may intermittently result in noise levels exceeding limits set forth in the Berkeley Noise Ordinance. Implementation of Continuing Best Practices NOI-4-a, NOI-4-b, and LRDP Mitigation Measure NOI-4 would control construction-related noise to the extent that is reasonable and feasible. The schedule for construction and demolition activities generating noise in the community would, to the extent possible, reflect the Berkeley Noise Ordinance provisions. Truck traffic is assumed to use major roadways. The siting of
staging and laydown areas would consider minimizing noise as stipulated in Continuing Best Practice NOI-4-b. Even after implementation of these continuing best practices and mitigation measures, the noise impact from construction is potentially significant and unavoidable, as noted in the 2020 LRDP FEIR.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to noise that were not adequately analyzed and, as necessary, mitigated, and no new information is available. No additional mitigation measures have been identified that would further lessen the previously identified impact, and no additional analysis is required.

Cumulatively, the 2020 LRDP EIR generally noted that projects implementing the 2020 LRDP, incorporating noise best practices and mitigation measures, in combination with other foreseeable projects, would not result in a substantial permanent, temporary or periodic increase in ambient noise levels, or expose people to or generate excessive ground-borne vibration or ground borne noise levels (2020 LRDP FEIR Vol 1 p. 4.9-24). The 2020 LRDP EIR noted that implementation of the 2020 LRDP would expose people to noise levels in excess of established standards by way of construction noise, a significant and unavoidable impact (2020 LRDP FEIR Vol 1 p. 4.6-24). The project would not alter these conclusions.

POPULATION AND HOUSING

The proposed project primarily provides space for existing programs, while providing infill commercial space along the ground floor of Shattuck Avenue, consistent with existing city plans. A portion of space may potentially be leased for private programs synergetic with campus programs for an interim period; but the potential additional space and population would be accounted for in UC Berkeley space inventories and population census; all occupants would be encouraged to travel by foot, bicycle, or use transit, consistent with UC Berkeley Parking & Transportation’s transportation demand management programs. Generally, additional employees in the area of downtown Berkeley is considered beneficial to downtown businesses.

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant impacts related to population and housing (2020 LRDP FEIR Vol. 1 p. 4.10-10 to 4.10-19). The proposed project would not result in new or more severe impacts than analyzed in the 2020 LRDP FEIR. The proposal does not add population to the campus and involves construction of seismically safe space for existing programs.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to population and housing that were not adequately analyzed and, as necessary, mitigated, and no new information is available. No additional mitigation measures have been identified that would further lessen the previously identified impacts, and no additional analysis is required.
The 2020 LRDP EIR concluded that implementation of the 2020 LRDP in combination with other reasonably foreseeable projects would induce population growth in the Bay Area, but the contribution of the 2020 LRDP would not be cumulatively considerable (2020 LRDP FEIR Vol 1 p. 4.10-19). The proposed project would not alter this conclusion.

PUBLIC SERVICES

Police services for campus properties are primarily provided by the University of California Police Department (UCPD). In May of 2005 the Chancellor and the Mayor of the City of Berkeley signed an agreement earmarking $600,000 annually in campus funds to the City of Berkeley to support emergency and fire protection. UC Berkeley directly employs fire marshals who are responsible for fire prevention activities, including fire and life safety inspections of campus buildings for code compliance, fire and evacuation drills, and development of self-help educational materials.

The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would not result in new significant impacts upon public services (2020 LRDP FEIR Vol. 1, 4.11-10 to 4.11-15; 4.11-10; 4.11-26 to 4.11-28; 4.11-32 to 4.11-33). The proposed project does not alter assumptions of the 2020 LRDP with regard to recreational facilities, emergency access and emergency services demand, or schools. The proposed project would not result in new or more severe impacts than analyzed in the 2020 LRDP FEIR.

Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to public services that were not adequately analyzed and, as necessary, mitigated, and no new information is available. No additional mitigation measures have been identified that would further lessen the previously identified impacts, and no additional analysis is required.

The 2020 LRDP EIR concluded that implementation of the 2020 LRDP would not contribute to cumulatively significant adverse public services effects related to construction of public service facilities, deterioration of recreation facilities, exposure to risk of fires, interference with emergency response and evacuation, or emergency access constraints (2020 LRDP FEIR Vol 1 p. 4.11-32 to 33). The proposed project would not alter this conclusion.

TRAFFIC AND TRANSPORTATION

As noted in the 2020 LRDP EIR (see page F.1-8 and F.1-9 in Volume 2) the primary factor for estimating trip generation is an anticipated increase in population, but the number of parking spaces provided also contributes to the overall project trip generation studied. The 2020 LRDP FEIR concluded that projects implemented as part of the 2020 LRDP, incorporating existing best practices and 2020 LRDP FEIR mitigation measures, would as a whole result in some significant impacts upon traffic and transportation, specifically upon indicated intersections and roadways, due to increases in population and parking supply (2020 LRDP FEIR Vol 1, 4.12-48 to 4.12-54; Vol. 2 Section F).
The proposed project does not include a significant increase in the employee population and, on the whole, there would not be a significant increase in the number of person trips to campus generated by the project. Comparatively, there may be some localized shift in the routes people use to access the project compared to how they travel to their existing facilities at Tolman Hall or University Hall; however, this shift in location (<1/4 mile) is not expected to result in wholesale or significant changes around campus. More pedestrians may cross Oxford Street from the central campus during the day as a result of project; however, the intersection of Berkeley Way/Oxford Street is signalized and has a new curb extension on the northwest corner to accommodate the increased pedestrian travel. The project also proposes to widen the sidewalk to accommodate this travel adjacent to the project.

The UC Berkeley campus parking inventory would be reduced by construction, with the existing surface parking unavailable during the construction period and prior to demolition of Tolman Hall; as currently proposed, surface parking would be restored on a temporary basis for an interim period at the Tolman Hall site. Please see Table 5, below, tallying changes in the UC Berkeley parking supply. For background, note that at the time of the LRDP in 2004/5, UC Berkeley managed parking was inventoried at 7,690 parking spaces, including both motorcycle and attendant parking spaces.

<table>
<thead>
<tr>
<th>Project</th>
<th>Number of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRDP Envelope</td>
<td>2300</td>
</tr>
<tr>
<td>Berkeley Way/DHS surface parking</td>
<td>135</td>
</tr>
<tr>
<td>Early Childhood Education Center</td>
<td>-53</td>
</tr>
<tr>
<td>Martinez Commons (“Anna Head West”)</td>
<td>-216</td>
</tr>
<tr>
<td>Prospect Court (SCIP project)</td>
<td>-7</td>
</tr>
<tr>
<td>International House (SCIP project)</td>
<td>-24</td>
</tr>
<tr>
<td>Dwight Childcare</td>
<td>-17</td>
</tr>
<tr>
<td>Kleeberger Lot (SCIP project)</td>
<td>-161</td>
</tr>
<tr>
<td>CMS Lots (SCIP project)</td>
<td>-121</td>
</tr>
<tr>
<td>BAM/PFA (striped only)</td>
<td>-221</td>
</tr>
<tr>
<td>Aquatics at Tang Lot (pending)</td>
<td>-176</td>
</tr>
<tr>
<td>Boalt lot reconfiguration</td>
<td>-10</td>
</tr>
<tr>
<td>MLK Garage reconfiguration (Lower Sproul)</td>
<td>-20</td>
</tr>
<tr>
<td>Foothill restriping</td>
<td>10</td>
</tr>
<tr>
<td>Prospect Court: PHA 2013 settlement re: Maxwell Garage</td>
<td>-56</td>
</tr>
<tr>
<td>PHA 2013 settlement re: Maxwell Garage to be removed effective January 1, 2018</td>
<td>-79</td>
</tr>
<tr>
<td>Attended parking changes</td>
<td>-85</td>
</tr>
<tr>
<td>Maxwell Garage (privately operated)</td>
<td>450</td>
</tr>
<tr>
<td><strong>Added to date</strong></td>
<td><strong>-710</strong></td>
</tr>
<tr>
<td>LRDP Balance Remaining April 2015</td>
<td><strong>3000</strong></td>
</tr>
</tbody>
</table>
Table 6. UC Berkeley Parking Inventory, Changes with Berkeley Way Project

<table>
<thead>
<tr>
<th>Project</th>
<th>Number of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRDP Envelope</td>
<td>2300</td>
</tr>
<tr>
<td>LRDP Balance Remaining April 2015</td>
<td>3000</td>
</tr>
<tr>
<td>Berkeley Way/DHS surface parking</td>
<td>-135</td>
</tr>
<tr>
<td>Berkeley Way/DHS attended parking</td>
<td>-53</td>
</tr>
<tr>
<td><strong>Subtotal, LRDP Balance November 2015</strong></td>
<td><strong>3188</strong></td>
</tr>
<tr>
<td>Tolman Hall site surface parking possible temporary addition in 2018</td>
<td>280</td>
</tr>
<tr>
<td>LRDP Balance Remaining, Fall 2018</td>
<td>2908</td>
</tr>
</tbody>
</table>

Under each of these conditions, changes in traffic may occur. Some of those people who drive may choose other modes; however, those who continue to drive to campus would be displaced and park elsewhere, possibly including the newly completed 450 space Maxwell Garage east of campus. As campus commuters who drive adjust their strategies for parking access, traffic patterns may change as people adjust to park in other lots or garages. However, the campus parking inventory is dispersed throughout the campus and the surrounding blocks, and no significant change due to vehicle travel is expected at any location. Additionally, the University expects to manage its supply differently after construction begins to better accommodate those who drive and park on campus. Please see Appendix A, memorandum to the Downtown Berkeley Association from UC Berkeley Vice Chancellor Robert LaLanne dated February 10, 2015.

The provision or reduction of parking is not considered to be an environmental impact requiring mitigation. See San Franciscans Upholding the Downtown Plan v. City and County of San Francisco, 102 Cal. App. 4th 656 (2002). Parking demand is subject to change based on many social and behavioral factors, including the cost and convenience of driving and parking; the availability, cost and convenience of other modes of travel; demographic changes; and the personal preferences and behaviors of commuters in reaction to environmental changes.

The 2020 LRDP EIR mitigation measures require annual intersection monitoring at specified intersections near campus, and studies are undertaken and reviewed in collaboration with the City of Berkeley to determine the need for changes to the design of streets, intersections or traffic safety equipment. In consultation with the City Transportation Division and current practice, UC Berkeley would continue this monitoring of traffic and consider changes as may be appropriate.

Consistent with the 2020 LRDP FEIR, the project would incorporate a number of mitigation measures to reduce the potential impacts of construction traffic (See 2020 LRDP EIR Mitigation Measures TRA-3a to 3d).

No additional mitigation measures have been identified that would further lessen the previously identified impacts, and no additional analysis is required.

There have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to transportation that were not adequately analyzed and, as necessary, mitigated,
and no other new information is available. No additional mitigation measures have been identified that would further lessen the previously identified impact, and no additional analysis is required.

The 2020 LRDP EIR concluded that cumulative construction-related traffic and parking may exacerbate parking capacity concerns, congestion conditions or create unsafe conditions for pedestrians or bicyclists, but with on-going implementation of best practices and mitigation measures by all agencies, construction-related traffic impacts would not be significant (2020 LRDP FEIR Vol 1 p. 4.12-59). The proposed project would not alter the cumulative impact conclusions of the 2020 LRDP FEIR.

UTILITIES AND SERVICE SYSTEMS

The project is expected to make use of existing systems serving the project site, including electrical, water and sewer.

In 1990 the City of Berkeley agreed to upgrade its sewer system as required to serve development proposed by the 1990 LRDP. UC Berkeley paid more than $3 million to the city to support these improvements. As further support of this effort, in May of 2005 the UC Berkeley Chancellor and the mayor of the City of Berkeley signed an agreement earmarking $200,000 annually in campus funds to the City of Berkeley to support sewer and storm drain infrastructure projects. The project does not contribute to the total net new academic and support program space anticipated under the 2020 LRDP EIR.

The project is designed to exceed Title 24 energy conservation requirements by 20 percent and incorporates energy efficient design elements. Construction-related best practices would guide the construction management plan including truck routing to reduce truck trips. In addition, to meet campus recycling goals, the project would provide sufficient space and equipment to promote recycling.


Since certification of the 2020 LRDP FEIR, there have been no substantial changes to the 2020 LRDP or to the circumstances surrounding 2020 LRDP development with respect to utilities and service systems that were not adequately analyzed and, as necessary, mitigated, and no new information is available. No additional mitigation measures have been identified that would further lessen the previously identified impacts, and no additional analysis is required.

Based on the foregoing, the proposed project would not result in new or more severe significant impacts not previously addressed in the 2020 LRDP EIR; none of the circumstances that would require preparation of a subsequent or supplemental EIR under CEQA exists.

The 2020 LRDP EIR evaluated whether the 2020 LRDP, in combination with other University and non-University projects, would result in cumulative impacts on utilities and service systems, concluding that the potential need for new or altered conveyance systems for wastewater or stormwater would not have
significant impacts (2020 LRDP FEIR Vol 1 p. 4.13-28). The proposed project would not alter the cumulative impact conclusions of the 2020 LRDP FEIR.

V. 2020 LRDP EIR MITIGATION MEASURES AND CONTINUING BEST PRACTICES INCORPORATED INTO PROJECT AS PROPOSED

AESTHETICS

Continuing Best Practice AES-1-b: Major new campus projects would continue to be reviewed at each stage of design by the UC Berkeley Design Review Committee. The provisions of the 2020 LRDP, as well as project specific design guidelines prepared for each such project, would guide these reviews.

Continuing Best Practice AES-1-e: UC Berkeley would make informational presentations of all major projects in the City Environ in Berkeley to the Berkeley Planning Commission and, if relevant, the Berkeley Landmarks Preservation Commission for comment prior to schematic design review by the UC Berkeley Design Review Committee. Major projects in the City Environ in Oakland would similarly be presented to the Oakland Planning Commission and, if relevant, to the Oakland Landmarks Preservation Advisory Board. Whenever a project in the City Environ is under consideration by the UC Berkeley DRC, a staff representative designated by the city in which it is located would be invited to attend and comment on the project.

Continuing Best Practice AES-1-f: Each individual project built in the City Environ under the 2020 LRDP would be assessed to determine whether it could pose potential significant aesthetic impacts not anticipated in the 2020 LRDP, and if so, the project would be subject to further evaluation under CEQA.

LRDP Mitigation Measure AES-3-a: Lighting for new development projects would be designed to include shields and cut-offs that minimize light spillage onto unintended surfaces, and to minimize atmospheric light pollution. The only exception to this principle would be in those areas within the Campus Park where such features would be incompatible with the visual and/or historic character of the area.

AIR QUALITY

Continuing Best Practice AIR-1: UC Berkeley shall continue to implement the same or equivalent alternative transit programs, striving to improve the campus mode split and reduce the use of single occupant vehicles among students, staff, faculty and visitors to campus.

Continuing Best Practice AIR-4-a: UC Berkeley shall continue to include in all construction contracts the measures specified below to reduce fugitive dust impacts:

- All disturbed areas, including quarry product piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using tarps, water, (non-toxic) chemical stabilizer/suppressant, or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or (nontoxic) chemical stabilizer/suppressant.

When quarry product or trash materials are transported off-site, all material shall be covered, or at least two feet of freeboard space from the top of the container shall be maintained.

**LRDP Mitigation Measure AIR-4-a:** In addition, UC Berkeley shall include in all construction contracts the measures specified below to reduce fugitive dust impacts, including but not limited to the following:

- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When demolishing buildings, water shall be applied to all exterior surfaces of the building for dust suppression.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from paved areas of construction sites and from adjacent public streets as necessary. See also CBP HYD 1-b.
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions by utilizing sufficient water or by covering.
- Limit traffic speeds on unpaved roads to 15 mph.
- Water blasting shall be used in lieu of dry sand blasting wherever feasible.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with slopes over one percent.
- To the extent feasible, limit area subject to excavation, grading, and other construction activity at any one time.
- Replant vegetation in disturbed areas as quickly as possible.

**Continuing Best Practice AIR-4-b:** UC Berkeley shall continue to implement the following control measure to reduce emissions of diesel particulate matter and ozone precursors from construction equipment exhaust:

- Minimize idling time when construction equipment is not in use.

**LRDP Mitigation Measure AIR-4-b:** UC Berkeley shall implement the following control measures to reduce emissions of diesel particulate matter and ozone precursors from construction equipment exhaust:

- To the extent that equipment is available and cost effective, UC Berkeley shall require contractors to use alternatives to diesel fuel, retrofit existing engines in construction equipment and employ diesel particulate matter exhaust filtration devices.
- To the extent practicable, manage operation of heavy-duty equipment to reduce emissions, including the use of particulate traps.

**Continuing Best Practice AIR-5:** UC Berkeley will continue to implement transportation control measures such as supporting voluntary trip-reduction programs, ridesharing, and implementing improvements to bicycle facilities.

**LRDP Mitigation Measure AIR-5:** UC Berkeley will work with the City of Berkeley, ABAG and BAAQMD to ensure that emissions directly and indirectly associated with the campus are adequately accounted for and mitigated in applicable air quality planning efforts.

**BIOLOGICAL RESOURCES**
LRDP Mitigation Measure BIO-1-a: UC Berkeley will, to the full feasible extent, avoid the disturbance or removal of nests of raptors and other special-status bird species when in active use. A pre-construction nesting survey for loggerhead shrike or raptors, covering a 100 yard perimeter of the project site, would be conducted during the months of March through July prior to commencement of any project that may impact suitable nesting habitat on the Campus Park and Hill Campus. The survey would be conducted by a qualified biologist no more than 30 days prior to initiation of disturbance to potential nesting habitat. In the Hill Campus, surveys would be conducted for new construction projects involving removal of trees and other natural vegetation. In the Campus Park, surveys would be conducted for construction projects involving removal of mature trees within 100 feet of a Natural Area, Strawberry Creek, and the Hill Campus. If any of these species are found within the survey area, grading and construction in the area would not commence, or would continue only after the nests are protected by an adequate setback approved by a qualified biologist. To the full feasible extent, the nest location would be preserved, and alteration would only be allowed if a qualified biologist verifies that birds have either not begun egg-laying and incubation, or that the juveniles from those nests are foraging independently and capable of survival. A pre-construction survey is not required if construction activities commence during the non-nesting season (August through February).

LRDP Mitigation Measure BIO-1-b: UC Berkeley will, to the full feasible extent, avoid the remote potential for direct mortality of special-status bats and destruction of maternal roosts. A pre-construction roosting survey for special-status bat species, covering the project site and any affected buildings, would be conducted during the months of March through August prior to commencement of any project that may impact suitable maternal roosting habitat on the Campus Park and Hill Campus. The survey would be conducted by a qualified biologist no more than 30 days prior to initiation of disturbance to potential roosting habitat. In the Hill Campus, surveys would be conducted for new construction projects prior to grading, vegetation removal, and remodel or demolition of buildings with isolated attics and other suitable roosting habitat. In the Campus Park, surveys would be conducted for construction projects prior to remodel or demolition of buildings with isolated attics. If any maternal roosts are detected during the months of March through August, construction activities would not commence, or would continue only after the roost is protected by an adequate setback approved by a qualified biologist. To the full feasible extent, the maternal roost location would be preserved, and alteration would only be allowed if a qualified biologist verifies that bats have completed rearing young, that the juveniles are foraging independently and capable of survival, and bats have been subsequently passively excluded from the roost location. A pre-construction survey is not required if construction activities commence outside the maternal roosting season (September through February).

Continuing Best Practice BIO-1-a: UC Berkeley will continue to implement the Campus Specimen Tree Program to reduce adverse effects to specimen trees and flora. Replacement landscaping will be provided where specimen resources are adversely affected, either through salvage and relocation of existing trees and shrubs or through new plantings of the same genetic strain, as directed by the Campus Landscape Architect.

Continuing Best Practice BIO-1-b: Implementation of the 2020 LRDP, particularly the Campus Park Guidelines, as well as the Landscape Master Plan and project-specific design guidelines, would provide for stewardship of existing landscaping, and use of replacement and expanded tree and shrub plantings to preserve and enhance the Campus Park landscape. Coast live oak and other native plantings would continue to be used in future landscaping, serving to partially replace any trees lost as a result of projects implemented under the 2020 LRDP.

Continuing Best Practice BIO-1-c: Because trees and other vegetation require routine maintenance, as trees age and become senescent, UC Berkeley would continue to undertake trimming, thinning, or removal, particularly if trees become a safety hazard. Vegetation in the Hill Campus requires continuing management for fire safety, habitat
enhancement, and other objectives. This may include removal of mature trees such as native live oaks and non-native plantings of eucalyptus and pine.

CLIMATE CHANGE

Continuing Best Practice CLI-1: UC Berkeley would continue to implement provisions of the UC Policy on Sustainable Practices including, but not limited to: Green Building Design; Clean Energy Standards; Climate Protection Practices; Sustainable Transportation Practices; Sustainable Operations; Recycling and Waste Management; and Environmentally Preferable Purchasing Practices.

Continuing Best Practice CLI-2: UC Berkeley would continue to implement energy conservation measures (such as energy-efficient lighting and microprocessor-controlled HVAC equipment) to reduce the demand for electricity and natural gas. The energy conservation measures may be subject to modification as new technologies are developed or if current technologies become obsolete through replacement.

Continuing Best Practice CLI-3: UC Berkeley would continue to annually monitor and report upon its progress toward its greenhouse gas emission targets. UC Berkeley would continue to report actions undertaken in the past year, and update its climate action plan annually to specify actions that UC Berkeley is planning to undertake in the current year and future years to achieve emission targets.

CULTURAL RESOURCES

Continuing Best Practice CUL-1: In the event that paleontological resource evidence or a unique geological feature is identified during project planning or construction, the work would stop immediately and the find would be protected until its significance can be determined by a qualified paleontologist or geologist. If the resource is determined to be a “unique resource,” a mitigation plan would be formulated and implemented to appropriately protect the significance of the resource by preservation, documentation, and/or removal, prior to recommencing activities.

Continuing Best Practice CUL-2-a: If a project could cause a substantial adverse change in features that convey the significance of a primary or secondary resource, an Historic Structures Assessment (HSA) would be prepared. Recommendations of the HSA made in accordance with the Secretary of the Interior’s Standards would be implemented, in consultation with the UC Berkeley Design Review Committee and the State Historic Preservation Office, such that the integrity of the significant resource is preserved and protected. Copies of all reports would be filed in the University Archives/Bancroft Library.

Continuing Best Practice CUL-2-b: For projects with the potential to cause adverse changes in the significance of historical resources, UC Berkeley would make informational presentations of all major projects in the City Environrs in Berkeley to the Berkeley Planning Commission and the Berkeley Landmarks Preservation Commission for comment prior to schematic design review by the UC Berkeley Design Review Committee. Such projects in the City Environrs in Oakland would similarly be presented to the Oakland Planning Commission and the Oakland Landmarks Preservation Advisory Board.
LRDP Mitigation Measure CUL-3: If, in furtherance of the educational mission of the University, a project would require the demolition of a primary or secondary resource, or the alteration of such a resource in a manner not in conformance with the Secretary of the Interior’s Standards, the resource would be recorded to archival standards prior to its demolition or alteration.

LRDP Mitigation Measure CUL-4-a: UC Berkeley will create an internal document: a UCB Campus Archaeological Resources Sensitivity Map. The map will identify only the general locations of known and potential archaeological resources within the 2020 LRDP planning area. For the Hill Campus, the map will indicate the areas along drainages as being areas of high potential for the presence of archaeological resources. If any project would affect a resource, then either the project will be sited to avoid the location or, in consultation with a qualified archaeologist, UC Berkeley will determine the level of archaeological investigation that is appropriate for the project site and activity, prior to any construction or demolition activities.

LRDP Mitigation Measure CUL-4-b: If a resource is discovered during construction (whether or not an archaeologist is present), all soil disturbing work within 35 feet of the find shall cease. UC Berkeley shall contact a qualified archaeologist to provide and implement a plan for survey, subsurface investigation as needed to define the deposit, and assessment of the remainder of the site within the project area to determine whether the resource is significant and would be affected by the project, as outlined in Continuing Best Practice CUL-3-a. UC Berkeley would implement the recommendations of the archaeologist.

Continuing Best Practice CUL-4-b: In the event human or suspected human remains are discovered, UC Berkeley would notify the County Coroner who would determine whether the remains are subject to his or her authority. The Coroner would notify the Native American Heritage Commission if the remains are Native American. UC Berkeley would comply with the provisions of Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(d) regarding identification and involvement of the Native American Most Likely Descendant and with the provisions of the California Native American Graves Protection and Repatriation Act to ensure that the remains and any associated artifacts recovered are repatriated to the appropriate group, if requested.

Continuing Best Practice CUL-4-c: Prior to disturbing the soil, contractors shall be notified that they are required to watch for potential archaeological sites and artifacts and to notify UC Berkeley if any are found. In the event of a find, UC Berkeley shall implement LRDP Mitigation Measure CUL-4-b.

LRDP Mitigation Measure CUL-5: If, in furtherance of the educational mission of the University, a project would require damage to or demolition of a significant archaeological resource, a qualified archaeologist shall, in consultation with UC Berkeley:

- Prepare a research design and archaeological data recovery plan that would attempt to capture those categories of data for which the site is significant, and implement the data recovery plan prior to or during development of the site.
- Perform appropriate technical analyses, prepare a full written report and file it with the appropriate information center and provide for the permanent curation of recovered materials.

GEOLOGY, SEISMICITY AND SOILS

Continuing Best Practice GEO-1-a: UC Berkeley will continue to comply with the CBC and the University Policy on Seismic Safety.
Continuing Best Practice GEO-1-b: Site-specific geotechnical studies will be conducted under the supervision of a California Registered Engineering Geologist or licensed geotechnical engineer and UC Berkeley will incorporate recommendations for geotechnical hazard prevention and abatement into project design.

Continuing Best Practice GEO-1-c: The Seismic Review Committee (SRC) shall continue to review all seismic and structural engineering design for new and renovated existing buildings on campus and ensure that it conforms to the California Building Code and the University Policy on Seismic Safety.

Continuing Best Practice GEO-1-d: UC Berkeley shall continue to use site-specific seismic ground motion specifications developed for analysis and design of campus projects. The information provides much greater detail than conventional codes and is used for performance-based analyses.

Continuing Best Practice GEO-1-e: UC Berkeley will continue to implement the SAFER Program. Through this program, UC Berkeley has already identified all existing buildings in need of upgrades and is currently performing seismic upgrades on several of these buildings.

Continuing Best Practice GEO-1-f: Through the Office of Emergency Preparedness, UC Berkeley will continue to implement programs and projects in emergency planning, training, response, and recovery. Each campus building housing Berkeley students, faculty and staff has a Building Coordinator who prepares building response plans and coordinates education and planning for all building occupants.

Continuing Best Practice GEO-1-g: As stipulated in the University Policy on Seismic Safety, the design parameters for specific site peak acceleration and structural reinforcement will be determined by the geotechnical and structural engineer for each new or rehabilitation project proposed under the 2020 LRDP. The acceptable level of actual damage that could be sustained by specific structures would be calculated based on geotechnical information obtained at the specific building site.

Continuing Best Practice GEO-1-i: The site-specific geotechnical studies conducted under GEO-1-b will include an assessment of landslide hazard, including seismic vibration and other factors contributing to slope stability.

Continuing Best Practice GEO-2: Campus construction projects with potential to cause erosion or sediment loss, or discharge of other pollutants, would include the campus Stormwater Pollution Prevention Specification. This specification includes by reference the “Manual of Standards for Erosion and Sediment Control” of the Association of Bay Area Governments and requires that each large and exterior project develop an Erosion Control Plan.

HAZARDOUS MATERIALS

Continuing Best Practice HAZ-1: UC Berkeley shall continue to implement the same (or equivalent) health and safety plans, programs, practices and procedures related to the use, storage, disposal, or transportation of hazardous materials and wastes (including chemical, radioactive, and biohazardous materials and waste) during the 2020 LRDP planning horizon. These include, but are not necessarily limited to, requirements for safe transportation of hazardous materials, EH&S training programs, the Hazard Communication Program, publication and promulgation of drain disposal guidelines, the requirement that laboratories have Chemical Hygiene Plans, the Chemical Inventory Database, the Toxic Use Reduction Program, the Aboveground Storage Tank Spill Prevention Control and Countermeasure Plan, monitoring of underground storage tanks, hazardous waste disposal policies, the Chemical Exchange Program, the Hazardous Waste Minimization Program, the Biosafety Program, the Medical Waste Management Program, and the Radiation Safety Program. These programs may be subject to modification as more
stringent standards are developed or if the programs become obsolete through replacement by other programs that incorporate similar health and safety protection measures.

**Continuing Best Practice HAZ-2:** UC Berkeley shall continue to implement the same (or equivalent) programs related to laboratory animal use during the 2020 LRDP planning horizon, including, but not necessarily limited to, compliance with U.S. Public Health Service Regulations, the National Research Council Guide for the Care and Use of Laboratory Animals, and Animal Welfare Act regulations. These programs may be subject to modification as more stringent standards are developed or if the programs become obsolete through replacement by other programs that incorporate similar health and safety protection measures.

**Continuing Best Practice HAZ-3:** UC Berkeley shall continue to implement the same (or equivalent) programs related to transgenic materials use during the 2020 LRDP planning horizon, including, but not necessarily limited to, compliance with the NIH Guidelines for Research Involving Recombinant DNA Molecules, USDA requirements for open field-based research involving transgenic plants, and requiring registration with EH&S for all research involving transgenic plants. These programs may be subject to modification as more stringent standards are developed or if the programs become obsolete through replacement by other programs that incorporate similar health and safety protection measures.

**Continuing Best Practice HAZ-4:** UC Berkeley shall continue to perform site histories and due diligence assessments of all sites where ground-disturbing construction is proposed, to assess the potential for soil and groundwater contamination resulting from past or current site land uses at the site or in the vicinity. The investigation will include review of regulatory records, historical maps and other historical documents, and inspection of current site conditions. UC Berkeley would act to protect the health and safety of workers or others potentially exposed should hazardous site conditions be found.

**Continuing Best Practice HAZ-5:** UC Berkeley shall continue to perform hazardous materials surveys prior to capital projects in existing campus buildings. The campus shall continue to comply with federal, state, and local regulations governing the abatement and handling of hazardous building materials and each project shall address this requirement in all construction.

**HYDROLOGY AND WATER QUALITY**

**Continuing Best Practice HYD-1-a:** During the plan check review process and construction phase monitoring, UC Berkeley (EH&S) will verify that the proposed project complies with all applicable requirements and BMPs.

**Continuing Best Practice HYD-1-b:** UC Berkeley shall continue implementing an urban runoff management program containing BMPs as published in the Strawberry Creek Management Plan, and as developed through the campus municipal Stormwater Management Plan completed for its pending Phase II MS4 NPDES permit. UC Berkeley will continue to comply with the NPDES stormwater permitting requirements by implementing construction and post-construction control measures and BMPs required by project-specific SWPPP's and, upon its approval, by the Phase II SWMP to control pollution. Stormwater Pollution Prevention Plans would be prepared as required by the appropriate regulatory agencies including the Regional Water Quality Control Board and where applicable, according to the UC Berkeley Stormwater Pollution Prevention Specification to prevent discharge of
pollutants and to minimize sedimentation resulting from construction and the transport of soils by construction vehicles.

Continuing Best Practice HYD-1-c: UC Berkeley shall maintain a campus-wide educational program regarding safe use and disposal of facilities maintenance chemicals and laboratory chemicals, to prevent discharge of these pollutants to Strawberry Creek and the campus storm drains.

Continuing Best Practice HYD-1-d: UC Berkeley shall continue to implement the campus Drain Disposal Policy and Drain Disposal Guidelines which provide inspection, training, and oversight on use of the drains for chemical disposal for academic and research laboratories as well as shops and physical plant operations, to prevent harm to the sanitary sewer system.

Continuing Best Practice HYD-2-a: In addition to Hydrology Continuing Best Practices 1-a and 1-b above, UC Berkeley will continue to review each development project, to determine whether project runoff would increase pollutant loading. If it is determined that pollutant loading could lead to a violation of the Basin Plan, UC Berkeley would design and implement the necessary improvements to treat stormwater. Such improvements could include grassy swales, detention ponds, continuous centrifugal system units, catch basin oil filters, disconnected downspouts and stormwater planter boxes.

Continuing Best Practice HYD-2-b: Where feasible, parking would be built in covered parking structures and not exposed to rain to address potential stormwater runoff pollutant loads. See also HYD-2-a.

Continuing Best Practice HYD-2-c: Landscaped areas of development sites shall be designed to absorb runoff from rooftops and walkways. The Campus Landscape Architect shall ensure that open or porous paving systems be included in project designs wherever feasible, to minimize impervious surfaces and absorb runoff.

Continuing Best Practice HYD-3: In addition to Hydrology Continuing Best Practices 1-a, 1-b, 2-a and 2-c above, UC Berkeley will continue to review each development project, to determine whether rainwater infiltration to groundwater is affected. If it is determined that existing infiltration rates would be adversely affected, UC Berkeley would design and implement the necessary improvements to retain and infiltrate stormwater. Such improvements could include retention basins to collect and retain runoff, grassy swales, infiltration galleries, planter boxes, permeable pavement, or other retention methods. The goal of the improvement should be to ensure that there is no net decrease in the amount of water recharged to groundwater that serves as freshwater replenishment to Strawberry Creek. The improvement should maintain the volume of flows and times of concentration from any given site at pre-development conditions.

Continuing Best Practice HYD-4-a: In addition to Hydrology Continuing Best Practices 1-a, 1-b and 2-c, the campus storm drain system would be maintained and cleaned to accommodate existing runoff.

Continuing Best Practice HYD-4-b: For 2020 LRDP projects in the City Environments (excluding the Campus Park or Hill Campus) improvements would be coordinated with the City Public Works Department.

Continuing Best Practice HYD-4-e: UC Berkeley shall continue to manage runoff into storm drain systems such that the aggregate effect of projects implementing the 2020 LRDP is no net increase in runoff over existing conditions.
LAND USE

Continuing Best Practice LU-2-a: New projects in the Campus Park would as a general rule conform to the Campus Park Guidelines. The Guidelines include specific provisions to ensure projects at the city interface create a graceful transition from campus to city.

Continuing Best Practice LU-2-b: UC Berkeley would make informational presentations of all major projects in the City Environs in Berkeley to the Berkeley Planning Commission and, if relevant, the Berkeley Landmarks Preservation Commission for comment prior to schematic design review by the UC Berkeley Design Review Committee. Major projects in the City Environs in Oakland would similarly be presented to the Oakland Planning Commission and, if relevant, to the Oakland Landmarks Preservation Advisory Board. Whenever a project in the City Environs is under consideration by the UC Berkeley DRC, a staff representative designated by the city in which it is located would be invited to attend and comment on the project.

Continuing Best Practice LU-2-c: Each individual project built in the Hill Campus or the City Environs under the 2020 LRDP would be assessed to determine whether it could pose potential significant land use impacts not anticipated in the 2020 LRDP, and if so, the project would be subject to further evaluation under CEQA. In general, a project in the Hill Campus or the City Environs would be assumed to have the potential for significant land use impacts if it:

- Includes a use that is not permitted within the city general plan designation for the project site, or
- Has a greater number of stories and/or lesser setback dimensions than could be permitted for a project under the relevant city zoning ordinance as of July 2003.

NOISE

Continuing Best Practice NOI-2: Mechanical equipment selection and building design shielding would be used, as appropriate, so that noise levels from future building operations would not exceed the City of Berkeley Noise Ordinance limits for commercial areas or residential zones as measured on any commercial or residential property in the area surrounding a project proposed to implement the 2020 LRDP. Controls that would typically be incorporated to attain this outcome include selection of quiet equipment, sound attenuators on fans, sound attenuator packages for cooling towers and emergency generators, acoustical screen walls, and equipment enclosures.

LRDP Mitigation Measure NOI-3: The University would comply with building standards that reduce noise impacts to residents of University housing to the full feasible extent; additionally, any housing built in areas where noise exposure levels exceed 60 Ldn would incorporate design features to minimize noise exposures to occupants.

Continuing Best Practice NOI-4-a: The following measures would be included in all construction projects:

- Construction activities will be limited to a schedule that minimizes disruption to uses surrounding the project site as much as possible. Construction outside the Campus Park area will be scheduled within the allowable construction hours designated in the noise ordinance of the local jurisdiction to the full feasible extent, and exceptions will be avoided except where necessary.
- As feasible, construction equipment will be required to be muffled or controlled.
- The intensity of potential noise sources will be reduced where feasible by selection of quieter equipment (e.g. gas or electric equipment instead of diesel powered, low noise air compressors).
- Functions such as concrete mixing and equipment repair will be performed off-site whenever possible.

For projects requiring pile driving:

- With approval of the project structural engineer, pile holes will be pre-drilled to minimize the number of impacts necessary to seat the pile.
- Pile driving will be scheduled to have the least impact on nearby sensitive receptors.
- Pile drivers with the best available noise control technology will be used. For example, pile driving noise control may be achieved by shrouding the pile hammer point of impact, by placing resilient padding directly on top of the pile cap, and/or by reducing exhaust noise with a sound-absorbing muffler.
- Alternatives to impact hammers, such as oscillating or rotating pile installation systems, will be used where possible.

**Continuing Best Practice NOI-4-b:** UC Berkeley will continue to precede all new construction projects with community outreach and notification, with the purpose of ensuring that the mutual needs of the particular construction project and of those impacted by construction noise are met, to the extent feasible.

**LRDP Mitigation Measure NOI-5:** The following measures will be implemented to mitigate construction vibration:

- UC Berkeley will conduct a pre-construction survey prior to the start of pile driving. The survey will address susceptibility ratings of structures, proximity of sensitive receivers and equipment/operations, and surrounding soil conditions. This survey will document existing conditions as a baseline for determining changes subsequent to pile driving.
- UC Berkeley will establish a vibration checklist for determining whether or not vibration is an issue for a particular project.
- Prior to conducting vibration-causing construction, UC Berkeley will evaluate whether alternative methods are available, such as:
  - Using an alternative to impact pile driving such as vibratory pile drivers or oscillating or rotating pile installation methods.
  - Jetting or partial jetting of piles into place using a water injection at the tip of the pile.
- If vibration monitoring is deemed necessary, the number, type, and location of vibration sensors would be determined by UC Berkeley.

**PUBLIC SERVICES**

**Continuing Best Practice PUB-1.1:** UCPD would continue its partnership with the City of Berkeley police department to review service levels in the City Environ.

**Continuing Best Practice PUB-2.1-a:** UC Berkeley would continue to comply with Title 19 of the California Code of Regulations, which mandates firebreaks of up to 100 feet around buildings or structures in, upon or adjoining any mountainous, forested, brush- or grass-covered lands.

**Continuing Best Practice PUB-2.1-b:** UC Berkeley would continue on-going implementation of the Hill Area Fire Fuel Management Program.

**Continuing Best Practice PUB-2.1-c:** UC Berkeley would continue to plan and implement programs to reduce risk of wildland fires, including plan review and construction inspection programs that ensure that campus projects incorporate fire prevention measures.

**Continuing Best Practice PUB-2.3:** UC Berkeley would continue its partnership with LBNL, ACFD, and the City of Berkeley to ensure adequate fire and emergency service levels to the campus and UC facilities. This partnership shall include consultation on the adequacy of emergency access routes to all new University buildings.
LRDP Mitigation Measure PUB-2.4-a: In order to ensure adequate access for emergency vehicles when construction projects would result in temporary lane or roadway closures, campus project management staff would consult with the UCPD, campus EHS, the BFD and ACFD to evaluate alternative travel routes and temporary lane or roadway closures prior to the start of construction activity. UC Berkeley will ensure the selected alternative travel routes are not impeded by UC Berkeley activities.

LRDP Mitigation Measure PUB-2.4-b: To the extent feasible, the University would maintain at least one unobstructed lane in both directions on campus roadways at all times, including during construction. At any time only a single lane is available due to construction-related road closures, the University would provide a temporary traffic signal, signal persons (i.e. flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway, UC Berkeley would provide signage indicating alternative routes. In the case of Centennial Drive, any complete road closure would be limited to brief interruptions of traffic required by construction operations.

Continuing Best Practice PUB-2.4: To the extent feasible, for all projects in the City Environs, the University would include the undergrounding of surface utilities along project street frontages, in support of Berkeley General Plan Policy S-22.

TRANSPORTATION AND TRAFFIC

Continuing Best Practice TRA-1-b: UC Berkeley will continue to do strategic bicycle access planning. Issues addressed include bicycle access, circulation and amenities with the goal of increasing bicycle commuting and safety. Planning considers issues such as bicycle access to the campus from adjacent streets and public transit; bicycle, vehicle, and pedestrian interaction; bicycle parking; bicycle safety; incentive programs; education and enforcement; campus bicycle routes; and amenities such as showers. The scoping and budgeting of individual projects will include consideration of improvements to bicycle access.

Continuing Best Practice TRA-3-a: Early in construction period planning UC Berkeley shall meet with the contractor for each construction project to describe and establish best practices for reducing construction-period impacts on circulation and parking in the vicinity of the project site.

Continuing Best Practice TRA-3-b: For each construction project, UC Berkeley will require the prime contractor to prepare a Construction Traffic Management Plan which will include the following elements:

- Proposed truck routes to be used, consistent with the City truck route map.
- Construction hours, including limits on the number of truck trips during the a.m. and p.m. peak traffic periods (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.), if conditions demonstrate the need.
- Proposed employee parking plan (number of spaces and planned locations).
- Proposed construction equipment and materials staging areas, demonstrating minimal conflicts with circulation patterns.
- Expected traffic detours needed, planned duration of each, and traffic control plans for each.

Continuing Best Practice TRA-3-c: UC Berkeley will manage project schedules to minimize the overlap of excavation or other heavy truck activity periods that have the potential to combine impacts on traffic loads and street system capacity, to the extent feasible.

Continuing Best Practice TRA-3-d: UC Berkeley will reimburse the City of Berkeley for its fair share of costs associated with damage to City streets from University construction activities, provided that the City adopts a policy for such reimbursements applicable to all development projects within Berkeley.
Continuing Best Practice TRA-5: The University shall continue to work to coordinate local transit services as new academic buildings, parking facilities, and campus housing are completed, in order to accommodate changing demand locations or added demand.

LRDP Mitigation Measure TRA-6-a: The University will work with the City of Berkeley to redesign and, on a fair share basis, implement changes to either the westbound or northbound approach of the Cedar Street/Oxford Street intersection to provide a left-turn lane and a through lane. The University will contribute fair share funding for a periodic (annual or biennial) traffic count to allow the City to determine when an intersection redesign is needed. With the implementation of this mitigation measure, the intersection will operate at LOS B during the AM peak hour and LOS D during the PM peak hour.

LRDP Mitigation Measure TRA-6-b: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Durant Avenue/Piedmont Avenue intersection, when a signal warrant analysis shows the signal is needed. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal is warranted. With the implementation of this mitigation measure, the intersection will operate at LOS B during both AM and PM peak hours.

LRDP Mitigation Measure TRA-6-c: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Derby Street/Warring Street intersection, and provide an exclusive right-turn lane and an exclusive through lane on the westbound approach. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated capacity improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during the AM peak hour and LOS C during the PM peak hours.

LRDP Mitigation Measure TRA-6-d: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Addison Street/Oxford Street intersection, and provide the necessary provisions for coordination with adjacent signals along Oxford Street. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during both AM and PM peak hours.

LRDP Mitigation Measure TRA-6-e: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at Allston Way/Oxford Street intersection, and provide the necessary provisions for coordination with adjacent signals along Oxford Street. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impacted intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during both AM and PM peak hours.

LRDP Mitigation Measure TRA-6-f: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Kittredge Street/Oxford Street intersection, and provide the necessary provisions for coordination with adjacent signals along Oxford Street. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impacted intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS A during both AM and PM peak hours.
LRDP Mitigation Measure TRA-6-g: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Bancroft Way/ Ellsworth Street intersection, and provide the necessary provisions for coordination with adjacent signals along Bancroft Way. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated coordination improvements are warranted. With the implementation of this mitigation measure, the intersection will operate at LOS B during both AM and PM peak hours.

LRDP Mitigation Measure TRA-7: The University will work with the City of Berkeley to design and, on a fair share basis, install a signal at the Bancroft Way/ Piedmont Avenue intersection, and provide an exclusive left-turn lane and an exclusive through lane on the northbound approach. The University will contribute fair share funding for a periodic (annual or biennial) signal warrant check at this and other impact intersections, to allow the City to determine when a signal and the associated capacity improvements are warranted. With the implementation of this mitigation measure, the intersection would operate at LOS B during both AM and PM peak hours.

LRDP Mitigation Measure TRA-11: The University will implement the following measures to limit the shift to driving by existing and potential future non-auto commuters:

- Review the number of sold parking permits in relation to the number of campus parking spaces and demographic trends on a yearly basis, and establish limits on the total number of parking permits sold proportionate to the number of spaces, with the objective of reducing the ratio of permits to spaces over time as the number of spaces grows, thus ensuring that new supply improves the existing space-to-permit ratio without encouraging mode change to single occupant vehicles.

- As new parking becomes operational, assign a portion of the new or existing parking supply to short-term or visitor parking, thus targeting parkers who choose on-street parking now, and also effectively reserving part of the added supply for non-commuters.

- Expand the quantity of parking that is available only after 10:00 a.m., to avoid affecting the travel mode use patterns of the peak hour commuting population, as new parking inventory is added to the system.

- Review and consider reductions in attended parking as new parking inventory is added to the system and other impacts do not reduce parking supply.

Continuing Best Practice TRA-11: The University surveys the transportation practices of both students and employees at periodic intervals. In order to ensure the parking objective of the 2020 LRDP takes into account future changes in drive-alone rates, transit service and parking demand, the University will conduct such surveys at least once every 3 years; will make the survey results available to the public; and will review and, if appropriate, reduce the 2020 LRDP parking objective in light of those results.

UTILITIES AND SERVICE SYSTEMS

Continuing Best Practice USS-1.1: For campus development that increases water demand, UC Berkeley would continue to evaluate the size of existing distribution lines as well as pressure of the specific feed affected by development on a project-by-project basis, and necessary improvements would be incorporated into the scope of work for each project to maintain current service and performance levels. The design of the water distribution system, including fire flow, for new buildings would be coordinated among UC Berkeley staff, EBMUD, and the Berkeley Fire Department.

Continuing Best Practice USS-2.1-a: UC Berkeley will promote and expand the central energy management system (EMS), to tie building water meters into the system for flow monitoring.

Continuing Best Practice USS-2.1-b: UC Berkeley will analyze water and sewer systems on a project-by-project basis to determine specific capacity considerations in the planning of any project proposed under the 2020 LRDP.
Continuing Best Practice USS-2.1-c: UC Berkeley will continue and expand programs retrofitting plumbing in high-occupancy buildings, and seek funding for these programs from EBMUD or other outside agencies as appropriate.

Continuing Best Practice USS-2.1-d: UC Berkeley will continue to incorporate specific water conservation measures into project design to reduce water consumption and wastewater generation. This could include the use of special air-flow aerators, water-saving shower heads, flush cycle reducers, low-volume toilets, weather based or evapotranspiration irrigation controllers, drip irrigation systems, the use of drought resistant plantings in landscaped areas, and collaboration with EBMUD to explore suitable uses of recycled water.

Continuing Best Practice USS-2.1-e: The current agreement under which UC Berkeley makes payments to the City of Berkeley to help fund sewer improvements terminates at the conclusion of academic year 2005-2006 or upon approval of the 2020 LRDP. Any future payments to service providers to help fund wastewater treatment or collection facilities would conform to Section 54999 of the California Government Code, including but not limited to the following provisions:

- Fees would be limited to the cost of capital construction or expansion.
- Fees would be imposed only after an agreement has been negotiated by the University and the service provider.
- The service provider must demonstrate the fee is nondiscriminatory: i.e. the fee must not exceed an amount determined on the basis of the same objective criteria and methodology applied to comparable nonpublic users, and is not in excess of the proportionate share of the cost of the facilities of benefit to the entity property being charged, based upon the proportionate share of use of those facilities.
- The service provider must demonstrate the amount of the fee does not exceed the amount necessary to provide capital facilities for which the fee is charged.

Continuing Best Practice USS-3.1: UC Berkeley shall continue to manage runoff into storm drain systems such that the aggregate effect of projects implementing the 2020 LRDP is no net increase in runoff over existing conditions.

LRDP Mitigation Measure USS-3.2: In addition to Best Practice USS-3.1, projects proposed with potential to alter drainage patterns in the Hill Campus would be accompanied by a hydrologic modification analysis, and would incorporate a plan to prevent increases of flow from the project site, preventing downstream flooding and substantial siltation and erosion.

Continuing Best Practice USS-5.1: UC Berkeley would continue to implement a solid waste reduction and recycling program designed to reduce the total quantity of campus solid waste that is disposed of in landfills during implementation of the 2020 LRDP.

Continuing Best Practice USS-5.2: In accordance with the Regents-adopted green building policy and the policies of the 2020 LRDP, the University would develop a method to quantify solid waste diversion. Contractors working for the University would be required under their contracts to report their solid waste diversion according to the University’s waste management reporting requirements.

LRDP Mitigation Measure USS-5.2: Contractors on future UC Berkeley projects implemented under the 2020 LRDP will be required to recycle or salvage at least 50% of construction, demolition, or land clearing waste. Calculations may be done by weight or volume, but must be consistent throughout.
VI. PROJECT GRAPHICS

Figure 1. Regional Location
Figure 2. Project Location
Figure 3A. Berkeley Way West Site Plan Detail as of 3.23.15 (WRNS Studio)
Figure 3B. Berkeley Way West Level 1 Floor Plan 4.3.15 (WRNS Studio)
Figure 4. Sample site plan (conceptual only) for temporary surface parking at Tolman Hall site (March 2015, Physical and Environmental Planning)

Please also see project graphics package, published at realestate.berkeley.edu/berkeley-way.
APPENDIX A

Memorandum to the Downtown Berkeley Association from UC Berkeley Vice Chancellor Robert LaLanne
dated February 10, 2015

From: Robert J. Lalanne <vcre@berkeley.edu>
Date: Tue, Feb 10, 2015 at 10:00 AM
Subject: Re: DBA letter to Chancellor Dirks re Downtown Parking & Berkeley Way West Building Project
To: John Caner <jcaner@downtownberkeley.com>

Dear John and Ms. Medak:

Thank you for your letter concerning the new Berkeley Way West academic building. UC Berkeley, like the
Downtown Berkeley Association, has a stewardship interest in a vibrant, successful and accessible Downtown.
Vibrant urban qualities and a transit-oriented environment are some of the chief reasons for siting both
the Berkeley Way West building and the new Berkeley Art Museum/Pacific Film Archive in Downtown Berkeley.

In your letter, you raise a number of points concerning parking in Downtown Berkeley.

As you know, the Berkeley Way West project would construct a new academic and office building. The majority
of the building’s occupants (approximately 900) would be existing UC Berkeley affiliates currently housed in
University Hall and Tolman Hall. The primary users of the new building would be the Schools of Public Health,
Education and Psychology. Tolman Hall would be demolished after the new building opens. The project also
includes a small amount of local-serving, ground floor retail space (7-7,500 sf).

That said I appreciate your concern with the displacement of the 188 spaces at the Berkeley Way West project
site, as well as the displacement of about 250 spaces in the Bancroft/Fulton (Tang) lot as a result of the Cal
Aquatics Center.

UC Berkeley Parking & Transportation has developed a plan to accommodate the displaced campus parkers in
other campus parking lots that have available spaces during the day: in particular, more intensive use of the Foothill
and Witter parking lots, reclassification of parking spaces for permit holders in the Lower Hearst and Genetics
garages, attended parking at the Channing/Ellsworth garage, and allowing campus permits at the Golden Bear
Building. These locations can accommodate approximately 455 vehicles combined. Parking & Transportation will
also review the parking replacement strategy and highlight commute options – including campus’ reduced cost AC
Transit pass program, bicycling, walking and carpooling. The existing spaces described above – not to mention
the parking structure at Maxwell Field – will be available immediately when the Aquatics Center construction
(expected Summer 2015) and Berkeley Way West construction (planned Fall/Winter 2015) begins.

After the closure of the University Garage, the majority of campus parkers retained campus parking permits and
moved to other campus lots. While the ground floor retail space may generate some demand for parking – the
amount of space provided is small and be locally-serving, and in the spirit of the Downtown Area Plan, on-
site parking would not be provided. As shown through the goBerkeley project, using pricing and time limits to
manage daytime parking has been successful in making public parking for visitors more available and easier both on-
street and in the Center Street garage. If goBerkeley parking management principles are applied after the campus
and city parking goes offline – and they are applied more aggressively – then if overflow daytime parking occurs
Downtown, it should be managed in the short-term while we (City, campus, DBA, etc. collectively) work on
longer term solutions. We should note that the City also has a separate parking mitigation plan for the Center
Street garage closure.
Additionally, the price of on-street parking Downtown (at $2.75 and $1.50 per hour) remains substantially below the Council approved limit of $4 per hour under the goBerkeley pilot program (BMC 14.52.120(B)), while still allowing for some parking to be available both on-street and in Center Street garage before 6 pm. As you know, evening parking management and metering after 6 pm – when Downtown parking is most constrained and fewer UC Berkeley affiliates are using parking – was not pursued as part of the goBerkeley project. Specific to your point about UC leasing private parking for campus users, when the BAM/PFA project started, the owner of the Chase building indicated they had up to 150 underutilized spaces available during the daytime that they were willing to make available to UC Berkeley parkers.

In the future, when UC Berkeley examines potential for a new parking garage at University Hall, we would like to work with the Downtown Berkeley Association, particularly around the creation of a shared parking agreement, such that downtown visitors could use UC spaces in the evening when Downtown parking supply is most constrained. The University Hall site is identified for parking in the Downtown Area Plan, and we would work with you to see those planning goals incorporated into the project at a future time when it was proposed.

Again, we are committed to being an active partner in Downtown initiatives and look forward to working with you in the future.

Regards,
Bob