

ADDENDUM to the

**UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE
DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT**

for

STILES SITE STUDENT HOUSING PROJECT

PROJECT LOCATION:

UC BERKELEY ADJACENT BLOCKS SOUTH

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 2016

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 Stiles Site Student Housing project is also planned to meet several project-specific objectives:

1. Provide additional student housing beds to meet objectives of the 2020 LRDP to provide bed spaces equal to 100% of entering freshman by the year 2020; also provide bed capacity to support potential housing redevelopment (Stiles Developer RFQ, February 2015).
2. Provide affordable, economical housing for Berkeley students, particularly freshmen, in a setting that is supportive socially and pedagogically (Stiles Developer RFQ, February 2015).
3. Develop a student housing facility of sufficient density to enable it to cost efficiently provide student housing services supportive of new students to the Berkeley campus.
4. Develop a project that is financially feasible for a third party to finance, own and operate by a third party and thereby avoid impacts on constrained University capital resources.
5. Implement policies of the 2020 LRDP, including among others:
 - 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.
 - Housing policies of the 2020 LRDP: The objectives for the 2020 LRDP include a significant program of new undergraduate, graduate, and faculty housing. These objectives include location criteria: - New lower division student housing should be within a one mile radius of the center of campus, defined as Doe Library. - Increase single undergraduate bed space to equal 100% of entering freshmen plus 50% of sophomores and entering transfer students by 2020.

- Campus Land Use policies of the 2020 LRDP, including compliance with Location Guidelines (section 3.1.16 of the 2020 LRDP); and intensification of uses on university-owned land adjacent to the Campus Park.
 - 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 historic legacy of landscape and architecture. Plan every new project to respect and enhance the character, livability and cultural vitality of our City Environs.
 - 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.
6. Ensure Stiles Hall, the existing non-profit program currently operating at Bancroft and Dana, is not permanently displaced. Ensure it is able to maintain consistent operations throughout construction and following construction is housed in facilities that allow it to better meet its programmatic goals with reduced facilities maintenance burdens.

PROCESS TO DATE

UC Berkeley held a community meeting on the project the evening of November 16, 2015. Approximately 15 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. The executive director of Stiles Hall, David Stark, attended to speak in favor of the project. There was general support for the project among community members; concerns mentioned were about construction impacts of the project, design considerations including density of the project, and potential historic character of the existing building housing the non-profit Stiles Hall, and a mural facing the project site.

The University subsequently contracted with Knapp Architects for historic evaluation of the existing Stiles Hall and the mural. Stiles Hall is not considered to be individually significant under California Register Criteria 1, 2 or 3; the mural, Lou Silva's *Cross Section*, completed in 1970, is not considered significant under applicable criteria (Knapp Architects, 2016).

An informal technical review session between the University, architectural team, and City of Berkeley staff, looking at early schematics for the project, took place in February, 2016.

As further described in Section III, below, the project was also reviewed with the City of Berkeley Design Review Committee on March 17, 2016.

Prior to close of the public comment period on this Addendum, an editorial with objections to the project was published in the local press (Berkeleyside), urging individuals to comment. The comment pages in response to the editorial tended to strongly favor the project. Seventeen individuals also wrote to support the project, thirteen wrote with objections. Please see the response to comment portion of this Addendum.

PROPOSED ACTION

In order to accomplish key objectives, the University of California, Berkeley would enter into a ground lease with a American Campus Communities (ACC), a university housing development company, and Solomon Cordwell Buenz (SCB), architects in order to construct and operate, in conjunction with UC Berkeley student housing programs, a new 183,500 GSF dormitory-style housing project comprised of 783 beds, located south of the UC Berkeley Campus Park, between Bancroft Way to the north, Durant Avenue to the south, and Dana Street to the west, in the City of Berkeley, CA. The proposed project, referred to as Stiles Site Student Housing Project, would replace an existing 6,823 gross square foot two story building at 2400 Bancroft Way on the referenced block. Approximately 124 parking spaces serving UC Berkeley affiliates, including 84 striped parking spaces, will be removed by construction of the project.

The University would also enter into an agreement with the non-profit community service organization Stiles Hall operating at 2400 Bancroft, to provide updated space with reduced facilities maintenance burdens within the new building, and 4000 square feet of interim facilities in the Martin Luther King Jr. Student Union building, in the one-time bowling alley space, to allow programs to operate continuously while the project is constructed. The Stiles Site Student Housing Project is a mixed-use project proposed primarily for the purposes of providing incoming first year students state-of-the-art dormitory style residential accommodations. Accordingly, the project is planning for 779 beds in “pods” (distinct communities) of nominally 30 students each, housed primarily in double-occupancy units. (Two two bedroom apartments would house resident directors on site, adding four additional beds.) Each pod will include a dedicated resident advisor. Residents of each pod will have access to a variety of floor study lounge areas. Each pod will have gender inclusive bathroom facilities. Typical residential floors will include four pods of student communities, and a laundry room. The mixed-use components of the project are proposed to be located at the ground level, and include student housing amenities, administrative offices and support; approximately 7,000 SF of retail space for lease, subject to local taxation; and a 5,300 square foot tenant space for Stiles Hall. The only parking associated with the project is planned to accommodate approximately 85 bicycles for student residents and visitors; resident bicycle parking will be provided in a secured bike room accessed off of Durant Avenue. On-street bicycle parking (8 spaces) would be provided near the other entrances to the building and retail.

Student residents would be expected to dine at campus facilities, or at Crossroads, or Unit 3 dining commons.

As described further below (see Section II Project Description) the University proposes to maximize the development potential of the site by constructing an eight story building. The proposed height and density of the building would mediate between the Telegraph Commercial Subarea at the Bancroft frontage east of the site, and the University’s nine-story residential units south of the project site, consistent with goals of the Southside Plan to build a more cohesive district.

As described further below (see Section II Project Description) planning for the project is guided by both the UC Berkeley 2020 LRDP and the City of Berkeley Southside Area Plan, adopted by the Berkeley City Council

in September, 2011. The UC Berkeley Physical Design Framework (PDF), presented to the University of California Regents in November 2009, also informs the project; see discussion in Aesthetics, below.

UC Berkeley expects to submit the design of the project to the Regents for their consideration in May 2016, with a goal of building occupancy by August 2018. The existing Stiles Hall and parking lot would be demolished starting approximately December of 2016.

As further discussed in Section III. Plan and Policy Context, below, under the framework established in the UC Berkeley 2020 Long Range Development Plan, the site is within the City Environs - Adjacent Blocks South. The 2020 LRDP also identified a Housing Zone to be the focus of new housing development, that is within one mile of the center of campus, or within one block of a transit line providing trips to the center of campus in under 20 minutes; the project site is within this area. The project would also be consistent with the UC Berkeley Physical Design Framework, presented to the University of California Regents in November 2009: the orthogonal forms of the building would be intended to reinforce the urban fabric; the façade would be finished in a tripartite expression; the site plan implemented by the project would respect the form and scale of the urban fabric, and frame and activate the public realm; the materials for the site and building would be selected to be sympathetic to their context.

ENVIRONMENTAL REVIEW SUMMARY

The project may be eligible for a CEQA exemption, in accordance with CEQA Guidelines section 15332, in-fill development projects, as the project is consistent with applicable plans, would occur within city limits, is substantially surrounded by urban uses. The project site is much less than five acres; the site is adequately served by utilities; and the project would not result in significant impacts to traffic, noise, air quality, or water quality; nonetheless, the campus proceeded with this Environmental Assessment.

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 Stiles Site Student Housing 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/2020LRDP. The 2020 LRDP and the 2020 LRDP Environmental Impact Report (SCH #2003082131) are available online at realestate.berkeley.edu; LRDP Amendment #1 and Addendum #5 to the 2020 LRDP EIR addressing Climate Change are available online at <http://realestate.berkeley.edu/2020LRDP>.

This Addendum is published at a time concurrent with an expected increase in the undergraduate student population on the campus (see <http://universityofcalifornia.edu/news/uc-dramatically-boost-california-student-enrollment>). Estimates indicate up to a total of 1500 additional California resident undergraduate students may be enrolled at UC Berkeley over the next three years. Employee resources will increasingly be dedicated to the academic enterprise, but employee population is not expected to increase, given campus budget constraints (see <http://www.dailycal.org/2016/02/10/campus-announces-new-cost-cutting-measures-amid-structural-deficit/>).

Results of the 2014/15 campus transportation survey indicate that only four percent of undergraduates drive alone to campus.

The project would help alleviate some vehicle trips by removing parking, further discouraging commute by single occupancy vehicle. The project would further help alleviate trips by providing housing adjacent to campus.

This Addendum was initially published on Thursday March 24, 2016 to the UC Berkeley Real Estate division website, realestate.berkeley.edu, with an invitation to comment by 5 pm on Thursday, April 14, 2016. 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; the City of Berkeley is a potential responsible agency, with authority to approve the design elements that encroach over the sidewalk, in accordance with chapter 16.18 of the

Berkeley Municipal Code. The project would require a minor encroachment permit. See further discussion in Project Description, part II, below.

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 appear in the last section before the appendix.

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II. PROJECT DESCRIPTION

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PROJECT LOCATION

UC Berkeley is located in the City of Berkeley, approximately ten miles east of San Francisco, approximately half a mile from the downtown Berkeley station of the Bay Area Rapid Transit (BART). 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 BART and Alameda-Contra Costa Transit (AC Transit).

The site is located within the area designated in the 2020 LRDP as the Adjacent Blocks South. In 1997 the City and University adopted an agreement, stating “The city and the university will jointly participate in the preparation of a Southside Plan...the campus will acknowledge the Plan as the guide for developments within the Southside area” (2020 LRDP p.49). The project location conforms to the City of Berkeley’s Southside Plan Design Guidelines, which encourages the construction of new housing on surface parking lots. The City of Berkeley adopted the Southside Plan in 2011.

The Southside area is comprised of a mixture of land uses, including residential, office, retail, parking, schools, recreational and institutional uses. Buildings are eclectic, diverse and rich in style and detail. Examples include Bernard Maybeck's historic Christian Scientist Church and Mario Ciampi's modern University Art Museum.

A number of student housing projects have recently been completed by the private sector in the Adjacent Blocks South, and by the University in the greater Southside area. On Durant at Ellsworth (2301 Durant Avenue), a new five story privately run housing project provides 163 dormitory beds in 45 units of housing, completed fall of 2014. University student housing projects include the projects completed under the Underhill Area Projects Master Plan: Unit 1 and Unit 2 Infill, the Channing Bowditch student apartments, and the Central Dining Facility, all of which contribute a variety of architectural styles from mid-rise modern to brown shingle. The Maximino Martinez Commons, opened in the fall of 2012 between Channing Way and Haste Street, east of Telegraph, provides 416 beds of student housing in a modern five story building.

An existing two story office building at 2400 Bancroft Way, designed by Miller and Warnecke and completed in 1950, is currently at the project site. As discussed further below (see analysis in Section IV regarding Cultural Resources) the building is not an historic resource.

SITE PLAN DESCRIPTION

Please see graphic page number PG-5 for ground floor plan indicating ground floor features of the project.

The existing asphalt parking lot and existing two story office building at the Stiles Site Student Housing site would be largely transformed into the building floorplate of the new building. The project would have four main entries to the building, including one for the administrative offices and student areas, one for the new Stiles Hall, and one for each of the two new retail suites.

The project site abuts the public sidewalk along three edges of the property. The ground floor street frontage on these three corresponding facades will feature continuous glazing, interrupted at key points to allow for entrances, exit stairs, and a service entry for vehicles.

Frontage along Bancroft Way will be divided into three roughly equal segments including two retail tenant spaces, and the new home of Stiles Hall. The retail frontage will then wrap around the corner onto Dana Street and extend close to the middle of the block. The long façade on Dana Street will be broken in the middle at the entrance to the student bicycle parking and the service portion of the building. The glass frontage will then continue to the corner of Dana and Durant, revealing the student amenity spaces in that area such as an exercise room, and the main student entrance. And finally, frontage along Durant Ave will also be predominantly glass and will house the administrative offices. The resident entry to the building is on Dana at the corner of Durant.

Elevation change across the site is approximately 11 feet from the southwest corner to the northeast corner. This variation is taken up in the first and second floors: At the south end of the site where the residential amenity and office areas are, the floor to floor height is approximately 13'. As the site raises to the north side of the site where the retail is located, the second floor is eliminated, yielding a more appropriate floor to floor

height of approximately 17'; then as the grade continues to rise to the east on Bancroft to the commercial office space, the floor to floor is approximately 13'-6".

Access routes to the Stiles Site Student Housing building:

- The primary pedestrian entrance for the housing program would be at the corner of Dana and Durant; secondary pedestrian entrances would be available mid-block on Dana and along Durant adjacent to the non-UC parcel to the east. All sidewalks around the site would be designed to have a minimum of 6' of clear space for walking, per the City standard; the full sidewalk width (including both the walking clear space and areas with street trees, bike racks, utilities, etc.) would be 10' on Bancroft, 12' on Dana, and 16' on Durant.
- Bicycles coming to the site would be able to secure their bikes either to outdoor bike racks provided by the project or inside the project's secure bike room. Access to the building's bicycle storage room (accommodating approximately 85 bicycles) would be from Durant Avenue; this room would be for residents only. Exterior bicycle racks accommodating 8 bicycles will be located in close proximity to all pedestrian building entrances. The building will have a total of approximately 93 bicycle spaces. The project is located along the City's bicycle network: Dana Street has a southbound bike lane (Class II facility) and Bancroft Way is a bicycle route (Class III facility).
- Transit access to the project is very convenient and would connect the residents to the broader community and Bay Area. The project is located across the street from the Lower Sproul transit center on Bancroft Way, which is a major stop for AC Transit bus routes 1/1R, 49, 51B, 52, 851 and Transbay F. AC Transit provides bus service throughout Berkeley, the inner East Bay and western Contra Costa County, as well as select transbay routes to San Francisco. The project is approximately 2,800 feet (walking distance) from Downtown Berkeley BART. BART is 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. All UC Berkeley students receive unlimited AC Transit bus passes, paid for through student fees, to encourage transit use.
- UC Berkeley Parking & Transportation provides shuttle service (Bear Transit) around the campus as well as to/from Downtown Berkeley. The nearest stop is located on Bancroft Way across the street from the project site. Parking & Transportation also provides on-demand transport on-campus for persons with mobility challenges.
- Primary loading, trash and service access would be from Dana Street, where the building would have an enclosed back of house and mechanical area. Trash would be hand-carted outside on pick-up days and placed toward the curb, leaving a 6' sidewalk width along the property line for pedestrian passage. Management of this service would seek to avoid conflicts with Sunday services directly across Dana Street. Mail and parcel delivery (i.e., UPS, FedEx) for the residential portion of the building would use the entrance at the Dana/Durant corner. Mail and parcel delivery for the retail would use the individual entrances on Bancroft Way.
- On-street parking is available throughout the Southside, including Bancroft and Durant; most streets near the project site have metered parking or otherwise time-restricted parking for commercial district visitors.

- UC residential students are not permitted to purchase campus RH parking permits unless they meet specific special case requirements (e.g., disability). Residents of non-UC housing are not permitted to purchase RH parking permits, nor would they be eligible for student (S) parking permits because they would reside less than 2 miles from the campus. Therefore, parking access would be highly restricted to occupants of the building.

LANDSCAPE DESCRIPTION

Approximately 9,000 square feet of both occupiable and non-occupiable open space would be provided within the project boundary, including ground level garden court spaces associated with the student housing space and with the Stiles Hall tenant, an occupiable roof garden on the second level, and a view garden on the third level.

At the ground level, sidewalks, street trees, and bike racks will be replaced. The overhead utility lines along Dana and Durant will be undergrounded. Approximately one quarter of the building frontage along Dana steps back behind the property line and will incorporate planting and possibly seating.

Above grade garden areas will incorporate flow-through planters to provide a portion of the required stormwater filtration.

The existing landscape on site consists of a landscape border around a large parking lot. Street trees are present on all three street frontages; the condition of the majority of the city trees is poor, with species Tilias and species Camphor trees showing trunk decay and poor form. Due to the relatively narrow sidewalks, requirement to scaffold the building to apply finishes, and the plan to underground utilities on Dana and Durant, the other street trees will need to be removed for construction. They will be replaced with tree species and sizes as specified by the City of Berkeley arborist, and planting would comply with City tree planting location standards (transmitted by Gallagher, City of Berkeley, February 2016).

Two mature oak trees will be removed to make way for the project. Lumber from these trees will be harvested for use either on site or elsewhere on campus. The two big oaks and the two smaller magnolias on site have been identified by the campus landscape architect as specimen trees and would be replaced with bigger trees either on site if room or on campus, using a ratio of 3 to 1 with 48 inch box size for the oak replacements and 36 inch box size for the magnolia replacements.

The project has four main entries to the building, including one for the administrative offices and student areas, one for the community service agency Stiles Hall, and one for each of the two new retail suites.

The service and back of house entrance for loading and delivery access for the project on Dana Street would be enclosed to reduce noise and smell and provide security for the building.

The exterior lighting will take into consideration the safety and comfort of the user and the appearance of the exterior environment, as well as energy conservation. Strong shadows, hot spots and glare will be minimized. The perimeter of the building, pedestrian/egress paths and featured landscape elements will be appropriately illuminated for safety and 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.

BUILDING DESCRIPTION

Major building materials are expected to include prefinished metal panels, integrally colored stucco, fiber cement panels, cast in place concrete, and liberal amounts of vision glass associated with active-use program areas. Roof forms are proposed to be flat, utilizing materials with a high solar reflective index to address heat island effect.

The project site abuts the public sidewalk along three edges of the property, totaling 510 linear feet of frontage. The ground floor street frontage on these three corresponding facades will feature continuous glazing, interrupted at key points to allow for entrances, exit stairs, and a service entry. Frontage along Bancroft Way will be divided into three roughly equal segments including two retail tenant spaces, and the new home of Stiles Hall. The retail frontage will then wrap around the corner onto Dana Street and extend close to the middle of the block. The long façade on Dana Street will be broken in the middle at the entrance to the service portion of the building. The glass frontage will then continue to the corner of Dana and Durant, revealing the student amenity spaces in that area such as an exercise room, and the main student entrance. And finally, frontage along Durant Ave will also be predominantly glass and will house the administrative offices.

The project includes shared study spaces at the corners of Dana and Bancroft, and Dana and Durant, at all residential floors (2 through 8). The portions of building volume containing these spaces project up to three feet past the property line above the public right of way. The projections preserve interior spaces for the residential program, and give emphasis to the common areas in elevations of the building. An encroachment is needed in order to define strong urban corners and provide adequate interior space. The proposed encroachments are considered minor, as they would project less than 4' over the property line and occur more than 15 feet or more above the sidewalk (CBC Chapter 32).

Sustainable design has been integral to planning for the project. The Stiles Site Student Housing Project will achieve LEED Silver certification and will strive to achieve LEED Gold certification.

Concepts under development to ensure the building is sustainable include (subject to further review and feasibility analysis) in the project include:

- High performance thermal envelope.
- Heat recovery systems and high efficiency mechanical equipment
- Reduction of greenhouse gases through life cycle cost analysis of mechanical systems.
- The existing site is near 100% impermeable with existing hardscapes. New landscape areas will be integrated into the stormwater management plan to reduce runoff into storm drain system.
- Bicycle storage for residents and visitors.
- Reduction of heat island effect by specifying light colored paving and cool roofs where possible.
- Use of low flow plumbing fixtures.
- Operable windows in dorm rooms and some amenity spaces to allow natural ventilation
- Commissioning of building systems.

- Use of materials with recycled content as well as rapidly renewable materials (such as bamboo) are planned.
- Cast in place post-tensioned concrete structure which provides flexibility for adapting system updates over life of the facility.
- The site is well served by transit, with the Lower Sproul AC Transit hub located less than 1,000 feet from the project and the Downtown Berkeley BART station less than 2,800 feet from the project. No parking is added by the project; and student residents would be eligible for the University’s transportation programs offered through Parking & Transportation with their student fees.

Table I Stiles Site Student Housing Building Data

| <i>Element</i> | <i>Proposed Project</i> |
|--|--|
| Height | <p>81’-6” at typical roof taken from the low point of the property perimeter at the southwest corner (Dana and Durant) The resulting height taken at the northwest corner will be approximately 70’-6”, at the northeast and southeast corners will be approximately 78’.</p> <p>70 feet highest floor for occupancy at the southwest corner (below high rise designation in building code)</p> |
| Stories | <p>7 residential stories</p> <p>1 retail story</p> <hr/> <p>8 stories total</p> |
| Ground floor retail | Two spaces, each approximately 3500 square feet GSF |
| Stiles Hall community service program condominium interest | 5300 square feet ASF |
| Encroachment | <p>Minor building encroachments starting at the third floor as follows:</p> <p>Building encroachment starting at the third floor approximately 15’-6” above grade: Northwest corner exterior face projects 3’ north of property line and gradually reduces to 0’ at the northeast corner of the building (approximately 94’ wide). At the interior floor surface, this projection is maximum 1’.</p> <p>Building encroachment starting at the third floor,</p> |

| | |
|--|--|
| | <p>approximately 21' above grade: Southwest corner exterior facade projects 2' west of the property line and gradually reduces to 0' at 38' north of the southwest corner. There is no interior space that projects beyond the property line.</p> <p>Awnings at entry points may encroach up to 4' beyond property lines; this is less than 2/3 over the minimum sidewalk width of 10'. Height of encroaching elements vary, but are never less than 9' above grade.</p> |
|--|--|

Utilities: The project currently envisions using outside utilities (ie PG&E/EBMUD) and will need to compensate the city for any fees for work taking place in the right of way.

Electrical demand is estimated to be 960 kVa. Anticipated electrical services will be 1-2000A, 208/120V, and 1-1600A, 208/120V service. The connection is in design. It has not been determined if the project will be connected to UC Berkeley's central energy management system.

There is a 15" sanitary line on Durant and an 8" sanitary line on Bancroft that will serve the new building. Stormwater runoff from the improved site will be the same or less than the current runoff.

The project is fronted by a 10" water main on Bancroft Avenue. The fire flow test shows that the main can deliver 1500 gpm at 99 psi. There is adequate flow available for fireflow and domestic water. Domestic water is 4"(233 GPM) and fire service is 6" fire water service

Access and Parking: See also discussion under Site Plan Description, above.

The Stiles Site Student Housing project would be accessed by foot or bicycle: no vehicle parking is to be provided. By design, the project is located within the Southside residential and Telegraph commercial neighborhood and within walking distance to local and regional bus and rail transit service (AC Transit and BART, respectively). Student residents would be across the street from the Campus Park and Bear Transit campus shuttle service stop.

Secure bicycle parking is included within the proposed Stiles Site Student Housing building for building residents, and has a separate entrance along Durant Avenue.

All residents 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, unlimited-ride transit passes for students on AC Transit (the Class Pass, which is funded through student fees as voted in a referendum); a pre-tax transit ticket purchase program with discounts for some transit providers (through WageWorks); carshare service (e.g., City Car Share, Zip Car); carpool

programs; Bear Transit shuttle service, 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 all new students and employees. 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.

UC residential students are not permitted to purchase campus RH parking permits unless they meet specific special case requirements (e.g., disability). Residents of non-UC housing are not permitted to purchase RH parking permits, nor would they be eligible for student (S) parking permits because they would reside less than two miles from the campus. Therefore, parking access would be highly restricted to occupants of the building.

The project site currently accommodates approximately 120 vehicles with campus parking permits during the day and paid visitor parking during the evening. The nearest University-operated parking for University permit holders is located at Bancroft Way and Ellsworth (MLK Parking Structure, approximately 200 spaces); Bancroft Way and College Avenue (Bancroft Structure, approximately 150 spaces) and at College Avenue and Haste (Underhill Parking Structure, approximately 975 spaces) and elsewhere in the campus environs. The Lower Sproul garage (approximately 90 spaces), located under Lower Sproul Plaza and accessed via a driveway on Bancroft Way across from the project site, and the Stadium Parking Structure on Gayley Road (approximately 450 spaces) are available for campus visitors, including those attending performances at Zellerbach Hall. Regardless, parking in the immediate vicinity of the site area is considered by many observers to be a scarce resource.

The campus 2020 Long Range Development Plan includes campus policy to increase parking supply, and replace and consolidate parking displaced by new projects (LRDP chapter 9, Campus Access); most recently, the Stadium Parking Garage, a privately-operated garage beneath Maxwell Field and proposed in accordance with campus plans, has been constructed and opened in accordance with the LRDP. 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.

UC Berkeley's housing policies and LRDP Housing Zone reflect a strategic decision to accommodate new residents within a 20-minute transit ride to campus as a way to reduce the need for vehicle commuting. Likely the result of both this Housing Zone policy and the existing transportation programs 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 43 percent in 2015. Drive alone rates among students have also decreased; however, the five percent of students who reported driving alone make up a

much smaller group of all permit holders. As previously noted, UC Berkeley students living within two miles of the campus are generally not eligible for campus parking permits which, in conjunction with new housing, incentivizes students to use non-vehicle travel options.

Additionally, consistent with adopted plans, UC Berkeley and the City of Berkeley continue to collaborate on transportation projects to reduce the transportation-related effects of campus growth. The campus and City are entering the third phase of the jointly managed LRDP-TDM Settlement Funding Agreement, under which the campus funds transit, bicycle and pedestrian access projects around the campus as a way to reduce the need for campus affiliates to drive.

PROGRAM DESCRIPTION

The new building would provide a new home for the existing Stiles Hall program, and provide high density first year student housing located immediately adjacent to both the UC Berkeley campus and City of Berkeley urban amenities. The new student housing will provide more than 780 students with a living community where student life and learning environments are literally across the street; including dining facilities, the newly renovated student union, and student recreation and athletics facilities promoting student health and wellness. It is expected that the property will be occupied by first year students during the academic school year and may be used for summer camps and conferences.

The first floor will be comprised of retail and office space along Bancroft and Dana, and student amenity and administrative office space along Dana and Durant. There will be a “back of house” area with maintenance work and office areas. First floor amenity spaces will include lounge and social areas, a study room, a fitness room, and an exterior courtyard. The second through eighth floors will have dorm rooms, RA rooms, common study rooms, laundry rooms, and bathrooms. The second floor will also have a common exterior terrace. The third floor will have a planted courtyard which is not accessible to students but is viewed from above.

Daily visitor use will be limited to ground floor retail areas. Deliveries consist of daily mail, UPS, Fedex, etc., as well as infrequent delivery service for building maintenance and operations.

Dorm rooms will accommodate two occupants each. They will be grouped in pods which will house 30 students plus one on-site resident assistant. Bathroom areas will be common to the floors and are designed to be flexible to be assigned to pods and/or by gender as desired over time.

The site has excellent access as it is bordered by car, bike, and dedicated bus and campus shuttle routes to its north, west, and south boundaries. The vast majority of trips at the site would be pedestrians walking to/from the central campus. The main vehicular traffic is along Bancroft Way with one way traffic east. Service vehicles are expected to access the site along Durant Avenue. Vehicle traffic generated by the project would be minimal most of the year, limited to trips generated during move in and move out. Dedicated bike parking will be accessed off of Durant Avenue. There are 85 bike parking spaces in the building, 8 spaces at the exterior, and there is no vehicle parking on site.

The existing Stiles Hall would be accommodated during the construction period at space in the basement of the Martin Luther King Jr Student Union building.

Table 2 Stiles Site Student Housing Project Space Data

| <i>Program type</i> | <i>Proposed Project</i> |
|-------------------------------------|-------------------------|
| Residential | 155,865 GSF |
| Amenity Space and Management Office | 10,253 GSF |
| Back of House / MEP | 4,867 GSF |
| Office (Stiles Hall) | 5,372 GSF |
| Retail/Restaurant | 7,099 GSF |
| Total building area | <u>183,456 sf</u> |

Table 3 Stiles Site Student Housing Project Occupancy Data

| <i>Program type</i> | <i>Anticipated occupancy</i> |
|-------------------------------------|--------------------------------|
| Residential | 783 (non standard time of day) |
| Amenity Space and Management Office | 103 |
| Back of House / MEP | 17 |
| Office (Stiles Hall) | 102 |
| Retail/Restaurant | 237 |
| Total occupancy | 1238 |

LRDP EIR MEASURES INCORPORATED INTO PROJECT AS PROPOSED

The following 2020 LRDP EIR mitigation measures and best practices relevant to the Stiles Site Student Housing Project are incorporated into the project as proposed, will be incorporated into construction specifications, or are addressed by operations of the University or the project operator, as appropriate. These measures become part of performance obligations under the agreement between the University and the developer. They are excerpted from the 2020 LRDP Final EIR, Vol 3A, Table 2-1.

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 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 AES-1-f: Each individual project built in the City Environs 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.

Continuing Best Practice AES-1-g: To the extent feasible, University housing projects in the 2020 LRDP Housing Zone would not have a greater number of stories nor have setback dimensions less than could be permitted for a project under the relevant city zoning ordinance as of July 2003.

Continuing Best Practice AES-1-h: Assuming the City adopts the Southside Plan without substantive changes, the University would as a general rule use, as its guide for the location and design of University projects implemented under the 2020 LRDP within the area of the Southside Plan, the design guidelines and standards prescribed in the Southside Plan, which would supersede provisions of the City's prior zoning policy

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.

LRDP Mitigation Measure AES-3-b: As part of the design review procedures described in the above Continuing Best Practices, light and glare would be given specific consideration, and measures incorporated into the project design to minimize both. In general, exterior surfaces would not be reflective: architectural screens and shading devices are preferable to reflective glass.

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 Environs 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 Environs 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.

Continuing Best Practice CUL-4-a: In the event resources are determined to be present at a project site, the following actions would be implemented as appropriate to the resource and the proposed disturbance:

- UC Berkeley shall retain a qualified archaeologist to conduct a subsurface investigation of the project site, to ascertain the extent of the deposit of any buried archaeological materials relative to the project's area of potential effects. The archaeologist would prepare a site record and file it with the California Historical Resource Information System.
- If the resource extends into the project's area of potential effects, the resource would be evaluated by a qualified archaeologist. UC Berkeley as lead agency would consider this evaluation in determining whether the resource qualifies as a historical resource or a unique archaeological resource under the criteria of CEQA Guidelines section 15064.5. If the resource does not qualify, or if no resource is present within the project area of potential effects, this would be noted in the environmental document and no further mitigation is required unless there is a discovery during construction (see below).
- If a resource within the project area of potential effect is determined to qualify as an historical resource or a unique archaeological resource in accordance with CEQA, UC Berkeley shall consult with a qualified archaeologist to mitigate the effect through data recovery if appropriate to the resource, or to consider means of avoiding or reducing ground disturbance within the site boundaries, including minor modifications of building footprint, landscape modification, the placement of protective fill, the establishment of a preservation easement, or other means that would permit avoidance or substantial preservation in place of the resource. If further data recovery, avoidance or substantial preservation in place is not feasible, UC Berkeley shall implement LRDP Mitigation Measure CUL-5, outlined below.
- A written report of the results of investigations would be prepared by a qualified archaeologist and filed with the University Archives/ Bancroft Library and the Northwest Information Center.

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-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-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.

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 SWPPPs 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-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 Environs (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-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.

Continuing Best Practice LU-2-d: Assuming the City adopts the Southside Plan without substantive changes, the University would as a general rule use, as its guide for the location and design of University projects implemented under the 2020 LRDP within the area of the Southside Plan, the design guidelines and standards prescribed in the Southside Plan, which would supersede provisions of the City's prior zoning policy.

Continuing Best Practice LU-2-e: To the extent feasible, University housing projects in the 2020 LRDP Housing Zone would not have a greater number of stories nor 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 L_{dn} 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 Environs.

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 EH&S, 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 carriers (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-2: The following housing and transportation policies will be continued:

- Except for disabled students, students living in UC Berkeley housing would only be eligible for a daytime student fee lot permit or residence hall parking based upon demonstrated need, which could include medical, employment, academic and other criteria.

An educational and informational program for students on commute alternatives would be expanded to include all new housing sites.

LRDP Mitigation Measure TRA-2: The planned parking supply for University housing projects under the 2020 LRDP would comply with the relevant municipal zoning ordinance as of July 2003. Where the planned parking supply included in a University housing project would make it ineligible for approval under the subject ordinance, UC Berkeley would conduct further review of parking demand and supply in accordance with CEQA.

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-g (sample of items TRA-6-a through 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.

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.

LRDP Mitigation Measure TRA-12: The University shall prepare a strategic pedestrian improvement plan that outlines the expected locations and types of pedestrian improvements that may be desirable to accommodate 2020 LRDP growth. The plan shall be flexible to respond to changing conditions as the LRDP builds out, and shall contain optional strategies and improvements that can be applied to specific problems that arise as the LRDP builds out. The University shall develop the Plan in consultation with the City of Berkeley, and work with the City to implement plan elements as needed during the life of the 2020 LRDP on a fair share basis.

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.

DEMOLITION AND CONSTRUCTION

Overall construction of the Stiles Site Student Housing project would take approximately 19 months and is anticipated to begin in the late winter of 2016. As with any campus project, demolition and construction would result in noise and limited 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 driving activities are anticipated at this time and excavation work will be limited to site grading and subsequent footing excavation. 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. Construction work requiring temporary changes or inconveniences to transit service provided by AC Transit, Bear Transit and LBNL would be coordinated directly with AC Transit, Parking & Transportation and LBNL. On behalf of UC Berkeley, the developer would closely coordinate with the City of Berkeley.

Demolition of Stiles Hall could begin in January, 2017. 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 project 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. 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. The demolition process will be implemented in a systematic/safe and controlled approach. The number one priority of any demolition process is the safety of the public and workers.

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 (excluding any abatement) and off-haul is expected to take four 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 construction, the project proposes to occupy a portion of Dana Street and re-direct vehicle traffic to other routes. As shown in the draft construction diagrams included in the graphics package, Dana Street would be open only to pedestrians, bicycles and construction traffic during the 19 months the project is under construction. Vehicles wishing to turn from Bancroft to Dana would be redirected to Fulton Street.

During construction of the project, all applicable mitigation measures and continuing best practices from the UC Berkeley 2020 Long Range Development Plan EIR will be implemented.

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 also designates a “Housing Zone” as the appropriate location for new housing, such as the Stiles Site Student Housing project, and suggests that capital investment in the Housing Zone through 2020 may result in a net increase of up to 2,600 bed spaces. See the 2020 LRDP EIR, Volume 1, page 3.1-48.

The 2020 LRDP notes that the block where Stiles Site Student Housing is located would be a candidate for development. See the 2020 LRDP EIR, Volume 1, page 3.1-20.

Recognizing that university housing may be delivered through alternative strategies, the 2020 LRDP notes that:

Some new university housing can also be accommodated on current university-owned land. However, in order to meet the targets described in Campus Housing, some of this new housing would have to be constructed on land within the Housing Zone which is not presently owned by the university.

The university will explore a full range of delivery options for each such project, including partnerships with private sector developers as well as direct acquisition and construction by the university. In those instances where the university does find it necessary to acquire land, preference should be given to sites which are underutilized, which are not on the tax rolls, and/or where displacement of existing tenants can be minimized.

See the 2020 LRDP EIR, Volume 1, page 3.1-23.

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 South and within the Housing Zone.

The following **2020 LRDP Objectives** are particularly relevant to the proposed project:

Provide the housing, access, and services we require to support a vital intellectual community and promote full engagement in campus life.

The proposed project would expand the supply of student housing in areas targeted by the LRDP (see 2020 LRDP EIR, Volume 1, page 3.1-25). As of April 2016, the inventory of beds in the campus housing system is 8239, which would increase to 9022 with the proposed project; the LRDP housing goal is 10,790 beds. The Stiles Site Student Housing project supports a vital intellectual community in the vicinity of campus, and promotes full engagement of students in campus life.

Campus leaders are fully informed about the trends in parking lost to development proposals. The project site is located within the LRDP Housing Zone, which is meant to encourage transit, walking and bicycling and reduce drive-alone trips and parking demand from students.

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 to maximize the number of beds that can be achieved without sacrificing programmatic goals for livability of the space, in order to leverage the significant investment of a new building project within the planning envelope for the site. In part this is achieved through agreement with the non-profit Stiles Hall to rationalize the building area for the new project. The project will bring a very intensive land use to an urban site long identified as a building site in previous planning and environmental documents.

The LRDP notes that both land and capital are scarce at UC Berkeley, and investment decisions must consider the long term best interest of the campus as a whole. The decision to lease the Stiles property to a private development entity committed to construction and successful operation of a housing project assists the University by augmenting University resources for capital improvements.

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-entitled construction is subject to the Policy on Sustainable Practices (<http://www.ucop.edu/facil/sustain/>) which include green building design practices. The project would be designed to at minimum meet LEED Silver standards for new buildings, but is targeting LEED Gold. The project replaces a surface parking lot with housing, and provides 93 bicycle parking spaces, advancing environmental goals to provide housing while discouraging vehicle trips. The site is also well served by transit.

Plan every new project to respect and enhance the character, livability, and cultural vitality of our city environs.

See discussion of the project and the Southside Area Plan, below. The project was designed to contribute to the adjacent urban fabric, in particular by knitting the commercial frontage along Bancroft to be more continuous, and providing housing as promoted in the Southside Area Plan. The project provides a new home for Stiles Hall, an important community institution that contributes to the livability and cultural vitality of the city environs, while allowing the non-profit Stiles Hall to have new and updated facilities into the future. The project would improve sidewalks and the pedestrian environment along the project site, per Southside Plan goals. Sidewalks, existing street trees, and bike racks will be replaced. Planting will be integrated into setback areas while maintaining a minimum clear sidewalk width on all street frontages of 6'. Overhead utility lines will be undergrounded along both Dana and Durant.

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

See discussion of the project and the Southside Area Plan, below. The City of Berkeley Design Review Committee reviewed the design of the project in March 2016 and objected to the scale of the project and design elements, as summarized below; the Committee was generally supportive of the land use. See further discussion of comments of the meeting, below.

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 II, Project Description, above, 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 of 2015 and January of 2016, and staff representatives from the City of Berkeley were present. Presentations included views of the new design, discussion of the building's program, description of materials and treatment of the building exterior. Major themes were addressed in the schematic building design, including: Need for strong base in façade design, to comport to city design guidelines, minimize perceived mass of building; façade materials should be of residential and not institutional character; should reflect 50 year lifespan quality of building; need environmental control strategy, given west facing façade and windows. In January, the campus DRC supported the design approach shown in the project graphics; concluded that the encroachments proposed at the buildings corners seemed acceptable from a design perspective; and requested that solar treatment of west windows should continue to be refined.

A presentation to the City of Berkeley Design Review Committee was made in March 2016. Three community members spoke following the presentation, focusing on concerns about the scale and density of the project, the historic importance of the existing building on the site. One community member, on behalf of a business immediately adjacent to the project site, shared a memorandum citing concern that the proposed project is of a scale that is insensitive to the area (McClung and 2430 Arts Alliance, *Memorandum Regarding the Proposed Stiles Student Housing Project*, 3.17.16). Below is a summary of comments received (underlined), and responses to those comments:

Open Spaces: should be at building exterior rather than interior, where they will be dark during most of the day, unusable for students. Consider setbacks at Durant, Dana. Third floor open space a "waste" would rather see it on the street. Move open space to street to enliven facade.

Response: The design team looked at flipping the "L-Shaped" southern block of the building such that the open space faced Dana instead of the interior block. Due to the 10' setback required by code for unprotected window openings at the east property line, this results in a less efficient floor plan. More topically, this would result in less shared outdoor space at the ground level – and our opinion is that space at grade recovered along Dana isn't programmable space, it would just function as a slightly deeper foreground. Shifting more outdoor space to the second floor detaches the use/amenity from the bulk of the student population, as the second floor would house less than the current 27 students in any new configuration. Ultimately, while more access to sunlight would indeed result, the space would be less oriented to the population it serves. Finally, the mass of the building, if shifted to the east, would significantly shade the neighboring properties' rear yards.

Scale: Not contextual, too large for site. Too much program horizontally and vertically.

Response: This is a high density residential mixed-use project. A 50% reduction in bed count or density, as proposed by the 2430 Arts Alliance, is not supported by the goals of the project or of the Southside Plan. Maintaining the bed count, which is fundamental to the proposal, and easing the setbacks from the street frontages, would require a high-rise solution to achieve the same number of beds – similar to the Unit and Infill projects. High rise construction requires a number of more stringent fire/life-safety requirements for smoke control, which would result in higher costs.

Use: Very supportive of use.

Design: "Fine"; "composition fine"; too generic could be anywhere. Concern that materials are not durable enough for housing.

A number of alternatives for façade composition and exterior building character were presented to the campus design review committee, and the presented scheme was unanimously endorsed by that committee of peer design professionals. Some of the criticism of the alternative schemes included not “embracing the project’s bigness”, whereas the present scheme was perceived as more authentic in representation. In addition, the campus DRC was concerned about energy performance, and discussed the trade-offs between modest dorm windows and building performance. The combination of cement fiber panels, stucco, and high performance glazing is a proven combination in the local climate. The stud cavity walls allow space for blanket insulation, which is augmented by a continuous rigid insulation board outboard of the framing – resulting in a high performance envelope. The structural frame is concrete, the most robust material in the code.

Windows: Too small, cell like.

Response: The windows are 3’x6’ per residential unit. All units have equal windows, establishing equitable amenities in room stock. The façade composition strategy recognizes the ‘sameness’ of the window fenestration, introducing a dynamic grid element to organize and provide depth to the building’s exterior expression – taking emphasis off the standard window. Currently, the exterior enclosure is just over 25% glass, which is a recognized metric for building performance – under the current state energy code prescriptive method, anything over 30% glass is prohibited. The preferred strategy allows the design to maximize the window area in the shared study and amenity spaces, which benefits the entire community. While window sizes could be increased, the design team feels the proposed size is appropriate relative to the size of the units.

Concern about interior program spaces: Don't appear to be enough showers for number of people in building; doubles not very generous; social spaces appear too tiny (but supportive of social spaces).

Response: The space per occupant and fixture per occupant proposed is appropriate for this housing style; further, the space and fixture count are more generous than the University is currently providing in triple rooms in existing dormitories. For comparison:

Table 4 Stiles Site Student Housing Program Space Comparison

| <i>Feature</i> | <i>Unit 3 - triples</i> | <i>Stiles Site Student Housing</i> |
|---------------------------|-------------------------------------|--|
| Room size | 180 sf | 192 sf |
| Per room occupancy | Three people | Two people |
| Space per person | 77.5 sf | 98 sf |
| Ratio of people to shower | 1:8.6 (30 showers to 260 residents) | 1:6.9 (112 showers to 779 residents ¹) |

¹ The project provides 783 beds, but four occupants will live in apartments with separate bathrooms.

The summary above responds to a majority of comments; one committee member expressed full support for the project as proposed.

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 improve the sidewalk and streetscape environment along the project frontages to create a seamless, pleasant and safe walking environment for the sizable pedestrian population walking to and from the campus' Spieker Plaza entrance at Dana and Bancroft.

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 promotes street level activity and safety through programming active and visually open areas at the ground level. These spaces create pedestrian activity as well as eyes on the street, enlivening the block. On Bancroft, there is commercial office and retail/restaurant use. On Dana, there are retail frontage and student fitness and lounge areas. On Durant there are administrative offices. The project encourages pedestrian flow down Dana due to the secure entry location at the south west corner.

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

The Stiles Site Student Housing project embraces its role as an urban infill project, substantively engaging each of the site's street frontages, and anchoring the corners with main building entries at the ground level, as well as social lounges functioning as student living rooms at the upper levels. Featuring a cast in place concrete structural frame, and by virtue of the terms of the ground lease, the project is the essence of a long term investment.

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 Stiles Site Student Housing utilizes traditional urban design principles in its planning – activated street frontages (retail store frontages, residential amenities), major building entries situated at prominent street corners, and internally focused courtyards and garden spaces. The building’s exterior character is envisioned as a studied composition of dynamic, yet highly rational façade components that seek to provide depth and contrast in materials, colors and textures. Passive solar strategies, including horizontal and vertical window shading elements, will be tuned to the various façade exposures, with special attention given to the larger window expanse associated with the student social lounges.

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 shown in the graphics package, the building has a strong base along all street frontages. The facades above are primarily composed of punched windows which fall between the structural grid. In addition to this primary grid, a super grid is expressed within the façade finishes to add visual interest and to reduce the perception of the building scale. Glass walls are used to articulate corners at shared study lounges, the primary stair, and retail and amenity spaces. Materials are anticipated to be high quality, likely utilizing a mix of integral color fiber cement rain screen and cement plaster.

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 building incorporates rooftop equipment screening which will be designed to complement the building architecture.

SOUTHSIDE AREA PLAN (2011)

The proposed project is consistent with stated goals of the Southside Plan (see page 7):

The Southside Plan's major goals are as follows:

Housing: Create additional housing at appropriate locations to help meet the housing demand for students and people employed nearby, thus taking advantage of proximity to the University and Downtown to reduce automobile dependence and to increase travel to work or school by non-automobile transportation. Encourage the provision of affordable housing.

Land Use: Provide for a high-density residential and commercial mixed-use edge to the University of California campus and the "spine" along Telegraph Avenue. The high-density edge and spine are the focus for infill development. Development becomes progressively less dense and more residential in use the greater the distance from Bancroft and Telegraph, providing a buffer and transition to the lower density residential areas to the east and south of the Southside Area.

Transportation: Increase the quality, amenity, and use of all non-automotive modes (public transit, bicycles, and pedestrian), and reduce the number of trips made in single-occupant automobiles.

The Southside Plan also states (excerpted):

Policy LU-A2: Housing and mixed use projects with housing for students should be the University of California's highest priority for the use of University-owned opportunity sites in the Southside except those with frontage on Bancroft." ...and...

Policy LU-C1: Suitable sites that are the highest priority for redevelopment and reuse in the Southside, in order of priority, include:

..

- Surface parking lots and single-level parking garages on Bancroft, Durant, and Telegraph Avenues

Policy LU-D1: Encourage development of infill buildings along the south side of Bancroft Way so that it becomes a more vital corridor serving students and other users of the Southside.

A. Encourage mixed-use buildings.

B. Encourage pedestrian-oriented uses on ground floor street frontages.

Policy LU-D2: Encourage the University to consider modifications to some of the existing campus buildings and facilities along Bancroft Way to create a better connection between the campus and the Southside, such as:

A. Develop retail and pedestrian spaces along the north side of Bancroft, between Telegraph Avenue and Dana Street.

Policy LU-D3: Improve the pedestrian environment along Bancroft Way with better bus stops, wider sidewalks wherever possible, sidewalk lighting, additional street trees, and other streetscape amenities.

Policy LU-F5: Encourage housing to be built on surface parking lots in the Residential Subareas.

A. Support development of student housing on University-owned and other surface parking lots in the Residential Subareas.

Policy LU-F8: Allow in the Residential Mixed Use Subarea a variety of different land uses including housing; university facilities, offices, and student support services; religious, social and cultural institutions with associated offices, facilities, and ancillary uses; educational uses; recreation facilities; hotels;

appropriate neighborhood-serving retail uses; and parking garages. Mixed-use developments that include housing are the preferred use.

Policy LU-F18: Encourage and support transit and other alternatives to automobile use in the Southside.

Policy T-C3: The City, University and private property owners should provide more short-term and nighttime bike parking in the Southside and on campus.

Policy T-C4: Develop a program of sidewalk and intersection repair improvements.

(C) Develop and implement intersection improvements for major pedestrian intersections such as Bancroft at College, Bancroft and Dana, and Telegraph at Dwight.

(E) Add disabled access ramps at major intersections. Add or refurbish curb ramps at major intersection to provide optimal safe access. Where existing infrastructure elements prevent building a ramp, evaluate either repositioning the problematic elements or using a “bulb-out” to create the surface necessary for a safe ramp.

(F) Install pedestrian level lighting wherever and whenever feasible.

Policy T-D3: Implement streetscape improvements to calm traffic and facilitate pedestrian crossing.

(A) Consider adding “bulb-outs” at intersections.

Policy T-F3: Improve pedestrian access to the retail district and pedestrian travel within the district.

(B) Reduce sidewalk bottlenecks in the commercial area.

Policy CC-E2: Improve and repair sidewalks, provide adequate sidewalk width, and provide disabled ramps at all intersections,

Policy CC-E4: Improve pedestrian safety throughout the Southside.

The Southside Area Plan designates the site as part of the “Residential Mixed Use” subarea. As noted in the *Southside Plan Design Guidelines*, “This subarea has many significant buildings and significant uses, but with the mixture of building forms and the gaps created by parking lots, it does not appear or feel as cohesive as the other subareas in the Southside” (page 6, *Southside Plan Design Guidelines*, adopted by the Planning Commission April 2011). The *Guidelines* also note that “large underused sites create opportunities for contemporary design that respects the historical context.”

The Southside Plan transportation element describes the potential conversion of streets around the site to two-way travel. Recent City-led studies have evaluated this scenario on Bancroft and Durant; however, there is no known timeframe for when this change might occur. Nothing in the project’s site design would affect the ability of the City to make the proposed street changes in the future, nor would key elements of the project be affected by this change.

IV. 2020 LRDP ENVIRONMENTAL IMPACT REPORT – IMPACT SUMMARY AND PROJECT-RELATED ANALYSIS

AESTHETICS

The project description for the 2020 LRDP EIR, Figures 3.1-2 and 3.1-3B, identified the proposed site for the Stiles Site Student Housing project as an opportunity site, potentially subject to a change in visual character if new development is proposed and approved. 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).

There are no scenic vistas in the vicinity of the project and no impact will occur. See 2020 LRDP EIR analysis, Vol 1, 4.1-6 to 4.1-9.

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 Stiles site are poor, featuring surface parking on asphalt, and a small office building that is in some disrepair. The project is expected to improve the existing visual character of the site and its surroundings. A survey of existing trees on the project site was completed in November 2015. Seventeen trees were evaluated. The Campus Landscape Architect has determined two specimen trees occur within the area of potential impact for the project. These are oak trees that are currently surrounded by asphalt and auto parking. See discussion of project actions to address this loss in Landscape Description in Section II, above.

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) as described in the Project Description, above.

The project site has more than ten feet of grade change across the area. Where grade is highest, the project is within height limits suggested by the Southside Area Plan, which is 75 feet with a use permit; where grade is lowest, the building height is 81.6 feet, as described in Table 1, above. Each residential story of the building represents approximately 125 student beds (including resident assistants). 2020 LRDP EIR Continuing Best Practice AES-1-g states that: To the extent feasible, University housing projects in the 2020 LRDP Housing Zone would not have a greater number of stories nor have setback dimensions less than could be permitted for a project under the relevant city zoning ordinance as of July 2003. Reducing the number of stories in the building would make it infeasible to develop (SCB, February 2016).

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.

The existing Stiles Hall may 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. Potential contaminants 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. 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 Stiles Site Student Housing is anticipated to begin in December 2016. Commonly major construction operations are coordinated to help reduce impacts in the vicinity and on campus. Demolition of Stiles Hall could occur in January 2017.

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 Stiles Site Student Housing project would not be a significant source of pollutants, TACs or diesel particulate matter. Construction -- including demolition of Stiles 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 section also examines the City of Berkeley’s Coast Live Oak tree removal ordinance. The proposed project, including the removal of two coast live oak on campus property, would not change the LRDP EIR conclusion.

The 2020 LRDP EIR summarizes the campus Specimen Tree Program. Specimen trees have been identified on the project site by the campus landscape architect, and must either be transplanted, or must be replaced by new planting in kind or from species previously recorded on campus at a ratio of 3 to 1 in closest available sizes. New plantings are selected as horticulturally appropriate at largest possible nursery sizes. Landscaped areas are restored to the full feasible extent. See discussion of Landscape Description in Section II, above, describing actions the project will take addressing loss of specimen trees and loss of street trees necessitated by construction work, including undergrounding of utilities.

The proposed project, including demolition of Stiles Hall and construction and operation of the new Stiles Site Student Housing, 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 commencement of construction 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 or 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).

The existing Stiles Hall is on the SHRI, and is considered a secondary historical resource, listed as needing further evaluation. Stiles Hall does not appear on the list of historic resources in the City of Berkeley's Southside Area Plan, completed in 2011 – see its Appendix A.

The University contracted with Knapp Architects for historic evaluation of the existing Stiles Hall and the mural on the west facing exterior wall of the Musical Offering business. Stiles Hall is not considered to be individually significant under California Register Criteria 1, 2 or 3; the mural, Lou Silva's *Cross Section*, completed in 1970, is not considered significant under applicable criteria (Knapp Architects, 2016; see Appendix B).

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). The University has undertaken preparation of an historic report, including photographs.

Assembly Bill 52 (AB 52) went into effect on July 1, 2015 to consider Tribal Cultural Resources (TCR) during the CEQA process. As part of AB 52, the Public Resources Code has been amended and supplemented to direct lead agencies to consult with California Native American tribes that have requested to participate in consultation for the purpose of protecting and/or mitigating impacts to TCR under CEQA.

UC Berkeley's 2020 LRDP EIR, certified by the Regents in 2005, analyzed the environmental impacts associated with the development of the campus. At that time, there were no known tribal-related resources on developed portions of the UC Berkeley campus or City Environs. Archeological resources are

documented on the campus' archaeological inventory survey. Should any potential resources be uncovered during construction, 2020 LRDP EIR Mitigation Measures and Best Practices (CUL-4a-c) would be implemented and include appropriate consultation.

The project would be undertaken at a previously developed site. Most of the parcels in Berkeley have experienced multiple phases of building and demolition in the past 100 or more years. Archaeological materials would not be anticipated at the 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 south 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 one kilometer northeast of the site. The site is not located within an Alquist-Priolo Earthquake Fault Zone (AP Zone).

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. 4.5-17 to 4.5-24). A geotechnical report, with recommendations, has been drafted for the project site (Langan Treadwell Rollo, December 2015). Planning and design for project has incorporated all applicable Geology, Seismicity and Soils mitigation measures and best practices.

The Stiles Site Student Housing building will be designed to meet requirements of the 2013 California Building code. The University's typical seismic peer review process is in progress. General design criteria is under review including the Risk Category, geotechnical information, and foundation recommendations. The design team is pursuing a meeting with the Seismic Review Committee in April 2016 to present the structural system design and peer review recommendations.

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 for retail, replacement office, and housing. The project does not include wet laboratory space. 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, develop a surface parking lot, and provide student housing in a modern building, featuring updated low flow fixtures and other efficiencies. Plumbing fixtures installed will meet modern low flow standards, targeting 40% indoor water reduction below the LEED baseline. A landscape based stormwater treatment system consisting of flow-through planters will be incorporated into the landscape design. These planter areas will handle the filtration of impervious area stormwater and will be designed to meet MS4 requirements. A preliminary post construction water balance calculator completed for the Stiles Site Student Housing Project determined that the project would reduce runoff volumes over pre-project conditions (SCB, March 2016).

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 Stiles Site Student Housing project implements land use goals of both the city of Berkeley's Southside Area Plan, and the campus Long Range Development Plan. See Thematic Response One in the Response to Comments section of this document.

The project would remove surface auto parking; however, the site has been identified as an opportunity site for some time. The project is located within the LRDP Housing Zone (see 2020 LRDP EIR, Location Guidelines, p. 3.1-61).

As noted in Aesthetics, above, the project site has more than ten feet of grade change across the area. Where grade is highest, the project is within height limits suggested by the Southside Area Plan, which is 75 feet with a use permit; where grade is lowest, the building height is 81.6 feet, as described in Table 1, above, exceeding height limits established in the Southside Plan. Each residential story of the building represents approximately 125 student beds (including RA's). 2020 LRDP EIR Continuing Best Practice AES-1-g states that: To the extent feasible, University housing projects in the 2020 LRDP Housing Zone would not have a greater number of stories nor have setback dimensions less than could be permitted for a project under the relevant city zoning ordinance as of July 2003. Reducing the number of stories in the building would make it infeasible to develop (SCB, personal communication, February 2016). However, the land use proposed itself is consistent with the Southside Plan. Incremental height increases would not necessitate further

environmental review (see, for example, Staff Report to Planning Commission, 1.20.16, regarding city council referral on Telegraph Avenue C-T District FAR changes).

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). As noted at page 4.8-15, “The University is constitutionally exempt from local land use regulations when using its property in furtherance of its educational mission. The University is the only agency with jurisdiction over such projects. Therefore, the potential impact of the 2020 LRDP with respect to land use plans, policies or regulations of agencies with jurisdiction over the project is less than significant and requires no mitigation.” 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 Lower Sproul project just northeast of the project site completed construction in 2015, 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 Stiles Site Student Housing 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

This Addendum is published at a time concurrent with an expected increase in the undergraduate student population on campus (see <http://universityofcalifornia.edu/news/uc-dramatically-boost-california-student-enrollment>). Estimates indicate up to a total of 1500 additional California resident undergraduate students may be enrolled at UC Berkeley over the next three years. Employee resources will increasingly be dedicated to the academic enterprise, but employee population is not expected to increase, given campus budget constraints (see <http://www.dailycal.org/2016/02/10/campus-announces-new-cost-cutting-measures-amid-structural-deficit/>).

The proposed project was conceived prior to news of new enrollment targets, and is part of meeting 2020 LRDP housing targets to guarantee a bed to first year students while striving to house more continuing students. The proposed project would not result in new or more severe impacts than analyzed in the 2020 LRDP FEIR.

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).

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; campus fire marshals will have this responsibility for the occupants of the project.

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, 4.11-11 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

The proposed project would implement components of the campus' related housing and campus access goals by locating new student housing within a mile of campus and near major transit corridors. The purpose of this is to encourage transit use, walking and bicycling, to reduce drive alone commuting and parking demand, and to reduce greenhouse gas emissions related to commuting. Campus policies and transportation programs influence the quantity and mode by which trips are made; one of the ways this is further encouraged is by unbundling parking and housing and by restricting parking permit access to residents.

The metric for evaluating potential effects on the surrounding transportation system is trip generation. As noted in the 2020 LRDP EIR (see page F.1-8 and F.1-9 in Volume 2) the primary factor for estimating the number of trips generated by a project 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). As noted in Table 5, below, rather than increase parking supply, the campus parking supply has been reduced during recent years.

This Addendum is published at a time concurrent with an expected increase in the undergraduate student population on the campus (see <http://universityofcalifornia.edu/news/uc-dramatically-boost-california-student-enrollment>). Estimates indicate up to a total of 1500 additional California resident undergraduate students may be enrolled at UC Berkeley over the next three years. Employee resources will increasingly be dedicated to the academic enterprise, but employee population is not expected to increase, given campus budget constraints (see <http://www.dailycal.org/2016/02/10/campus-announces-new-cost-cutting-measures-amid-structural-deficit/>).

Results of the 2014/15 campus transportation survey indicate that only four percent of undergraduates drive alone to campus.

The project would help alleviate some vehicle trips by removing parking, further discouraging commute by single occupancy vehicle. The project would further help alleviate trips by providing housing adjacent to campus.

The project would result in a significant increase in pedestrian trips, particularly at the intersection of Dana/Bancroft entrance to the campus and at the Durant/Dana intersection adjacent to the project's main entrance, as well as some bicycle and transit person trips. Pedestrian travel and safety was of particular concern and discussion in the Southside Plan (see related policies in Section III, consistency with local plans). Both the Bancroft Way/Dana Street and Durant Avenue/Dana Street intersections are signalized to accommodate the existing pedestrian crossing volumes at the intersections. A signal was recently installed at Dana/Bancroft, which is consistent with City plans for improving pedestrian safety at the intersection's crosswalks. As part of the project design, the sidewalks along the project frontage would be reconstructed to meet the standards set forth in the Southside design guidelines, as well as to accomplish goals of the city's Pedestrian Master Plan. Under the Master Plan, the city would require a minimum clear passage zone (the area dedicated for pedestrian travel exclusive of the curb, furnishings and building frontage) of 6 feet, but would support a wider passage zone on busy pedestrian streets such as those around the project site. The purpose of a wider passage zone is to ensure that pedestrians, as well as those with mobility devices have safe and adequate passage. As noted above, all sidewalks around the site would be designed to have a minimum of 6' of clear space for walking, per the City standard; the full sidewalk width (including both the walking clear space and areas with street trees, bike racks, utilities, etc) would be 10' on Bancroft, 12' on Dana, and 16' on Durant.

The project is located along a City of Berkeley bicycle route (Dana Street) and campus bike route (Spieker Plaza). However, in order to meet program requirements and feasibility goals for the development, the supply of bicycle parking proposed as part of the project does not meet either city or campus bicycle parking targets.² The fact that the site is immediately proximate to the UC Berkeley Campus Park, permitting easy pedestrian access, would alleviate some anticipated demand; further both the City of Berkeley and UC Berkeley expect to implement bike share programs in the immediate vicinity, that may reduce demand for residential bike parking (Bike East Bay website, downloaded March 2016).

The UC Berkeley campus parking inventory would be reduced by construction of this project. 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.

² The campus generally requires projects to provide bicycle parking for at least 15% of occupants at non-residential program space and recommends bicycle parking for 50% of occupants in residential buildings. The City of Berkeley code would require 1 short-term bicycle parking space for every 2,000 gsf of retail space; 1 long-term bicycle parking space for every 2,500 gsf and 1 short-term bicycle parking space for every 10,000 gsf of office space; 1 long-term bike parking space for every 2.5 beds and 1 short-term bike parking space for every 20 beds for residential space.

TABLE 5. UC BERKELEY PARKING INVENTORY, CHANGES UNDER 2020 LRDP, WITHOUT STILES SITE STUDENT HOUSING PROJECT

| Project | Number of Spaces |
|--|------------------|
| LRDP Envelope | 2,300 |
| Berkeley Way/DHS surface parking | 135 |
| Early Childhood Education Center | -53 |
| Martinez Commons (“Anna Head West”) | -216 |
| Prospect Court (SCIP project) | -7 |
| International House (SCIP project) | -24 |
| Dwight Childcare | -17 |
| Kleeberger Lot (SCIP project) | -161 |
| CMS Lots (SCIP project) | -121 |
| BAM/PFA (striped only) | -221 |
| Aquatics at Tang Lot (pending) | -176 |
| Boalt lot reconfiguration | -10 |
| MLK Garage reconfiguration (Lower Sproul) | -20 |
| Foothill restriping | 10 |
| Prospect Court: PHA 2013 settlement re: Maxwell Garage | -56 |
| PHA 2013 settlement re: Maxwell Garage to be removed effective January 1, 2018 | -79 |
| Attended parking changes | -85 |
| Stadium Garage (privately-operated) | 450 |
| Berkeley Way West surface parking | -188 |
| Tolman Hall temporary parking (proposed) | 280 |
| <i>Added to date</i> | -618 |
| LRDP Balance Remaining April 2015 | 2,900 |

TABLE 6. UC BERKELEY PARKING INVENTORY, CHANGES WITH STILES PROJECT

| Project | Number of Spaces |
|--|------------------|
| LRDP Envelope | 2300 |
| LRDP Balance Remaining April 2015 | 2900 |
| Dana/Durant Lot (Stiles) | -120 |
| <i>Subtotal, LRDP Balance January 2016</i> | 2800 |
| LRDP Balance Remaining, Fall 2018 | 2800 |

Changes in traffic may occur as drivers shift to other parking facilities. 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 Stadium Garage east of campus or at existing

campus parking facilities. However, the campus parking inventory is dispersed throughout the campus and the surrounding blocks, and no significant change due to vehicle travel changes is expected to exacerbate conditions at any one location. Additionally, the University manages its parking supply to accommodate those who drive and park on campus. Alternatively, the reduction in parking locally may increase demand for on-street parking in the immediate area, but the increase is not expected to be substantial because the lot is primarily for permit holders who would likely first attempt to relocate to other UC permit parking facilities; visitors using the lot after 5pm could now use the Lower Sproul garage which opened in 2015 and is reserved for short-term visitor parking; and the City of Berkeley goBerkeley parking management program is responsive to changes in demand. The City of Berkeley was also the recipient of a grant to study how to better manage residential parking surrounding commercial areas, such as the Southside.

2020 LRDP Mitigation Measure TRA-2 relates to parking provisions at University housing projects complying with relevant municipal zoning ordinances. The City of Berkeley would generally require student housing (dormitories) to provide one parking space for every five residents. However, the Southside Plan includes several “car-free” zones to recognize the unique position of the neighborhood adjacent to campus and in a transit-rich area within a ½ mile of BART. Students living in the proposed project would not be eligible for UC parking permits without first meeting special requirements, nor would they be eligible for City residential parking permits because of the current zoning. The City would require some vehicle parking for commercial uses, but allows mixed-use projects with group housing to request special administrative use permits to waive this vehicle parking requirement. The proposed retail space in the project is small (<10,000 gsf), would be locally-serving and is not anticipated to generate demand for additional vehicle parking.

Consistent with the University’s Continuing Best Practice TRA-2, which states that only a very limited number of students with special circumstances would be eligible for parking, no parking is proposed and those students with special circumstances would need to parking in other UC facilities.

This information about parking changes is provided as background and for information about where current vehicles parked at Stiles might change parking locations. 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 (TRA-6) 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 proposed construction traffic plan is shown in the attached graphics package. As shown, the project is currently proposing to restrict access on Dana Street to only allow pedestrians on the western sidewalk, bicyclists on a protected facility on the west side of the street, and construction traffic in the remaining lanes. The temporary closure of Dana Street between Bancroft and Durant would result in some traffic being re-routed to other routes in the area, such as Fulton Street. This temporary change is expected to result in some local inconvenience, particularly for those who might be searching for parking; however, alternate routes are observed to generally operate well today and the minor increase in traffic to these parallel facilities is not expected to substantially degrade the existing conditions. The construction management plan would include detour signage to direct drivers around the construction condition.

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.

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. Increases in undergraduate student enrollment may total 1500 new students over the next three years. As recently surveyed, only some 4% of undergraduates drive alone to campus (2014/15 UC Berkeley Transportation Survey summary). The proposed project provides student housing immediately adjacent to campus, consistent with the 2020 LRDP and local plans.

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).

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.

There is an existing 15” sanitary line on Durant and an 8” sanitary line on Bancroft that will serve the new building. Stormwater runoff from the improved site will be the same or less than the current runoff. There is no stormwater sewer in this area. A preliminary post construction water balance calculator completed for the Stiles Site Student Housing Project determined that the project would reduce runoff volumes over pre-project conditions (SCB, March 2016).

At each upper floor, recycling and composting bins will be provided in the trash rooms. Building staff will utilize chutes or elevators to move material to the ground floor main trash room. At the ground floor, building staff will collect recycling and composting from residential office and amenity areas and transfer to the main trash room. Residential recycling and compost pick-up will be coordinated with service providers. The retail and Stiles Hall spaces will have separate recycling and composting service which they will manage.

The project is designed to meet Title 24 energy conservation requirements 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.

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 utilities and service systems impacts (2020 LRDP FEIR Vol. 1, 4.13-5, 4.13-10 to 4.13-12, 4.13-15 to 4.13-16, 4.13-18, 4.13-21 to 4.13-22, 4.13-25 to 4.13-28).

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.

ADDENDUM to the

**UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE
DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT**

for

STILES SITE STUDENT HOUSING PROJECT

SECTION V

COMMENTS AND RESPONSES

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

Responses to comments on the Stiles Site Student Housing Addendum

Table of Comment Letters Received (Thirty in total) – shaded letters have detailed responses in tables below

| Date received | Author | Overview | Response |
|---------------|---------------------|--|---|
| April 14 | 2430 Arts Alliance | Objections to project | See detailed summary and response |
| April 13 | Alkon, Margaret | Support for full project | Comment noted; support appreciated. |
| April 14 | BAHA | Objections to project | See detailed summary and response |
| April 13 | Berry, Christopher | Support for full project | Comment noted; support appreciated. |
| April 14 | Blume, Michael | Support for full project – “could be higher” | Comment noted; support appreciated. Please see Addendum discussion regarding the University objective to be guided by the City of Berkeley Southside Plan at this site. |
| April 13 | Braatz, Jason | Support for full project | Comment noted; support appreciated. |
| April 13 | Chatterjee, Anirvan | Support for full project; think about interface with car or bike sharing | Comment noted; support appreciated. |
| April 13 | Cone, Andres P. | Support for full project | Comment noted; support appreciated. |
| April 14 | Cook, Neil | Concerned that project is too small, should be more than 8 stories | Please see Addendum discussion regarding the University objective to be guided by the City of Berkeley Southside Plan at this site. |
| April 13 | Drostsen, Fritzi | Building is a monolith; takes up badly needed parking, no need for retail, looks like a prison, consider an EIR | Comments noted. Please see detailed responses below, in particular to Holden and Arts Alliance, for further response. |
| April 13 | Freeman, Graham | Support for full project; request that next one be taller and denser | Comment noted; support appreciated. |
| April 14 | Gerke, Adair | Support for full project | Comment noted; support appreciated. |
| April 13 | Hitchen, John | Completely oppose unattractive oversized building with no setbacks; no breaks in “monolithic” walls; please build it about half the size and then return to community for input. Oppose any building over 4 stories. | Comment noted. Please see discussion in response to item 2 in the Valenzuela/Calfee letter, below regarding setbacks. Please also see Thematic Response One. |
| April 14 | Holden, Martin | Objections to project | See detailed summary and response |
| April 13 | Johnson, Hans | Support for full project | Comment noted; support appreciated. |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | | | |
|----------|---------------------|---|---|
| April 14 | Kamen, Paul | Concerned that project is too small, should be 30 stories | Comment noted; support appreciated. Please see Addendum discussion regarding the University objective to be guided by the City of Berkeley Southside Plan at this site. |
| April 13 | Ladd, Watson | Support for full project – could add two additional stories. Will reduce pressure on incomes of many Berkeley residents who rent market rates. | Comment noted; support appreciated. Please see Addendum discussion regarding the University objective to be guided by the City of Berkeley Southside Plan at this site. |
| April 13 | Lertzman, Renee | Objections to project: irrevocably alters “character and soul” of corner | Comment noted; please see Thematic Response One regarding site character |
| April 8 | MacAdam, Wade | Support for traffic management during construction as outlined | Comment noted. |
| April 13 | MacDonald, Brian | Support for full project; future projects should be denser | Comment noted; support appreciated. |
| April 14 | Maurhew, Rob & Tami | Objections to project: shrinking number of UC parking spaces make life difficult for UC employees; inadequate bike parking; interest in bike share at site; design concerns | Comment noted; please see Thematic Response Two regarding parking and bicycle parking. Regarding design concerns, please see more detailed responses to more detailed letters: for example, response to BAHA or Holden. |
| April 13 | Poirier, Joseph | Support for full project. | Comment noted; support appreciated |
| April 13 | Ruth, L | Objections to project: concern about density, loss of parking, design; lack of project alternatives; need to review direct and indirect impacts; suggest full EIR. | Comment noted; please see Thematic Response Two regarding parking and Thematic Response One regarding context for the project. Regarding design concerns, please see more detailed responses to more detailed letters: for example, response to BAHA or Holden. |
| April 14 | Sanders, Phillip | Support for full project; would help reduce pressure on rents in Berkeley | Comment noted; support appreciated |
| April 14 | Scown, Corinne | Support for full project; housing availability even impacts recruitment at LBNL; building could be taller | Comment noted; support appreciated |
| April 13 | Stenberg, Matthew | Support for full project; could be better looking; could have more beds | Comment noted; support appreciated. |
| April 13 | Sui, Judi | Objections to project: Reduce bed | Comment noted |

| | | | |
|----------|---------------------------------------|---|-------------------------------------|
| April 14 | Trinity Methodist Church; Mark Cordes | occupancy; step the building back; hulks over neighborhood, very ugly. Objections to project: trash and utility should be on Durant; protect Dana Street for pedestrians. Trinity United Methodist Church will complete a new church, pre-school and market rate housing project within the next four years; front door will remain on Dana Street | See detailed summary and response |
| April 14 | Valenzuela and Calfee | Objections to project | See detailed summary and response |
| April 13 | VanDevender, Aaron | Support for full project; could be ten stories | Comment noted; support appreciated. |

Thematic Response One on context for the project, impacts on context

Physical context considerations

Among those with objections to the proposed project, writers expressed concern that the project is out of context for the site or might otherwise negatively influence the context. Writers expressed particular concern about discontinuity with the building neighboring to the east, at 2430 Bancroft Way, as well as with the context generally.

This concern is not timely.

The Southside Plan, adopted by the City in 2011, places the Stiles Site Student Housing property and 2430 Bancroft Way in two different land use sub areas – see Map LU-10, page 57, of the Southside Plan. Of the Residential Mixed Use (R-SMU) sub area (location of the Stiles site), the Southside Plan states (page 64):

This is the subarea where the greatest diversity of land uses currently exists, including housing, offices, religious facilities, schools, social institutions, parking lots, cultural facilities, a hotel, and several retail uses. This subarea also contains much University property, including a wide range of academic and student serving uses and administrative offices.

The intentions for this subarea include: allowing a wider variety of land uses than is allowed in other subareas in order to maintain the existing diversity of land uses; meeting the future needs of the many different users and property owners in this subarea; and reducing pressure to locate non-residential or non-retail uses in the other four subareas.

...

The Residential Mixed Use Subarea contains many of the sites where development is possible: on surface parking lots, as additions to existing buildings, and on sites that contain single-story buildings with no architectural or historic merit.

Note that the current home of Stiles Hall is not included on the list of historic resources in the Southside Plan. See Appendix C, page 179 of the Southside Plan.

Appendix A of the Southside Area Plan shows the surface parking lot adjacent to 2430 Bancroft Way as an opportunity site (see page 172).

The Southside Area Plan states in its Strategic Statement (page 30 – 31 – emphasis added):

Encourage the construction of infill buildings, particularly new housing and mixed-use developments, on currently underutilized sites such as surface parking lots and vacant lots;

Encourage a land use pattern in the Southside which provides for a high-density residential and commercial mixed-use edge to the University of California campus and a “spine” along Telegraph Avenue. The high density edge and spine are adjoined by areas which progressively become less dense and more residential in use and provide a buffer and transition to the lower density residential areas to the east and south of the Southside Area.

Further, land use policies of the Southside Plan prioritize surface parking lots for development. Policy LU-A1 looks to incentivize development of housing, including strategy C:

Adopt zoning regulations for new R-SMU and R-S zoning districts with relaxed standards pertaining to parking, open

space, lot coverage, and setbacks to encourage additional housing development (page 58).

Policy LU-C1 of the Southside Plan states: Suitable sites that are the highest priority for redevelopment and reuse in the Southside, in order of priority, include:

- Vacant properties;
- Surface parking lots and single-level parking garages on Bancroft, Durant, and Telegraph Avenue;
- Underutilized lots with single-story structures that are not historically significant resources on Bancroft, Durant, and Telegraph;
- Surface parking lots and single-level parking garages on all other streets; and
- Underutilized lots with single-story structures that are not historically significant resources on all other streets.

Policy LU-D1 states: Encourage development of infill buildings along the south side of Bancroft Way so that it becomes a more vital corridor serving students and other users of the Southside.

- A. Encourage mixed-use buildings. (See Residential-Mixed Use Subarea and Commercial Subarea policy sections (under Objective LU-F) for recommended zoning changes and preferred land uses.)
- B. Encourage pedestrian-oriented uses on ground floor street frontages.
- C. Screen parking from view.

Policy LU-E1 states: Support neighborhood services by encouraging development of new housing at suitable locations within walking distance of the UC campus and as part of mixed-use developments in the Telegraph Commercial District and Downtown Berkeley.

Policy LU-F11 states: Encourage infill buildings on surface parking lots in the Residential Mixed Use Subarea.

The UC Berkeley 2020 LRDP, adopted by The Regents in 2005, also identified the surface parking lot as an opportunity site.

While it appears that the property at 2430 Bancroft is built to the property line with no setbacks on three sides, the proposed project includes setbacks from that property line, and deeper setbacks interior to the site that would maintain light access to balconies and backyard at that building. As discussed in the Addendum, the mass of the building is shifted westward, in part reducing shade impacts upon neighboring properties. See discussion of city design review committee comments in the Addendum.

The majority of commenters supports the project as proposed, several suggesting that it should be taller. Other writers seem to prize the existing physical and social context of the site, which is also a matter of opinion. Currently, across Dana Street to the west the property is surrounded by a cyclone fence. See photographs, below. The sanctuary building, built in 1928, is in disrepair and has

not been occupied for very many years; prior to fencing the exterior stairs and lawn were unprogrammed, but inhabited throughout the day.

Concern was expressed about the impact of the proposed project upon a building across the street on Bancroft, the historic church on campus currently used as a dance studio. Another photograph helps indicate that the nearby context has long been altered, and the neighborhood context is not what makes the church historic; the historic church has already been surrounded by higher density institutional land uses, and construction of the proposed project would not substantially impact this structure.

Additional context considerations

Many writers supported the project due to the local and regional need for housing, and the current condition merits note. In February 2016, the state Legislative Analyst's Office issued a follow up to its report on California housing, noting that construction of more housing would help make housing more affordable for everyone. On March 10, 2016, the Berkeley City Clerk wrote to UC President Janet Napolitano on behalf of the City Council urging UC Berkeley to build more student housing.



Figure 1 Durant Avenue west of project site



Figure 2 West side of Dana Street across from site

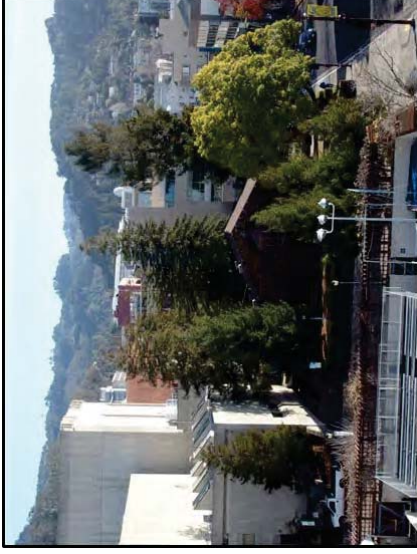


Figure 3 Context for 2401 Bancroft

Thematic Response Two on parking/transportation concerns

- *Concern raised: The project would increase parking demand without providing adequate parking supply*

Several commenters express concern that the proposed project would increase parking demand without providing adequate replacement parking. Additionally some comments conflate or misinterpret various points regarding parking demand, parking rules applied to student housing, the anticipated population changes of the campus at large, and the population of the project.

While the University cannot stop students from bringing a personal vehicle to campus, owning a vehicle and living in the Southside would be challenging given the restrictions on both permits and on-street regulations. The 783 student residents of the proposed project would not be eligible for campus parking permits, unless granted a waiver for a special circumstances (e.g., medical). Any student living in any housing accommodation within two miles of the campus is ineligible for campus parking permits. Furthermore, student residents of University housing are not eligible for the City of Berkeley residential parking permits. To support car-free student living, all students are provided unlimited AC Transit bus passes through student fees, as well as discounts for car share programs (more information on student transportation programs available at pt.berkeley.edu).

The proposed project includes the existing program housed in Stiles Hall; staffing levels affiliated with this program are not expected to

change and any parking demand generated by Stiles Hall occupants is an existing condition. The proposed project would not specifically increase staff coming to campus. It should be noted that the campus recently announced an anticipated reduction in 500 staff positions due to budget deficits (<http://www.sfgate.com/education/article/UC-Berkeley-to-eliminate-500-staff-jobs-7244049.php>).

While the ground floor retail space may generate some demand for parking the amount of space provided is small and would be locally-serving. As shown through the goBerkeley project, pricing and time limits to manage daytime parking have been successful in making public parking for visitors more available and easier. From a City staff report in March 2016, peak parking occupancy in the Telegraph/Channing garage is between 60-85% during the peak time of day (10-2pm). The existing parking on the project site can only be used by non-UC affiliates after regular business hours (7a-5pm).

For public and visitor parking, two parking garages with a total of 550 spaces recently opened: the 100-space Lower Sproul parking lot across the street from the proposed project and a privately-operated, 450-space parking structure on Gayley Road next to Cal Memorial Stadium (the Stadium Garage, under Maxwell Family Field). On-street parking is provided throughout the Southside and is managed through the City's goBerkeley program to achieve

preferable occupancies that reduce the need for circulating to find parking and to encourage use of the Telegraph/Channing garage.

The project would displace about 124 existing campus parkers. As with other campus projects that displaced parking in recent years, UC Berkeley Parking & Transportation anticipates that this existing parking demand would be dispersed both on to public transit and to other lots: options include 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. With each lot closure Parking & Transportation hosts a town hall for staff to review the parking replacement strategy and highlight commute options – including campus’ reduced cost AC Transit pass program, bicycling, walking and carpooling.

Information about parking changes is provided as background for the public concerned about it; however, the provision or reduction of parking alone is not considered to be an environmental impact requiring mitigation. (San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal. App. 4th 656, 697 (“The social inconvenience of having to hunt for scarce parking spaces is not an environmental impact.”)), and the actual environmental impacts that could result from reduced parking capacity are not potentially significant in this circumstance. 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.

- *Concern raised: The 2020 LRDP considers parking critical to the university mission and campus projects should replace parking.*

The 2020 LRDP identified a need for campus to provide parking for campus affiliates and that displaced spaces should be replaced. The 2020 LRDP analyzed up to 2,300 net new parking spaces around the campus, as well as the traffic impacts associated with the increase in parking. It also stated in Mitigation Measure and Continuing Best Practice TRA-11 that the campus surveys its population every three years and may opt to reduce parking objectives in light of those results.

The 2020 LRDP says that parking “spaces should be replaced on-site or elsewhere” and that the “strategy to replace this parking should also be designed to consolidate it, not only to improve operations but also to reduce congestion” (2020 LRDP, pg 29). Thus, the 2020 LRDP did not necessarily envision that replacement parking would be constructed and available before construction occurred on existing surface lots.

Consistent with the goal to consolidate parking, the 2020 LRDP also did not necessarily envision that parking would be provided on the proposed project site. If fact, the project site may not be desirable location for campus parking due to the site’s location on Bancroft Avenue – a busy pedestrian and transit corridor – and on Dana Street – a bicycle corridor. Locating parking on this particular site could lead to vehicle congestion at a major campus gateway, an undesirable effect in a busy multi-modal area.

While increasing parking supply was one strategy to support access campus, the 2020 LRDP also states that the campus would reduce

parking demand through incentives for alternative travel modes (2020 LRDP EIR, pg 3.1-29). At the time of the 2020 LRDP, 51% of faculty/staff and 11% of students drove to the campus. In 2015, 42% of faculty/staff and 5% of students drove to the campus, a significant reduction. This reduction in drive alone commutes, -17% and -55% respectively, far exceeds the 2020 LRDP's goal of reducing parking demand by 10% through transit incentives and implementation of bus rapid transit (BRT) and also reduces the need to construct additional parking to accommodate University faculty/staff and students.

The campus has exceeded its drive alone commute reduction goal without implementation of the BRT route. BRT was described as one of the reasons for potentially reducing the campus' parking supply (pg 3.1-29). While AC Transit is constructing BRT through Oakland and San Leandro, the City of Berkeley did not approve the BRT due to public opposition to the project.

While parking around the campus is a limited resource and a major concern for many, the number of people driving and parking on the campus has reduced as growth has occurred. For many years, the campus had a policy that projects paid to replace parking lost; this is no longer the case. In the current environment, Parking & Transportation and Real Estate fund new parking through either Parking & Transportation's budget or through Real Estate partnerships. Due to the constrained land supply of the campus, this parking may not always be in a convenient location for those who wish to use it.

Further, the City of Berkeley Southside Plan includes Policy LU-A2, urging the campus to build housing for students at University-

owned sites in the Southside (the exception for the Bancroft frontage refers to the fact that the Southside Plan allows office along Bancroft). Sub policy C states: "The City of Berkeley supports the UC policy ending the Parking Replacement Fee. Consistent with previously adopted Resolution 60,220." See the Southside Plan, page 59.

- *Concern raised: The Municipal Code requires parking for the non-residential uses.*

While the campus is not subject to the City's code, it does strive to respond to it. The City's Municipal Code 23D.52.080.A.2.a states, "The minimum standard parking requirement for commercial floor area is two spaces per 1,000 square feet of gross floor area of commercial space." Section 23D.52.080.A.3 continues:

"For non-residential uses in Main Buildings that include Dwelling Units or Group Living Accommodations, parking requirements may be waived if approved through an Administrative Use Permit with a finding that the parking reduction is consistent with the purposes of the District."

The University is not subject to the Administrative Use Permit process; however, the project would be consistent with the District goals. The Southside Plan supports neighborhood serving retail, as well as mixed use projects with student housing. The proposed retail would be locally serving and likely generate a significant portion of its business from students or university-related traffic who would arrive by walking, bike or transit. Those driving to the site would have the option of parking in on-street parking or in the Telegraph Channing garage. Based on goBerkeley's March 2016 staff

report to Council, the Telegraph Channing garage has capacity to accommodate some additional parkers – it’s peak occupancy was 60-85% during the peak midday hours.

Further, the City of Berkeley Southside Plan includes Policy LU-A2, urging the campus to build housing for students at University-owned sites in the Southside (the exception for the Bancroft frontage refers to the fact that the Southside Plan allows office along Bancroft). Sub policy C states: “The City of Berkeley supports the UC policy ending the Parking Replacement Fee. Consistent with previously adopted Resolution 60,220.” See the Southside Plan, page 59.

- *Concern raised: that the bike parking supply is inadequate.*

As one of its continuing best practices, the campus plans for bicycle facilities in new projects, including providing bicycle parking. While about half of students own bikes, based on the 2015 transportation survey, 94% of undergraduates living in campus housing on the

Additional responses to specific concerns appear in the tables below.

2430 Arts Alliance, McClung, West, Keegan et al

| | Comment summary | Citation | Response to 2430 Arts Alliance |
|---|---|------------------|--|
| 1 | Extend the public comment period, because the project is large and few have participated in the process | 2430 Arts page 1 | It is possible that low participation in the public process means a lack of interest in or concern with a proposed project; possibly even support. The project has been well discussed in local press coverage. Facts, including comment letters attached, indicate that the proposal has strong support in the community and thirty commenters did provide their perspectives within the comment period. See also response to item 7 in the letter from BAHA. The University declines to extend the comment period; the project will be before The Regents at their May 12 meeting in Sacramento. |

Southside walk to the campus (the others take transit, bike or shuttle – none drive). While additional bike parking would be desirable, the project must balance many program elements. Students who are unable to use the bike room in the proposed project would be able to use secure bike parking areas operated by Parking & Transportation at the RSF Garage or Bancroft Garage. As noted by some commenters, Bay Area Bike Share will be operating in Berkeley around the campus in fall of 2016, prior to the proposed project’s completion. The nearest station is proposed for the intersection of Bancroft and Telegraph, less than one block from the project site. Bike Share provides students an option to use a bicycle without needing to own/maintain their own, potentially reducing the demand at the proposed project site. The proposed project is providing one bike parking space per 2,000 gross square feet of non-residential space, meeting the City’s code for these uses.

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to 2430 Arts Alliance |
|---|--|------------------|---|
| 2 | The project does not enhance the area | 2430 Arts page 2 | The writers’ opinion is noted. Please see response to comment 8 in the Valenzuela/Calfee letter. |
| 3 | The project need not be so big when there are additional alternative sites | 2430 Arts page 2 | <p>The writers’ opinion is noted. Please see response to comment 21 in the Valenzuela/Calfee letter.</p> <p>The Clark Kerr site is a logical alternative site; however, there are existing development restrictions at Clark Kerr that would preclude housing development of the proposed density and scale. Additionally, housing at the Clark Kerr site would be substantially further from the main campus and therefore less convenient for the student residents of the proposed project. The University believes the proposed project is at an appropriate location and an appropriate scale for the site and vicinity.</p> |
| 4 | Parking should be undergrounded here as it is elsewhere in Berkeley | 2430 Arts page 2 | <p>The writers’ opinion is noted. However, it is not feasibly possible to include parking within the project program without a dramatic increase to the student housing rates. When analyzed, the rental rate increase needed to offset the cost of underground parking would completely eliminate the ability to provide a high quality, affordable housing option for students. UC Berkeley does not currently have the financial capacity to undertake the development of underground parking separately (see, for example, https://www.washingtonpost.com/news/grade-point/wp/2016/02/10/berkeley-is-facing-big-budget-trouble-painful-measures-ahead-for-nations-top-public-college/). As a result the project would have been deemed infeasible with the inclusion of underground parking.</p> |
| 5 | Please provide documents reflecting review by the campus Design Review Committee | 2430 Arts Page 3 | <p>At the October 2015 meetings attendees included Jennifer Wolch (chair); Susan Ubbelohde; Mark Cavagnero; Helaine Prentice; Stephen Farneth; Kevin Daly; Paul Woolford City of Berkeley: Sally Zarnowitz Key comments: Suggest we need two or three options for looking at façade. Big horizontal mass. Look at different ways to articulate. Materiality speaks of institutional look of vertical element; Interior focus. COB Design Guidelines suggest strong base. Hard to see here. Base not shown strongly; Okay with height. No need to disguise the height. Neighborhood is changing; Concern is lack of differentiation of all elevations. Need to build in something to shade westside. Dana façade needs real environmental control strategy. As building turns the corner – insufficient articulation At the January 2016 DRC meeting, attendees included Tim Stevens, SCB Architects DRC members present: Jennifer Wolch (chair); Stephen Farneth, Marsha Maytum, John Wong. City of Berkeley:</p> |

| | Comment summary | Citation | Response to 2430 Arts Alliance |
|---|---|------------------------------|--|
| | | | <p>Sally Zarnowitz Key comments: There was general consensus that Option 3 was preferred; Committee members were pleased that the “seam” between the two parts facing Dana was minimized; The “encroachment” of common spaces at the building corners seems acceptable; Approach to shading and sun screening on the west and south sides should continue to be developed; Areas for further refinement and development: - articulation of the corner/main entrances - refine the character of the retail/storefronts - further refinement of solar treatment of west windows - articulation of the wall surface area with dynamic color and materiality - activate the ground level on the building exterior to “enrich the urban core”</p> <p>Campus Architect Emily Marthinsen participated in early design discussions of the building as well as in both campus Design Review Committee discussions. She determined next steps following the City of Berkeley Design Review Committee discussion of the project, determining that the comments made at that meeting were fairly addressed in the addendum and that further campus design review was not warranted because the wide-range of responses to the building’s design character reflect different approaches to contemporary design.</p> |
| 6 | Aesthetic impacts due to size of project: change blocking views | 2430 Arts page 3 | <p>The writers’ opinion that the aesthetic impact of the proposed project will be significant because many factors in the visual environment will be altered is noted. The University does not believe these changes will be adverse. Please see response to item 8 in the Valenzuela/Calfee letter.</p> |
| 7 | The project does not comply with CBP AES-1-g or CBP LU-2-e | 2430 Arts, page 3 and page 5 | <p>Please see response to item 20 and item 2 in the Valenzuela/Calfee letter.</p> |
| | | | <p>Remaining comments in the 2430 Arts letter are addressed both in the Addendum and in response to other comments.</p> |

BAHA letter

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to BAHA | Source |
|---|--|--------------------|---|---|
| 1 | Project would rise to “ninety feet” and be the tallest building in the Southside since the 1960s | BAHA letter page 2 | Height would be 81’6” at typical roof; 70’6” at northwest corner (site slopes) Please see Thematic Response One regarding setting for the project. | Addendum page 12 |
| 2 | Project would not “serve as decent housing for the young people” | BAHA letter page 3 | The comment is an opinion. Many students and younger people seem not to concur with this comment, as evidenced by letters of support received and comment of City of Berkeley DRC member | See comment letters, attached; see also summary of City Design Review Committee meeting at bottom of page 32 of Addendum. |
| 3 | The proposal is for “market rate” housing | BAHA letter page 4 | The initial rates for the new housing will be the same as rates in campus residence halls; thereafter, limits are imposed by the University upon potential increases. Initially, residential life programs in the building will be managed by the campus. Housing in the city rental market is not equivalent to housing with campus services and amenities. As noted in the Addendum, a key objective of the project is to provide economical housing “in a setting that is supportive socially and pedagogically.” | Addendum page 1; Associate Vice Chancellor Rajiv Parikh, personal correspondence, 4.7.16; and Cal housing website |
| 4 | The proposal is inconsistent with the Southside Plan because it “detracts from the significance of nearby landmarks” | BAHA letter page 5 | The comment presents an opinion that is not supported by any fact. The context for a number of the listed properties has been significantly altered by past development, without apparent diminution of their historic significance per BAHA, as evidenced by this list. For example: 2300 Bancroft, St Mark’s Episcopal Church, where a new housing development on the south and west of the Church has not reduced the significance of the resource; Harmon Gymnasium, included on this list despite its renovation into Haas Pavilion; 2401 Bancroft Way, included on the list twice, where the context has been significantly altered by the construction of Zellerbach Hall, Spieker Plaza, and Eshleman Hall; 2440 Bancroft Way, where the building itself has been converted from a theater into an office building, with the new Eshleman Hall across the | BAHA letter page 5 and existing conditions on the ground |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to BAHA | Source |
|---|--|----------------------|--|---------------------|
| 5 | The addendum implies the project will “relate” to Unit 3 dormitories | BAHA letter page 6 | <p>street.</p> <p>The addendum does not make this claim. At page 3 of the Addendum, the following statement is made: The proposed height and density of the building would mediate between the Telegraph Commercial Subarea at the Bancroft frontage east of the site, and the University’s nine-story residential units south of the project site, consistent with goals of the Southside Plan to build a more cohesive district.</p> | Addendum page 3 |
| 6 | The project is not compatible with the “Community Character” element of the Southside Plan | BAHA letter page 6-8 | <p>Due to the condition of the site and surrounding context, as noted in Thematic Response 1, few of the “goals” of the Community Character element are relevant to the proposed project: the project would not impact existing historic buildings or features of the neighborhood; the surrounding context is in high flux; the project site is a surface parking lot where the <u>plan goal</u> to “identify and strengthen” good building clusters is not relevant; the landscape and streetscape would be improved by the proposed project, including utility undergrounding along Dana Street and planting of new trees on Dana and Durant, an improvement over a surface parking lot; the project is not an opportunity to implement the <u>plan goal</u> to “acknowledge and celebrate the neighborhood’s historical and cultural significance...”</p> <p>Of the history of University development in the southside the Element notes: “From a fine-grained pattern of multiple buildings on a block, large parts of the urban fabric changed to a pattern in which one building or a single unified complex of new buildings would cover much of a single block. These structures often turned their back to the street to create internal amenities for the complex leaving blank walls, loading docks, or other disengaging elements where entries and porches had been.” (page 124). The proposed project does not turn away from the street, but instead brings entries directly to the street. The Element notes that “surface parking lots” are among the “defining built features” of the RMU Subarea. The proposed project does alter this feature, but the change is supported by other elements of the plan, as set forth in the</p> | Addendum page 35-36 |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to BAHA | Source |
|---|--|----------------------|--|--|
| 7 | Low attendance at a community meeting implies a need for more public review | BAHA letter page 8-9 | Addendum. The comment presents an opinion that is not supported by any fact. It is possible that low attendance means a lack of interest in or concern with a proposed project; possibly even support. | See comment letters attached in support of the proposed project. See also articles addressing the community outreach on the projects: http://www.dailycal.org/2016/03/20/design-review-committee-evaluates-future-student-residence-18-story-building/ http://www.berkeleyinside.com/2016/04/13/op-ed-the-new-783-bed-8-story-high-stiles-hall-is-too-big/comment-page-2/ http://www.dailycal.org/2015/11/17/uc-berkeley-considers-building-residence-hall-at-location-of-stiles-hall/ http://www.berkeleyinside.com/2015/11/16/uc-berkeley-plans-8-story-building-with-student-housing/ |
| 8 | “the dry language of the Addendum in no way conveys the consternation and, indeed, horror of the Design Review | BAHA letter page 9 | The comment presents a one sided recollection of the Design Review Committee discussion, while suggesting that hyperbole is the appropriate local language. Design Review committee members strongly favored housing at the site. One member spoke strongly in favor of nearly every aspect of the project, and stated that other committee members were long out of touch with housing for undergraduates. Others had strong criticism of the façade materials and proposed design. Questions related to number of bathroom fixtures and size of the spaces | Addendum page 31 and 32 |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to BAHA | Source |
|----|--|------------------------|---|--|
| | Committee members at the proposed project.” | | for example, were addressed at the meeting and in the Addendum. | |
| 9 | “near 100% opposition to the current design and project character by those in the community” | BAHA letter page 9 | The comment presents an opinion that is not supported by any fact. Facts, including comment letters attached, indicate the proposal has strong support in the community. | Comment letters attached; see also comments upon the Berkeley article downloaded as of 4.21.16, also attached. |
| 10 | Project required review by other commissions | BAHA letter page 9 | The assertion that the project merits review by the LPC or Planning Commission is unsupported by any fact. See discussion at row number 4, above. | The addendum describes both campus and city review at page 31. |
| 11 | City should be lead agency | BAHA letter page 10-11 | This is an incorrect understanding of CEQA. The lead agency is the public agency that has primary responsibility for approving a project. The project is intended by the University to deliver University program, specifically student housing. The non-University uses are secondary both with regard to square footage and with regard to the functional purpose of the facility. | Addendum page 2 |
| 12 | Stiles is on a historic register | BAHA letter page 11 | Stiles Hall is not listed as an historic resource in the 2011 Southside Plan; nor in, for example, a recent University historic evaluation completed by Page & Turnbull in the vicinity, with citation to BAHA (see http://realestate.berkeley.edu/sites/default/files/hsr_residencehallunit3_final_041913.pdf , page 14-15). The existing Stiles Hall is coded 7N in the State Historic Resource Inventory, which means that it needs to be evaluated. See OHP Technical Assistance Bulletin #8 http://ohp.parks.ca.gov/pages/1069/files/tab8.pdf . The evaluation was completed. However, text of the Addendum has been revised to more accurately reflect the status of Stiles, and to incorporate the historic analysis as an appendix, which was also previously shared upon request. | Revised Addendum discussion in Cultural Resources |
| 13 | Insufficient | BAHA | The premise in the letter is that if the report does not contain enough | |

| | Comment summary | Citation | Response to BAHA | Source |
|----|---|---------------------|---|--------|
| | research to the history of Stiles Hall | letter page 11 | <p>information to establish the building’s eligibility, the only explanation can be that the research is inadequate. No amount of research will unearth historic documents that demonstrate that a property is not significant, and the attitude taken by the letter demands proof of a negative.</p> <p>The consultant team researched the organization itself (Stiles Hall) and similar organizations, and consulted sources such as the Daily Cal likely to cover events rising to the level of significance BAHA is claiming. In addition, BAHA was contacted early in the research process, via phone call, to obtain information about access and collection. The BAHA representative stated that the resources available at BAHA were duplicated at other, public archives.</p> | |
| 14 | Stiles Hall, home of the Free Speech Movement | BAHA letter page 12 | <p>The fact that Stiles Hall has housed a lively, vital, socially important program is not debated. UC Berkeley is very proud of its history as “the home of the free speech movement” (see popular cultural references, for example: http://abc7news.com/society/luc-regents-decide-to-redraft-tolerance-policy-/989984/; http://www.huffingtonpost.com/2014/10/30/berkeley-defends-bill-maher_n_6078000.html http://www.berkeleydailyplanet.com/issue/2011-11-09/article/38766?headline=Open-Letter-to-Chancellor-Birgenau-and-Chief-Celava-re-Free-Speech-on-Berkeley-Campus--By-Councilmember-Kriss-Worthington) and many social organizations played a role in making that happen, including Stiles Hall.</p> <p>The writer contends that the history of “student activism and Civil Rights from 1951 through the early 1970s” is relevant to a determination about the significance of Stiles Hall. As noted in the California Student Center/Lower Sproul Historic Structure Report, p. 64, “Prior to the</p> | |

| | Comment summary | Citation | Response to BAHA | Source |
|----|---|---------------------|---|--------|
| 15 | Significant figures appeared at Stiles Hall | BAHA letter page 13 | <p>construction of the California Student Center, political groups met off campus at Stiles Hall – the YMCA – to discuss issues or participate in political activity not allowed on campus. This facility was demolished to build the California Student Center.” Stiles Hall is confusingly the name of both the program and the building. In The Gold and The Blue, p. 96, Clark Kerr states “Stiles Hall of the YMCA was the most important off campus center for student activism in the 1930s, 1940s, and 1950s” (emphasis added). As supported by the historic assessment, the building is not the historically significant element here.</p> <p>Our report states that Stiles Hall hosted speeches and other events that were political or social in nature when they were not permitted on the campus. The BAHA letter refers to “the extensive history of significant figures who appeared at Stiles Hall, organizations based there, or connections to important currents and events in student activism and Civil Rights from 1951 through the early 1970s” it says were not covered in the assessment—but provides no detail. The consultant writes: “ We did considerable research and did not find events that distinguish Stiles Hall from other venues in Berkeley, the East Bay, and the Bay Area. In our judgment, being the site of carpools to attend an event in San Francisco does not make a building significant under Criterion 1.</p> <p>The core issue here is whether the activities at Stiles Hall were somehow more important than the activities at similar organizations’ buildings near the campus. We did not find documentation that demonstrates this to be the case. We do not think that being the site of political speeches—in a city as politically active as Berkeley—or the site of carpools to an important event nearby and the other activities at Stiles Hall rise to the level of importance required for Criterion 1. Researching the relationship between the speeches of Malcolm X and the Rev. Dr. Martin Luther King, Jr. and student activism on the campus is not necessary, given the lack of documentation that student activism began with their speeches or changed radically because of them. Both men</p> | |

| | Comment summary | Citation | Response to BAHA | Source |
|----|---|----------------------------|---|--------|
| 16 | Stiles Hall, architectural significance | BAHA letter page 13 and 14 | <p>were hugely important national figures, and their words were closely followed wherever they spoke. BAHA’s approach would make virtually every venue where they appeared historically significant for one speech. The National Register Criteria and California Register Criteria do not support this view, however.”</p> <p>The comment presents an opinion that Stiles Hall is significant under Criterion 3.</p> <p>On pages 13 and 14, BAHA makes two assertions implying that Stiles Hall is significant under Criterion 3: first, that Miller & Warnecke were in fact important in Modernist design because of their early sketches for Mulford Hall, and secondly that Stiles Hall is significant locally because Berkeley has few Modernist buildings. The first claim appears to relate to the concept of “work of a master,” meaning a building that illustrates the characteristics that identify buildings by an important architect. The consultant report states that Miller & Warnecke did not work in the Modernist style, so Stiles Hall cannot be an archetypal example of their work. Exploring a Modernist solution for Mulford Hall does not make this style an important element in the firm’s work. Assuming the architects are “masters,” Stiles Hall is not eligible under Criterion 3 as a “work of a master” because it is not a representative example of what differentiates their work from that of other firms.</p> <p>The Environmental Design Archives were considered in the research process. However, Warnecke and Miller are not listed in their collections, nor did a search of the Online Archive of California indicate resources available at EDA.</p> <p>BAHA’s suggestion that Stiles Hall is significant under Criterion 3 because Berkeley has a paucity of Modernist buildings is noted. Note that BAHA is not asserting that Stiles Hall is an especially representative example of</p> | |

| | Comment summary | Citation | Response to BAHA | Source |
|----|---|---------------------|--|--------|
| | | | Modernist design—the letter contains no such statement, nor any mention of any specific Modernist characteristics found in the design of Stiles Hall. The claim is simply that Berkeley “has only a small number of Modernist buildings in comparison to many other communities, making those that exist locally of particular importance.” This would mean that every Modernist building in Berkeley should be deemed significant under Criterion 3, an inappropriate application of the criterion. | |
| 17 | Potential for subsurface archaeological materials “from the historic era” | BAHA letter page 15 | There are Modernist buildings in Berkeley and vicinity, and Stiles Hall simply does not stand out locally or regionally as an example of the style. The comment is noted; most Berkeley gardeners also commonly find subsurface archaeological materials from the historic era. These do not rise to the status of a “unique archaeological resource” meriting special treatment under CEQA; nor is there reason to believe unique resources would occur at the project site. | |

Holden letter

| | Comment summary | Citation | Response to Holden |
|---|---|---------------|---|
| 1 | Extreme density and scale creates “new significant environmental effects” | Holden page 1 | The opinion of the writer is noted. With regard to the fact that the development proposed differs from the two story neighbors is addressed in part at Thematic Response One. Please also see response to specific concerns raised regarding density, for example, at response to item 2 and item 16 in the Valenzuela/Calfee letter. |
| 2 | The motivation for | Holden page 2 | This is not a comment on the Stiles Site Student Housing Addendum. In the |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Holden |
|---|---|---------------|--|
| | the project is profit | | Addendum, the University sets forth objectives for the proposed project. The University does not concur with the writer’s characterization of either the project, the motivation for the project, or the result of the project. |
| 3 | The design is not “good and interesting” architecture | Holden page 2 | The opinion of the writer is noted; the University does not concur. The architecture has been responsive to design review. Please see response to item 5 in the 2430 Arts letter. |
| 4 | The project does not follow the Physical Design Framework | Holden page 3 | Consistency with the UC Berkeley Physical Design Framework is documented in the Addendum. |
| 5 | The project does not respect form and scale; and does not activate the public realm | Holden page 3 | Please see response to item 5 in the Valenzuela/Calfee letter; please also see Thematic Response One regarding site context. |
| 6 | The City DRC was not “generally supportive” of the project | Holden page 3 | The comment is noted; the Addendum has been revised to clarify that the DRC objected to scale and design elements of the project, while supporting the land uses. |
| 7 | The project poses significant aesthetic impacts | Holden page 4 | The opinion of the writer is noted. Please see Thematic Response One; please also see response in the Valenzuela/Calfee letter. |
| 8 | The Unit towers and the Clark Kerr campus present better solutions | Holden page 4 | The writer’s support for taller high rise projects aligns as well with other writers commenting on the Addendum, and is noted. See also response to, for example, Neil Cook’s comment in the first comment table. Both additional development at the Clark Kerr Campus and high rise buildings would be outside current planning parameters. |

| | Comment summary | Citation | Response to Holden |
|---|--|-----------------|-------------------------------------|
| 9 | The footprint of the project should be reduced to better frame and activate the public realm | Holden page 4 | The opinion of the writer is noted. |

Trinity Methodist Church: Mark Cordes

| | Comment summary | Citation | Response to Trinity/Cordes |
|---|---|-----------------------|---|
| 1 | Concern about character of Dana Street: Unit 3 loading area problematic | Trinity/Cordes page 1 | The University expects the new building to house 783 University affiliates. The University shares an interest in ensuring that the service elements are handled as peacefully as possible, with little interruption to quality of life, in particular on weekends. The reference to Unit 3 loading is puzzling. Unit 3 houses a major food service operation, which significantly differentiates its loading needs from those of the proposed project. |
| 2 | Trinity’s review of engagement between parties | Trinity/Cordes page 2 | None of the University participants in the meetings the writer outlines concurs with this account of events; nonetheless the University participants always intend to be nothing less than respectful, cordial and professional. If anything else was perceived, we sincerely regret it. |
| 3 | Please move the trash and utility ingress to Durant. | Trinity/Cordes page 3 | The letter was sent in comment on the University’s Addendum. The following summarizes the University’s response to this request, which is shared as part of the public documentation of the Stiles Site Student Housing project Addendum. The original design direction for the project was to provide service from Durant, but the following factors made Durant infeasible: |

| | Comment summary | Citation | Response to Trinity/Cordes |
|---|---|-----------------------|--|
| 4 | Concern about construction impacts, including over “air rights” | Trinity/Cordes page 3 | <p>Trash chutes would be centrally located in the building, to offer reasonable access to occupants. The utility room access is on Dana as it is the shortest route between the trash room and the street. Local collection will service a room located within 50 feet of the street; a trash room set deeper into the building would require moving bins to the curb. A long travel route for bins would require ramping to manage grade changes at the site, and would require staff to push bins that weigh upwards of 600 pounds even when empty up and down long ramps. A long route would necessarily pass through outdoor space that is accessible to students, and increase risk of damage to the building and amenities. Rather than have bins within the envelope of the service element as currently proposed, the bins would be on the street awaiting service. Additionally, trash service on Durant would be more likely to impact residential neighbors to the east.</p> <p>The writer’s concerns are noted. The restriction of public vehicular traffic during construction hours is required to ensure a City of Berkeley Fire Department required 20’ wide fire lane be maintained outside the area of construction at all times.</p> <p>The construction truck route was developed in consultation with the City of Berkeley. The west sidewalk along Dana will be open throughout the course of the project. Trinity’s street access will be accommodated by the project as needed.</p> <p>At no time will crane “payload” material be transported above Trinity’s property. While the letter indicates Trinity expects to bring forward a future project at its property, that project is not currently underway, and construction of the proposed project would not interfere with Trinity’s “air space” on a permanent basis. The Project will work closely to understand Trinity’s needs and will make every effort to limit construction activities during scheduled public worship assemblies.</p> |

Fernando Valenzuela, Valhaus LP, Corinne Calfee letter

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|---|--|-------------------------------|--|--|
| 1 | Because the project site includes the area of the existing Stiles Hall, “the LRDP did not consider the proposed project” | Valenzuela and Calfee, page 3 | <p>The LRDP housing zone is defined as all sites that are within a one mile radius of the center of campus, or within one block of a transit line that provides trips to Doe Library within 20 minutes. See 2020 LRDP FEIR, section 9.2, page 3.1-7. The project site fully meets this criteria. Further the LRDP notes that some “new housing would have to be constructed on land within the Housing Zone not presently owned by the University.” See 2020 LRDP FEIR, section 9.2, page 3.1-23. See also Figure 3.1-5.</p> <p>When the writer refers to LRDP p. 8 (p. 3.1-8 in the LRDP EIR), the writer fails to note that this figure is titled “Illustrative Concept”, which is accompanied by a paragraph stating that it “depicts one way in which the program described in the 2020 LRDP might be realized on the UC Berkeley campus.” It is illustrative rather than controlling for projects developed under the LRDP.</p> | Addendum discussion of Consistency with the UC Berkeley 2020 LRDP; UC Berkeley 2020 Long Range Development Plan as referenced. |
| 2 | City zoning has not guided the proposed project, because setback and height requirements not met | Valenzuela and Calfee, page 4 | <p>The fact that the project exceeds the standards established in the Southside Plan is noted in the Addendum. The writers’ conclusion, however, that the incremental exceedances somehow create a significant impact is not supported by any fact. As noted in the Addendum the project is consistent with stated goals of the Southside Plan. See Addendum; see also Thematic Response One regarding context of the site. Further, the City also sometimes waives or reduces setback requirements. Please see the note to the table at BMC Section</p> | Addendum, Southside Area Plan discussion; see also discussion in Aesthetics and Land Use in the Addendum |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|---|--|------------------------------|--|--|
| 3 | 800 students and 438 employees | Valenzuela and Calfee page 4 | <p>23D.52.070, which states “For a Main Building that contains Dwelling Units or Group Living Accommodations or is located north of Durant Avenue, the setbacks may be reduced to as little as 0 feet if this is approved through an Administrative Use Permit with a finding that the reduction is appropriate given the setbacks and architectural design of surrounding buildings.”</p> <p>This appears to be a misreading of the occupancy table in the Addendum, page 16. There will not be 438 employees; instead, the maximum office occupancy per code is 102 individuals at one time; the maximum retail occupancy could be held up to 238 individuals at one time. It is anticipated that there will be one property manager and four staff employees on site to support maintenance and operations of the residential facility. Part time student employees may work at a front desk/mail room.</p> | Addendum Table 3 |
| 4 | The net impact on parking supply is significant | Valenzuela and Calfee page 4 | Please see Thematic Response Two regarding parking, which reiterates in part the discussion also appearing in the Addendum | Addendum Traffic and Transportation discussion |
| 5 | Open space provisions of 2020 LRDp p. 32 not embraced in project | Valenzuela and Calfee page 4 | While the focus of the 2020 LRDp Open Space discussion is the Campus Park, the proposed project complies with the portions of the Open Space policies relevant to the City Environs (the location of the project site). The project would underground utilities, improve paving and lighting. Further, ground floor uses are programmed in the project so that active interior spaces, including a fitness center and large social lounge, as well as retail spaces, face and observe major pedestrian routes along Dana | Addendum, graphics, Ground Floor Plan |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|---|---|--------------------------------|---|--------|
| 6 | An EIR should be prepared | Valenzuela and Calfee page 4-5 | <p>Street and Bancroft Way.</p> <p>Please see response to item 1 in this letter. The project is consistent with the program described in the 2020 LRDP; furthermore, the Addendum is project-specific environmental review of the proposed project. The opinion of the writer that the project “creates new significant environmental impacts” is noted, but the University does not concur. Specific issues raised are addressed in this response to comments. Furthermore, the writer misunderstands the criteria for the preparation of an addendum to an existing EIR; section 15164(b) applies to addenda to negative declarations. Section 15164(a) establishes the criteria for addenda to existing EIRs: “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” The University has determined that none of the conditions described in section 15162 has arisen.</p> | |
| 7 | The LRDP did not analyze the whole site | Valenzuela and Calfee page 5 | <p>The writers rely on an illustrative drawing to assert that the LRDP does not suffice to address the proposed project. This is an incorrect interpretation of the LRDP. Please see response to item 1 in this letter.</p> | |
| 8 | Loss of two mature oaks is a significant aesthetic impact | Valenzuela and Calfee page 5 | <p>The comment presents an opinion. The existing visual character of the site is poor. Both the UC Berkeley 2020 LRDP and the City of Berkeley Southside Area Plan note that surface parking lots are suitable for more intensive development. The</p> | |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|----|--|--|--|--|
| 9 | The project will degrade the visual character of the block | Valenzuela and Calfee page 5 | Addendum notes that the project will improve the existing visual character of the site. Please also see response to item 12, below. The comment presents an opinion. The existing visual character of the site is poor. Both the UC Berkeley 2020 LRDP and the City of Berkeley Southside Area Plan note that surface parking lots are suitable for more intensive development. The Addendum notes that the project will improve the existing visual character of the site. | Addendum Aesthetics discussion; UC Berkeley 2020 LRDP; City of Berkeley Southside Area Plan; Thematic Response One |
| 10 | The combination of larger site and exceedance of standard creates a significant aesthetic impact | Valenzuela and Calfee page 5 | The writers rely on an illustrative drawing to assert that the LRDP does not suffice to address the proposed project. This is an incorrect interpretation of the LRDP. Please see response to item 1 in this letter. Please also see response to item 2 in this letter regarding height and setbacks. | |
| 11 | The project is out of character for the area, which is a significant aesthetic impact | Valenzuela and Calfee page 5 | The writers suggest that because neighboring 2430 Bancroft is of a certain character, and the proposed project of a different aesthetic character, a significant aesthetic impact occurs. This is an opinion, not supported by any fact. Additionally, the neighborhood character is far more diverse than suggested in the comment. | |
| 12 | Removal of mature oak trees a significant impact under local ordinance | Valenzuela and Calfee page 6 | The City's oak tree ordinance is acknowledged in the 2020 LRDP EIR at page 4.3-4. The EIR then explains at page 4.3-30 that some construction could result in removal of native coast live oak; but that conflict with local ordinance would not be a significant environmental effect. | The Addendum has been revised to note the LRDP EIR discussion. |
| 13 | The project is inconsistent with City standards | Valenzuela and Calfee page 6 to page 7 | The proposed project is a University project and not a City of Berkeley project. It is being undertaken under the auspices of the University to meet a | The Addendum has been revised to note the LRDP EIR discussion. |

| Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|-----------------|------------------------------|--|--------|
| 14 | Valenzuela and Calfee page 8 | <p>University need, in a manner anticipated in the UC Berkeley 2020 LRD. The University is constitutionally exempt from local regulations when using its property in furtherance of its educational purposes. See section 4.8 of the 2020 LRD EIR, page 4.8-15.</p> <p>Please see Thematic Response Two as it addresses city parking requirements. Please see Thematic Response One as it addresses context for the project.</p> <p>As a matter of public policy, the University’s exemption from, for example, the “Usable Open Space” requirement in city zoning may be seen as sensible. Map LU-8 in the Southside Plan, page 51, illustrates the open space available in the area, the preponderance of which is on the UC Berkeley campus. Student occupants of the new building would have access to significant recreational and open space opportunities. The new Lower Sproul project across Bancroft from the project site includes sizable open space amenities.</p> <p>Please see Thematic Response One on site context. The proposed project has an unabashedly contemporary design; but there is also support for the design of the proposed project in the Southside Plan Design Guidelines.</p> <p>For example:</p> <ul style="list-style-type: none"> - new construction can be creative, but should | |
| | | | |

| Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|-----------------|----------|---|--------|
| | | <p>complement existing buildings; existing buildings adjacent to the Stiles site in this subarea range from pre-to post-WWII; from picturesque to functional (City Parking Structure);</p> <ul style="list-style-type: none"> - Mixed-use ground floor retail should be encouraged along Bancroft Way in order to create a linkage to Downtown; we follow this as a prescribed; - Building massing has been purposely modulated, just not to the extent desired by the writers; UCB DRC encouraged an expression that wasn't trivial in mimicking neighboring massing or façade organization, instead embracing the scale of the development proposal in an authentic, yet dynamic response; - Without parking, there is no interruption of pedestrian flow or ground level activity; - Building has a visual base of active storefronts segregated from upper level student residential use; - Dynamic super-imposed grid articulates façade depth and material distinction along principal facades, which provides functional shadow play and design detail; - Entrances and dynamic façade elements are located at prominent corner locations; | |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|----|--|--|--|---|
| 15 | Construction noise impacts will be greater than analyzed in the LRDP EIR and will be significant | Valenzuela and Calfee page 8 to page 9 | <ul style="list-style-type: none"> - Raked parapets create distinctive roof profiles; - Fiber cement board panels and cement plaster represent durable, high-quality materials of contrasting textures; colors are reflective of rich earth tones; - Signage is complementary to the design of the building; - Streetscapes conform as closely as possible to City standards. <p>Please also see response to item 13, above.</p> <p>The University regrets that construction has significant noise impacts, likely to be acutely perceived at properties neighboring the project site. University construction projects have also impacted University staff and activities as well as University housing.</p> <p>Noise measures incorporated into the project as proposed are listed in the Project Description portion of the Addendum. See page 23 and 24 of the Addendum. As stated at page 16, “These measures become part of performance obligations under the agreement between the University and the developer.”</p> | |
| 16 | The addition of student occupants “within 18 inches of another building and in close | Valenzuela and Calfee page 9 | <p>The project provides student housing in a managed environment. The management of Student Life functions within the housing community will be operated in a manner consistent with other campus residence halls. Students will be held to a high</p> | See, “Bear Necessities”, the official guide to living on campus at UC Berkeley 2015/2016 for an example of material prepared to guide |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|----|---|------------------------------------|--|---|
| | proximity to a number of churches” will add significant operational noise | | <p>standard of community standards as outlined in the Residential Code of Conduct. The residence life functions will be under the management of a fulltime, live in, professional staff member (i.e., a Resident Director), and a staff of 25 Resident Assistants will collaborate to provide community development, academic and personal support and policy enforcement. In addition, a Resident Faculty member (i.e., fulltime Berkeley faculty) will live in the building providing a comprehensive approach to academic integration with the campus.</p> <p>Churches themselves have recently and historically sponsored student housing projects in the vicinity. (Most churches and most businesses seek new members and patrons, a potential benefit of the additional student residents of the proposed project.) Operational noise impacts due to occupancy of the building may be an item for discussion among neighbors, but would not be a significant impact for purposes of CEQA.</p> | <p>student behavior, published at housing2.berkeley.edu</p> <p>Also see for example, Lion’s Hall EIR, City of Berkeley.</p> |
| 17 | The project provides insufficient bicycle parking | Valenzuela and Calfee page 9 to 10 | <p>Please see Thematic Response Two. The writers’ doomsday predictions with regard to bicycle parking are not supported by any fact; and conflate building occupancy with parking demand, ignoring the fact that peak occupancy for the different program elements would likely occur at different times of day, if it occurs at all. The new student housing would be managed (see response to item 16, above); students living directly adjacent to campus are less likely to rely upon bicycles or vehicles; bicycle parking can be available on campus, as well</p> | |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|----|---|-------------------------------|--|-------------------------------|
| 18 | “With inadequate automobile parking and bicycle parking, there will be more than 1200 people who have nowhere to leave their vehicles.” | Valenzuela and Calfee page 10 | as at the new building. See response to item 17, above. | |
| 19 | A recent case implies the University needs to do more analysis of impact of students upon the environment. | Valenzuela and Calfee page 11 | In the referenced case the lead agency did not analyze impacts of added population upon adjacent parks. In the current situation, university housing is added adjacent to a university, in a manner consistent with a local plan, an approved development program, and certified programmatic environmental impact report. | |
| 20 | Unmitigated significant impacts occur | Valenzuela and Calfee page 11 | Please see Table 2-1 of the 2020 LRDP EIR, Volume 3A. The fact that the University implements and tracks the status of mitigation measures and best practices does not mean that the impact itself would be significant. For example, the project does not create a significant incompatibility with adjacent land uses, as noted at impact statement LU-2. The writers’ assertions that significant impacts would occur are unsubstantiated, as addressed in response to items above. As noted in the Project Description, the project incorporates relevant mitigation measures and best practices of the 2020 LRDP EIR. | Addendum, Project Description |
| 21 | Alternative sites must be considered – prima facie evidence that | Valenzuela and Calfee page 13 | Through the concept development process, evaluation of development scenarios examined concepts and construction types with bed counts ranging from roughly 600 – 900 total beds, with a | |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|----|---|----------|--|--------|
| | <p>a less dense version is feasible is that others in Berkeley develop less dense projects</p> | | <p>focus on providing affordable housing for UC Berkeley students, balanced by a focus on appropriate building massing and street frontages. The project as proposed is responsive to these core criteria.</p> <p>The CEQA requirement to consider alternatives stems from the desire to lessen significant environmental effects; as established in the Addendum and this response to comments, no new significant impacts of the project are anticipated and the addition of an alternatives analysis to the environmental documents for this project is not merited.</p> | |
| 22 | <p>Substantial impacts upon 2430 Bancroft Way: blocking natural light, impact of construction upon business, shady sidewalk, dust at the café and bookstore and residences, structural foundation concerns, ongoing maintenance, noise of building systems, parking, litter</p> | | <p>The concerns raised are potentially disagreeable effects of life next to a construction site. Most would occur with any development at the project site. As noted in Thematic Response One, the parking lot adjacent to 2430 Bancroft Way has long been an “opportunity” site in both campus and City of Berkeley plans, and change at the site should not come as a surprise to new owners and long time occupants familiar with either the LRDP or the Southside Area Plan.</p> <p>The proposed project includes setbacks from the property line adjacent to 2430 Bancroft (while it appears that 2430 Bancroft itself was constructed to the property line). Further there are deeper setbacks interior to the site that would maintain light access to balconies and backyard at that building. Please see graphics package, ground floor</p> | |

Stiles Site Student Housing Addendum – Comment Responses – UC Berkeley

| | Comment summary | Citation | Response to Valenzuela and Calfee | Source |
|--|-----------------|----------|---|--------|
| | | | <p>plan. Please also see response to item 16, above, regarding concerns about students as neighbors. The selection of building equipment to reduce operational noise impacts is guided by UC Berkeley 2020 LRDP EIR Continuing Best Practice NOI-2, reprinted in the project description of the Addendum.</p> | |

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This rendering shows the Stiles Site Student Housing Project from Spieker Plaza on the UC Berkeley campus, looking southeast. Photo: UC Berkeley



A rendering of how the Stiles student housing project would look on Bancroft Avenue. Photo: UC Berkeley

Our community must come together to persuade the University to scale down its plans to align better and less disruptively with the existing neighborhood. Public comments are due this week.

The University's rationale and justification for this project are complex but inadequate, and our community has barely engaged with what is happening. We urge interested Berkeley citizens and officials [to examine the University's documentation and limited public review](#).

This site provides links to all the publicly available documents, including the extensive visuals offered on March 17 to the City Design Review Board and the 54-page Addendum to the UC 2020 Long Range Development Plan EIR issued on March 24.

[Read about the project on Berkeleyside.](#)

Please join us in asking the University to rethink the project based on the neighborhood, our community needs, and a full environmental analysis, including an independent EIR, so that the decision makers have the information necessary to make an informed decision before the project is presented to the Regents in May 2016, as planned.

At the city of Berkeley's Design Review Committee meeting March 17 community members raised important issues and most committee members were highly critical of the project. Citizens critiqued its size and worried that the monolithic structure would completely cover a previously open space. They also noted the extraordinarily high occupancy of an already intensely used public area and the ways that this development would disrupt local amenities and values. The existing parking lot is fully used nearly every day, often into the night and throughout the weekends. It's not clear how a project without a single parking space will account for this loss to our community.

Everyone understands Berkeley's need for more moderate cost housing and the University's need to help. But this project is development and disruption on steroids, and needs to be modified.

We encourage Berkeleyside readers to study and respond to this information and weigh in on the addendum as the University suggests:

Under CEQA an addendum need not be circulated for public review. Comments on the document are welcome, however, prior to 5 p.m. Thursday, April 14, 2016. Please email them to planning@berkeley.edu.

We who have been worrying about this think that the best way to slow down this speedy go-ahead is for many concerned citizens to ask for a full EIR review of the project by April 14.

Related:

[UC Berkeley plans 8-story building with student housing](#) (11.16.15)

Berkeleyside welcomes submissions of op-ed articles. We ask that we are given first refusal to publish. Topics should be Berkeley-related, local authors are preferred, and we don't publish anonymous pieces. Email submissions, as Word documents or embedded in the email, to editors@berkeleyside.com. The recommended length is 500-800 words. Please include your name and a one-line bio that includes full, relevant disclosures. Berkeleyside will publish op-ed pieces at its discretion.

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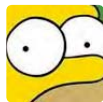
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Join the discussion...



BerkeleyCitizen • 5 days ago

Based on these renderings offering a more wholistic view of the project from several points of reference, the project seems to fit just fine with the surrounding elements:

<http://realestate.berkeley.edu...>

^ | ▾ • Reply • Share ▸



William McClung → BerkeleyCitizen • 2 days ago

Again, I have read through the now 161 comments on our Op-Ed.

I am moved by the assertions that we are NIMBYs. Yes, it's our backyard. We have been walking through that parking lot for 35 years. A small (perhaps) inconsequential) part of my objection to so big a building is that it completely blocks a view (from outside) of the steeples on the churches on Dana. My daughter, a recent Berkeley graduate, points out the new dorm will give hundreds of more students a view of those steeples.

I am also moved by the expression of the need for more housing density in our wonderful town and in the Telegraph/Southside District. Our daughter and son are facing the pains of the housing shortage and high costs in Berkeley. We need thousands of more habits for people who are attracted to and live in Berkeley. I believe that planners should plan and achieve increases in density, and moderate-cost housing, in ALL areas of Berkeley.

We have asked the University to extend by 14 days the public comment period on the project. Impressively, this Berkeleyside forum has provided a large amount of public comment, much of it supportive of the University's plan as is. THANK YOU BERKELEYSIDE.

Still, we think it is too big, too dense, too disruptive of local values and practicalities. Something smaller and more varied in massing, though still large and dense, can be planned in the area, can be cost-effective for the developer, and the University has other places in can also build to house these incoming students.

In the end, and very soon, someone must decide. The University is in the drivers seat.

Bill

^ | v • Reply • Share ›



Ted Maxwell • 6 days ago

Fantastic project. Absolutely terrific in so many ways. I celebrate heartily its construction!

1 ^ | v • Reply • Share ›



Poli • 6 days ago

The buildings have too much mass, no defintion, no scale along the street to accomodate interaction with pedestrians, in additon to students,that must walk the length of the two blocks, they could easily step back with height to reduce the mass and meet the sky. They should be a gift to the street not a cold hard mass. The university has a greater responsibility than just providing housing. They are a major participant in the community and must address these responsibilities into addition to housing. The street belongs to the community and all citizens, the face and edge of the buildings are part of the fabric of the city and are not limited to the housing needs of the university.

2 ^ | v • Reply • Share ›



Paul Kamen → Poli • 6 days ago

Rather than add a setback that would reduce the number of units, it would make more sense to widen the sidewalk by removing a lane of traffic. Even better, close that part of Bancroft to through traffic entirely.

^ | v • Reply • Share ›



powerbus • 7 days ago

They should get Mark Rhoades to sign his name to it. The City will fast track it through with no questions asked.

^ | v • Reply • Share ›



Ted Maxwell → powerbus • 6 days ago

Good!

1 ^ | v • Reply • Share ›



beachlibby • 7 days ago

Homes > Parking. Full stop. This project sounds perfectly located and sized and we all should be in support of it.

3 ^ | v • Reply • Share ›



RichardC • 7 days ago

This complex would provide much-needed housing within close walking distance of campus, lots of retail and transit. Berkeley is a city with traffic at rush hours, and it

Stiles Site Student Housing Addendum page 94

retail, and transit. Berkeley's streets are already filled to capacity with traffic at rush hours, and it doesn't make sense to move students farther from campus or encourage them to bring cars to town by providing a big parking garage. And referring to the existing surface parking lot as "open space" implies it is in some way desirable - I'd say having housing and shops there is a much better use than a big swath of asphalt. The housing should be approved and built expeditiously.

4 ^ | v • Reply • Share ›



justiceplease • 7 days ago

Students need as much housing as possible as fast as possible.

I have to agree that it's ugly - which is also a problem with the new Blake Street building. I think a lot of objections about size are really about aesthetics. The new BART plaza also demonstrates the problem.

One segment of the population values history and its material manifestations as an important aspect of civilization. They want new architecture to blend with that historical legacy. They also appreciate cheap and shoddy architecture tends to be disrespected and soon trashed. Another part of the population only values the modern and doesn't seem to care about the homogenizing of everything into glass and steel "prison-like" structures.

Personally I hope all of Design Review Commission gets "refurbished" for their evident bad taste which is apparently hell bent on turning Berkeley into Walnut Creek.

^ | v • Reply • Share ›



eean → justiceplease • 7 days ago

Well we can both agree on that first sentence. :)

"I think a lot of objections about size are really about aesthetics."

That's very generous of you! I really do think McClung and Holden just don't care about students or really anyone, so losing 300 beds to be "less dense" means nothing to them.

1 ^ | v • Reply • Share ›



justiceplease → eean • 7 days ago

It's not generous - it's what I truly believe, and I hope my past remarks reflect that. I'm for building affordable and low income housing, and I don't mind building big if it reflects the historical legacy of Berkeley.

^ | v • Reply • Share ›



eean → justiceplease • 4 days ago

Sure, not you, but the folks writing the op-ed did specifically call out their objections to "density". No amount of aesthetic design alterations can overcome objections to "density". They just don't want so many students living across the street from their terrible cafe.

^ | v • Reply • Share ›



justiceplease → eean • 3 days ago

On the other hand being for "density" without looking at the context undercuts your own argument, just as charging in to back big development, no matter the

Stiles Site Student Housing Addendum page 95

context, does. Community planning requires some nuance and sensitivity to current conditions.

I will give you that "density" is an easy go-to for NIMBYs. The way to attack that is to analyze the argument of that particular case. People might be drawing on previous experience to prevent slum conditions. They might be concerned that increasing the density of rich people will increase their rents and shift the voting population in ways hostile to the poor and seniors and disabled people on fixed incomes. They might be genuinely dedicated to protecting the community's historic assets - which fosters business and tourism as well as giving future generations a sense of the past (perhaps stimulating them to study some history and incorporate that knowledge into the analysis of their own situation).

However, to clarify my own position in this case; I've been calling for the University to build housing for students ever since I was a student! I appreciate that they've procrastinated so long that they now have to build big. My only objection is that I personally find the building ugly. I'd like a building of that size to be a landmark unto itself.

^ | v • Reply • Share ›



berkeleyan → justiceplease • 3 days ago

It occurs to me that "density" could also be referred to as "crowding" or "cramming".

^ | v • Reply • Share ›



Aaron Priven → berkeleyan • 2 days ago

No. Density is persons over land area, while crowding is persons over dwelling area. A two-story building with 20 people has the same density as a twenty-story building with 20 people, but much more crowding.

^ | v • Reply • Share ›



berkeleyan → Aaron Priven • 20 hours ago

Thank-you for the correction! That is a more nuanced definition.

However, it seems that a city could become crowded...

^ | v • Reply • Share ›



guest5353 • 7 days ago

Given Berkeley's status as a rural, primarily farming community, the article's conclusion is absolutely correct. A project like this would only be appropriate in a modern urban center. Perhaps in the sort of place that would be home to a world-class educational facility. Certainly NOT right for a sleepy little village like Berkeley. Quaint and folksy is what Berkeley should remain. Let a densely-crowded mega-metropolis like Emeryville choke itself with revenue and tax-producing buildings and businesses if it must; but Berkeley should remain a tax-starved and genteel retreat for the privileged few. (students and others should look elsewhere to shop, eat and reside)

12 ^ | v • Reply • Share ›

**EBGuy** → guest5353 · 6 days ago

Dorms in Berkeley? MOOOoooo....

1 ^ | v · Reply · Share ›

**Joshua A** · 7 days ago

We seem to have different understandings of what prisons look like.

3 ^ | v · Reply · Share ›

**testit** · 7 days ago

I think that the proposed density is fine, but parking spaces (not dedicated to the occupants) should be added (parking will be needed until there is much better public transportation).

I also think that we should have much better architecture. Sizable building should generally be designed to last hundreds of years and so we should always give our best effort to having great architecture.

If the architecture were aesthetically pleasing, I'd be OK if this were 20 or 30 stories high, too, supporting 2,000 - 3,000 students.

^ | v · Reply · Share ›

**Ellen L. Simms** · 7 days ago

I agree that housing students on campus is ideal. Another advantage to the siting of this building is that it is on the north side of Bancroft and so will not shade the street.

2 ^ | v · Reply · Share ›

**Devin** → Ellen L. Simms · 7 days ago

I really like the void in housing this project aims to fill, but I have to point out that it is on the South side of Bancroft across from the new student union / Zellerbach (which should be pointed out are both similar in scale and have a large parking lot below them so parking when there isn't a Zellerbach event is available.

^ | v · Reply · Share ›

**Tizzie Lish** → Devin · 7 days ago

Zellerbach and the new student union complex are no where near eight stories tall. Plus both complexes are scattered, with open space between them and other facilities, they are not packed in to the very edge of tight lines where pedestrian walks. Most of the year, the walk to Zellerbach is a shady stroll with trees, benches and, in some places, bubbling brook and wild flowers. Zellerbach and student union do not compare, not at all, to this project -- and I happen to support this project with just a little consideration of the streetscape experience of the rest of Berkeley taht won't be living in it. Additionally, there is a nice range of scale scattered throughout the new student union complex, giving it an accessible, human scale that this new dense block right up to property lines lacks.

Have you actually walked around the new student union complex? It has a lot of open space scattered throughout, both inside and outside. It is very well designed, in my opinion, which is not an expert one. I am on campus most days and often in the student union complex. have you gotten to know it?

When you wrote "the void in housing this project aims to fill" did you perhaps

Op-ed: New 783-bed, 8-story-high Stiles student housing project is too big | Berkeleyside
 when you wrote "I really like the void in housing this project aims to fill" did you, perhaps mean that you like that this project aims to fill the void in housing?

I think the location of this proposed student housing project is great. I understand the

[see more](#)

2 ^ | v • Reply • Share ›



Devin → Tizzie Lish • 7 days ago

Yes, I did mean filling the void in amount of housing. As to scale, you are correct that the new student union is very well designed and has terrific public spaces both inside and out that mask it's scale. It is 5 stories (really 6 or 7 with the double height lobby level and larger ceiling heights than the old Eshleman Hall (which was 8 stories, really 9+ with a double height top and lower level), not to mention Haas pavilion directly behind from where the rendering is taken or Unit 3 directly behind this site on Durant which has (4) 8+ story buildings. My point is this scale has very proximate precedent and doesn't suffer from lack of public space as the plazas on campus of a public university might.

That is the difference between campus buildings and dorm residences - I wouldn't want public spaces for street kids to inhabit if I was a student living in that complex. Perhaps a courtyard accessible only to residents (similar to the existing Units) would be a more useful / safe application of public space.

^ | v • Reply • Share ›



J Flores → Devin • 7 days ago

Good points, also I believe there is a center courtyard not shown here.

^ | v • Reply • Share ›



J Flores → Tizzie Lish • 7 days ago

Personally, I would prefer that they keep it at the property line, given the ground retail will be flush with the block. I would prefer that they visually break up the mass via design elements, and had the top two floors setback to various depths throughout the structure. And maybe more glass/larger windows fronting Bancroft. The overall size is totally fine imo.

1 ^ | v • Reply • Share ›



Bill N • 7 days ago

Excellent plan. The siting of student housing this close to campus will be a real plus.

4 ^ | v • Reply • Share ›



William McClung • 7 days ago

I have read through the 76 comments on our OP-Ed so far. I suspect we have done the University a favor by eliciting so many comments of people in favor of the project as is. Our goal was to call people's attention to the fact that public comment on the project closes Thursday at 5 p.m., and that it seems to us excessive in concept and density. We are not NIYBYs, nor do we lack recognition of the the need for more reasonable-priced housing. What we argue is that a better project can be designed at

Stiles Site Student Housing Addendum page 98

about half the coverage and scale and that the University has good alternative places to build, with or without a private developer, nearby, including the Clark Kerr Campus. Why not?

3 ^ | v • Reply • Share ›



Eric Panzer → William McClung • 7 days ago

Mr. McClung, you say you recognize the need for more reasonably priced housing, but in the very next sentence argue for an approach that would result in dramatically less student housing on this site. Do you not see the contradiction?

The University should absolutely be pursuing additional housing on other sites, but that is not an argument for slashing this project by 391 beds. You suggest cutting the project's coverage and scale by half, which means half as many beds available to students. Yet you offer no justification for how this would substantively improve the project--aside from your previously noted objections with respect to parking and aesthetics. If you have other concerns that go beyond the preservation of a parking lot and your taste in architecture, by all means share them with us.

7 ^ | v • Reply • Share ›



William McClung → Eric Panzer • 7 days ago

Mr. Panzer --

I think half of many things is often better than the whole thing. Parking and aesthetics are not the only issues here. Today at 5 p.m. the Public Comment closes. We're sending two public comments that articulate our views in greater detail. We're asking for a 14 day extension so more people can study and think about the plan. Isn't building half of this project on the Clark Kerr Campus an attractive and feasible option?

^ | v • Reply • Share ›



Daniel → William McClung • 7 days ago

No.

1 ^ | v • Reply • Share ›



Elizabeth → William McClung • 7 days ago

Splitting up the project might seem like the perfect solution but at this point, it would be an administrative nightmare. Building it on Bancroft means that the students will be near classes, somewhat, with no need to take a bus to class. UC contracts with AC transit and many students at Clark Kerr use AC Transit, another issue to consider, since word has it that buses are filled to capacity from this area to campus. I'll support the Bancroft project. Perhaps you could ask for parking in the new building. That might be more likely to happen and would be a more realistic solution to your dilemma

^ | v • Reply • Share ›



J Flores → William McClung • 7 days ago

No, both need to happen.

Stiles Site Student Housing Addendum page 99

Actually, the alternate solution to an extremely urgent and immediate housing crisis can't be to slice up this obviously ideal project and build part of it further away on property that happens to be on the National Registry of Historic places, next to one of the most affluent neighborhoods in the city. It's becoming clear that you don't truly grasp how bad the housing situation is for students.

What you, a NIMBY, are asking the University to do is to take your personal and your business' private interests ahead of that of hundreds and hundreds of students'. And if they DO want the rest of those beds, well they can just go deal with different NIMBYs, elsewhere. Because getting a 90k building built at CK will be anything but smooth and yet another lengthy fight. In the meantime, kids are living in cars and 3-4 to a room in very old buildings.

At best, you are being disingenuous, at worst, you have absolutely no problem with students continuing in poor living conditions, or in cars.

Again, even if they were to build this as is (8 stories/full block), AND manage to eventually get something built at Clark Kerr, they would still be far far behind in fully meeting the housing needs that other UC campuses already offer. And that's just for the 1st and 2nd year undergrads. Grad students have their own unmet housing needs. And yet you are completely fine slowing down the entire process and building for less people on the same amount of space. You should be ashamed.

4 ^ | v • Reply • Share ›



Gracie → J Flores • 6 days ago

Thank you for cutting to the chase! I think we all think this and hope that Mr. McClung and other NIMBYs throughout the Bay Area get that we are fighting back against their outright personal interests! (hmm, I don't even want to start on the rest of Berkeley, parts of SF that are insanely NIMBY, and then there are suburbs with top rated school systems like Lafayette, Piedmont, Palo Alto, etc that are deliberately blocking lower income families from coming in through their NIMBYism...)

It's hard to be polite to older residents who are essentially minimizing or worse, ignoring the needs of an upcoming generation of undergrads and grads. To make your case stronger - it's not just Cal. It's Stanford. It's the state colleges in cities like SF. There are older neighbors who are prioritizing their own narrow, private interests and blatantly ignoring the larger social need of good quality affordable housing that cities can produce if we're allowed to build up

^ | v • Reply • Share ›



J Flores → William McClung • 7 days ago

Because they have a closer option? This one? Your solution is to build lower and farther out? You just described suburban sprawl.

9 ^ | v • Reply • Share ›



NeverCapitelli · 7 days ago

The authors of this op-ed are affiliated with two very charming retail offerings: University Press Books/Berkeley and the Musical Offering. At least they look charming from the outside. In my eight years in Berkeley, and I swim almost daily at Spieker so I walk along Speiker plaza and that stretch of Bancroft almost daily, I have never actually entered either establishment so their charm has yet to entice me.

I think building student housing directly across from the campus is smart housing. Proximity to campus erases the need for cars. If students can't quite afford housing, how the heck can they afford to own, insurance and pay for parking space? I realize employees of the university and/or nearby businesses might be parking in the lot that will be lost but that's life in the year 2016. We need less car driving.

I'd like to see a tad less density with the building not going right up to the property lines in every direction.

I think it is reasonable for the university to contract with a developer to build this, unless the university has a whole professional department dedicated to real estate development and construction. Given the recent announcement of 500 cut jobs, that seems unlikely.

I would like to see the university use some of its other land to build yet more housing. And if this project

[see more](#)

^ | v · Reply · Share ›



WindoWest → NeverCapitelli · 7 days ago

It's MAYOR Bates or Tom Bates. Respect for the office and the person at the very least. If you disagree with his policies, fine. But enough name calling in this town, please.

^ | v · Reply · Share ›



NeverCapitelli → WindoWest · 7 days ago

Tommy shows contempt and disrespect chronically. He has not earned my respect.

At last week's shameful council hearing, made shameful by Tommy's outrageous behavior, he actually said, and you can watch the video of the meeting on the city's website if you don't believe me, that he doesn't care about respect.

I am done with artificial cultural formalities that belie the underlying truth of a buy like Tommy. And here in America, citizens can voice their disrespect to contemptible elected people like Tommy.

You may cling to your quaint notions but I do not ascribe to them.

Calling him Tommy is actually a lot more civil than what I actually think of him.

1 ^ | v · Reply · Share ›



Pietro Gambadilegno → WindoWest · 7 days ago

This commenter specializes in name calling. For the worst example, just look at the alias she uses.

1 ^ | v • Reply • Share ›



NeverCapitelli → Pietro Gambadilegno • 7 days ago

Lauri Capitelli is a crook. I no longer even think of him in his relation to his actual last name. He took a bribe after voting to give our police chief a mortgage loan and then allowed his real estate business to handle the chief's home purchase. He said he would give the bribe to charity but never announced that he actually did so. Whether he gave it away or not, he took it and only offered to donate it to charity when he got caught. That's a crook.

I have no respect for Crooki. You can hide behind your alias. Allow others to hide behind theirs.

1 ^ | v • Reply • Share ›



Tizzie Lish → Pietro Gambadilegno • 7 days ago

Pietro, whoever you are, how do you know NeverCrookitelli is a she? You don't.

1 ^ | v • Reply • Share ›



Pietro Gambadilegno → Tizzie Lish • 7 days ago

You may think you are anonymous, but your prose and your political positions are very easy to recognize. When one person who comments a lot suddenly stops and someone else immediately starts making as many comments that say the same thing, everyone knows who it is. Your factual mistakes are also a giveaway - for example, when you claimed that Sacramento St. was in Bates proposal for buffer zones.

^ | v • Reply • Share ›



J Flores → NeverCapitelli • 7 days ago

The university already owns this land, it is not gobbling up tax paying property to build this project.

3 ^ | v • Reply • Share ›



NeverCapitelli → J Flores • 7 days ago

Either you were confused and responded to someone else's comment or you did not comprehend what I wrote. And maybe I did not write well enough to convey my point.

I wrote "If this is property is now paying the city property taxes" that should be taken into consideration. I did not speak declaratively, I acknowledged my lack of knowledge. I qualified my comment about prop taxes. I acknowledged my knowledge gap.

The university does, however, have a long, deep history of gobbling up tax paying property. How nice that this project is not one of them.

Did you read all my comments? I support this project. And I think the guys who wrote this op-ed actually are NIMBY's. They have closely vested interests in retail operations that will be disrupted by this project. Most of the time, Bside commenters throw around the term NIMBY inaccurately but the authors of this op-ed most definitely are NIMBY's.

Stiles Site Student Housing Addendum page 102

They appear to close to the losses this project will cause to things that matter greatly to them, that adds up to NIMBY. For once, for the first time, I agree with comments that suggest a position offered here is a NIMBY position..

As to their request to the city to extend public comment: to the op ed writers (I am too

[see more](#)

1  |  • Reply • Share ›



J Flores  NeverCapitelli • 7 days ago

Yes, you wrote "if", so I assumed you weren't sure, and I responded with the answer. Pretty straight forward.

 |  • Reply • Share ›



Ben • 8 days ago

New housing is essential and this op-ed is meaningless. What exactly is UC Berkeley supposed to do to solve a true crisis?

8  |  • Reply • Share ›



Aaron • 8 days ago

This building looks great! Will provide an excellent option for students. It is going to enhance the neighborhood so much. Is 8 stories enough though?

10  |  • Reply • Share ›



suckatash  Aaron • 7 days ago

Make it 12!

3  |  • Reply • Share ›



guest5353  suckatash • 7 days ago

Gasp! A building that tall in BERKELEY? It would pierce the sky and the stars would fall down upon us all. Besides, there would be no oxygen up that far from the earth.

5  |  • Reply • Share ›



Robbin Noir • 8 days ago

ON CAMPUS is exactly where student housing should be built! In fact, UCB should sacrifice much of their real estate dedicated to the veneration of sports & instead use that space for student housing. UCB has screwed Berkeley long enough, tax exempt & rolling around like the 800 lb gorilla. Everything takes a back seat to sports. Build housing ON CAMPUS and FOR CALIFORNIA RESIDENT APPLICANTS FIRST.

2  |  • Reply • Share ›



NeverCapitelli  Robbin Noir • 7 days ago

I like the idea of prioritizing university housing for CA residents, esp. since the City of Berkeley will be losing property taxes on the deal. Set aside this housing for CA residents who pay all kinds of CA taxes that noresidents and their parents do not pay.

2  |  • Reply • Share ›



J Flores → NeverCapitelli · 7 days ago

How are they losing property taxes on this deal? The University parking lot does not currently pay property taxes.

2 ^ | v · Reply · Share ›



NeverCapitelli → J Flores · 7 days ago

Although Robbin Noir's comment above mentioned property taxes on the site of this proposed housing, I did not. I suggested that UC housing should be allocated to CA student residents instead of our of state residents. The CA students' families pay all kinds of CA taxes that nonresidents and their parents do not pay -- that is not about whether or not this property is UC owned and/or pays city taxes.

1 ^ | v · Reply · Share ›



J Flores → NeverCapitelli · 7 days ago

I think that's fair as well, but just to point out, you did mention taxes on this site "esp. since the City of Berkeley will be losing property taxes on the deal".

^ | v · Reply · Share ›



velo_rooster · 8 days ago

Pretty much 100% disagree with this op-ed. One cannot complain we don't have enough housing and at the same time argue against the provision of a lot more housing precisely where it is needed.

11 ^ | v · Reply · Share ›



jacquelyn mccormick · 8 days ago

The University capped their enrollment at 33,000 in 2020 in the LDRP and agreement with the City of Berkeley. Right now enrollment is over 38,000 with an additional 750/year for the next five years. That will put enrollment in 2020 up over 40,000. Additionally, the University agreed to build 2300 housing units in the LDRP. Since that agreement, only one unit of 400 beds and an additional 150 beds at Clark Kerr Campus have been added. The demand for student housing and the fact that those apartments turn over every 9 months (therefore allowing the landlord to increase rents) is one of the major stressors on Berkeley's housing and affordability crisis. And due to the high cost of Berkeley's "at market" rents, students are cramming themselves into smaller and smaller units just to be able to afford to attend college. The University should be building more housing to take the pressure off. That being said.....just because they can do whatever they want on State property - doesn't mean they shouldn't be sensitive to the surrounding neighborhoods and existing structures. And a further question should be asked.....if the University is asking a private developer to build and operate this housing projects (at presumably at profit to them) then should this property be put back into play so the City of Berkeley can get the much needed property taxes associated with the project????

5 ^ | v · Reply · Share ›



NeverCapitelli → jacquelyn mccormick · 7 days ago

It is possible that the profit earned by whoever builds this housing would be less than it would cost the university to handle all the tasks of development. It might be a cost savings to

...outsource the actual Stiles,Site,Student Housing Addendum page 104

outsource the actual development.

^ | v • Reply • Share ›



Skip Tekle → jacquelyn mccormick • 8 days ago

You can't have it both ways.

[This comment has been moderated. -Eds.]

^ | v • Reply • Share ›



J Flores → jacquelyn mccormick • 8 days ago

They pay for it, manage it, yet price is capped by the university. Seems like a fine alternative considering housing is not subsidized by the state.

1 ^ | v • Reply • Share ›



jacquelyn mccormick → J Flores • 7 days ago

But they aren't doing it for free...out of the goodness of their heart...

^ | v • Reply • Share ›



J Flores → jacquelyn mccormick • 7 days ago

Why would they? Why would anyone? Nothing, certainly not housing, is free. Someone somewhere will pay for it. In the end, the University will end up with land anyway. As opposed to losing it forever to a landlord who can do and charge whatever it wants for it. Oh and of course the most important part... it will house hundreds of students directly across from school.

1 ^ | v • Reply • Share ›



NeverCapitelli → jacquelyn mccormick • 7 days ago

should they do it for free. . . . out of the goodness of their heart?

1 ^ | v • Reply • Share ›



Lewis • 8 days ago

"prison-like façade." This does not look like a prison! Next time I go to prison, I hope they have those glass study rooms on the corner and the different colors on the outside. I think they should put some details around the roof, though, like some shingling or trimming. There should be a "scared straight" program that drives these guys just to the outside of a prison to have a look, or maybe just to Berkeley city hall! That's what i call prison-like.

What does the height has to do with the parking? If it were even one story, it would eliminate the parking lot as long as it encompassed the whole lot. I doubt the authors will accept any building that takes away the parking lot. This about parking. I think their imaginations told them it looks like a prison once they learned the parking was on the way out.

Where else are those students supposed to go? If they find a spot somewhere else, the neighbors there won't anything either. Even if they build something little, neighbors will say it's a tiny prison and wish it was a parking lot instead. My friend's kid is an undergrad living three-to-a-room in student housing, and it's awful. Pretty soon Berkeley will be building houseboat dorms, but then people will

complain there's no place to live. [Stiles Student Housing Addendum](#) page 105

complaint there's no place to put their seats.

3 ^ | v • Reply • Share ›



WindoWest → Lewis • 7 days ago

We agree. Prison-like it is not, but static and overbearing, yes it is, like big fat block. That stolid heavy-feel of the mass could easily be alleviated by setting back the top floor and creating a cut-out terrace at mid-height. The students would enjoy an outdoor gathering place.

1 ^ | v • Reply • Share ›



Doug F → Lewis • 7 days ago

What the height has to do with parking is that the more housing floors a building has, the more demand it'll create for parking, on surrounding streets &/or in its own parking garage. If any--I know there's none in the plans for this building. Students living across the street from campus won't need many cars, but some will bring some, & there's already hardly a parking space to be had all day on Southside.

Berkeley Rep wanted to build an underground garage of appropriate size under its new theater, & the city blocked it. Directly reducing the theater's income for decades to come... especially during the ~2yr the city is tearing down & rebuilding its parking garage between Addison & Allston, in the near future.

1 ^ | v • Reply • Share ›



Pietro Gambadilegno → Doug F • 7 days ago

The city studied parking on the southside as part of the GoBerkeley plan. They found that parking is abundant enough to allow free parking for one hour in the Durant/Channing parking garage.

In downtown, parking is scarcer, so they charge for the first hour at garages.

^ | v • Reply • Share ›



Graham Freeman • 8 days ago

Per the op-ed authors' suggestion, I've written to planning@berkeley.edu to thank them for building new housing, and to voice support for the Stiles student housing building.

11 ^ | v • Reply • Share ›



Paul Kamen → Graham Freeman • 7 days ago

I've written in also, suggesting that it's too small and too low.

4 ^ | v • Reply • Share ›



Skip Tekle → Graham Freeman • 8 days ago

Touche! Well done, sir. And let's hope others follow your example!

3 ^ | v • Reply • Share ›



Ethan • 8 days ago

Seriously, as a Cal alum and employee of a property management firm in Berkeley I have to say it's getting ridiculous in Berkeley with the housing crisis. The acceptance rate for Harvard University (5.2%) is higher than the acceptance rate for an apartment in Berkeley. The acceptance rate for an

Stiles Site Student Housing Addendum page 106

apartment hovers around 2-3% on average now.

Here's an image of an open house back in February near Hillegass @ Ashby. Students are now looking 10 or more blocks away from the southern edge of campus for housing.

The recent Berkeleyside image (<http://www.berkeleyside.com/20...> shows a line down the block for another complex on Durant @ Fulton (2 block from campus).

Berkeley should be prioritizing housing close to campus - undergraduate students shouldn't have to search for housing 10+ blocks from campus and spilling over into neighborhoods beyond Ashby Avenue.



see more

3 ^ | v • Reply • Share ›



EBGuy → Ethan • 8 days ago

Hmmm... wonder if [Garden Village](#) will be open by the Fall? I'm not too hopeful about The Dwight.

^ | v • Reply • Share ›



Ispanker • 8 days ago

For those of you who are so worried about overcrowding, how about if we solve the problem once and for all, and just move Cal Berkeley out to the UC Merced campus? Plenty of open space for housing there, and the locals in Merced will be happy to have the money UC and the faculty/students bring to the community. Berkeley can keep the bums and crazies, and let presently vacant UC property be used for open-air congregating places for druggies, criminals, and urban-farmer wannabes, since it's clear that's what people there value the most...

2 ^ | v • Reply • Share ›



Joe Johnston • 8 days ago

The bay area's population isn't in decline. Hell put a parking garage underneath if possible. And make the thing 10 stories.

5 ^ | v • Reply • Share ›



stevenish • 8 days ago

I like this project. It fits in with the massing of other buildings around it. And, hey where the heck are all these students going to go? This puts them right across the street from the campus. It's perfect. And, they don't need a car here.

8 ^ | v • Reply • Share ›



NeverCapitelli → stevenish • 7 days ago

I don't understand how it can be said that the massing of this building fits in with others around

Stiles Site Student Housing Addendum page 107

it. There are no adjacent buildings with that mass. The few largish buildings along Bancroft within a couple blocks of this location simply are not this dense.

I think building up to the property lines is a bit too dense but Berkeley needs student housing. It's just my opinion but this project is livable in my opinion, although I'd like to see it slightly stepped back from property lines.

Putting parking garages underneath living spaces adds significant to cost in earthquake country, I think. And for what amounts to dorm living and keeping in mind this housing is strictly for students at the university across the street, I think no parking is fine.

The loss of the parking lot pinches but it also might encourage less driving.

^ | v • Reply • Share ›



J Flores → NeverCapitelli • 7 days ago

I think building up to the property line in this case is fine because it will have ground floor retail. As a pedestrian, you're going to be far more affected by the scale of the first floor retail than the overall height of the building which you just won't feel. Personally, I would prefer it if the existing 9 story dorms across the street from this project didn't have setbacks, so that their ground floor could better interact with the sidewalk, like traditional retail floors. Though I hear this is the plan, so eventually this area will be flush with new ground floor retail at 8/9 stories.

3 ^ | v • Reply • Share ›



Robbin Noir → stevenish • 8 days ago

It is certainly no uglier than the crap planned for downtown that is hoping to tear down & REPLACE good, beautiful, well used architecture. They can build housing on the Bears field & leave downtown alone!

2 ^ | v • Reply • Share ›



dmurphy10 • 8 days ago

YES PLEASE BUILD MORE HOUSING. These old NIMBY's are nonsense.

12 ^ | v • Reply • Share ›



Joe • 8 days ago

Totally disagree with the entire premise of this op-ed. Further, I will no longer be shopping at University Press Books.

9 ^ | v • Reply • Share ›



Devin → Joe • 7 days ago

I agree with testit, I think both of those stores are nice additions to a campus town shopping scene. Hopefully the authors have been made aware of the fact that they are in the minority in opposing this project and come to embrace the huge influx of residence literally on their doorstep needing a place to study and cups of coffee. I understand their knee jerk reaction to losing parking and being subjected to construction of an 8 story building right next door however - that should be punishment enough for this op-ed :-)

^ | v • Reply • Share › Stiles Site Student Housing Addendum page 108

[Reply](#) · [Share](#) ›



testit → Joe · 7 days ago

Joe, and all the other people who liked this comment, I think that it is unfair and unreasonable to not shop somewhere over having a different opinion on essentially a matter of taste. Please rethink your position. The primary object was the look and feel of the building along with the loss of parking (I think at least as many parking spaces should be included in the building).

1 ^ | v · [Reply](#) · [Share](#) ›



JF · 8 days ago

There are 9 story dorm buildings across the street from this. This is a fine place to build an 8 story building.

12 ^ | v · [Reply](#) · [Share](#) ›



Gusted · 8 days ago

If I were the President of the 2430 Arts Alliance and General Partner of University Press Books/Berkeley and the Musical Offering, I would be more concerned with the termites ravaging that building.

The last time I ate at the Musical offering a termite fell on my head twice.

Big juicy ones.

1 ^ | v · [Reply](#) · [Share](#) ›



Skip Tekle → Gusted · 8 days ago

The same termite? That's impressive!

1 ^ | v · [Reply](#) · [Share](#) ›



Gusted → Skip Tekle · 7 days ago

Two. Very well fed. Perhaps they enjoyed their meals more than I did.

1 ^ | v · [Reply](#) · [Share](#) ›



NeverCapitelli → Gusted · 7 days ago

I'm impressed that you could identify a termite! I guess I don't believe your claim that not one but two fell on your head during a meal.

^ | v · [Reply](#) · [Share](#) ›



Joe Brant · 8 days ago

To be honest it doesn't look any worse than the Martinez Commons building and that looks ok to me. And having dense housing right next to campus is EXACTLY where it needs to be. Almost no cost associated with walking to school and if you're living in university housing it's rather unlikely you'll need a car. Who gives a crap about parking when people need a place to live? Take the damn bus for a change!

6 ^ | v · [Reply](#) · [Share](#) ›



Edward → Joe Brant · 7 days ago

Especially since your student ID is a bus pass. The ASUC has an agreement with AC transit. Every student has a pass which is paid for at a reduced (bulk) rate. Everyone wins.

Pages: 516 Student Housing Agreement page 104

^ | v • Reply • Share ›



Jon Schwark • 8 days ago

"right kinds of housing": YES. LOTS OF STUDENTS HERE.
 "in the right quantities": WELL, IT SHOULD BE MORE, TBH
 "for the right sites": YES, CLOSE TO CAMPUS

11 ^ | v • Reply • Share ›



WindoWest • 8 days ago

The boxy design is so dreary. Some step downs would create a more dynamic facade and provide terraces that would serve as communal gathering spaces. Terraces could be accomplished without sacrificing the number of rooms by rearranging the interior space. The University should build student housing on Peoples' Park where the street scene is a hazard for female students. We could not care less about providing parking in that vicinity.

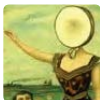
1 ^ | v • Reply • Share ›



Robbin Noir → WindoWest • 8 days ago

Better there than downtown.

1 ^ | v • Reply • Share ›



curiousjorge • 8 days ago

Its pretty disingenuous for an architect to characterize that rough massing sketch as if it were, according to the caption, "A rendering of how the Stiles student housing project would look on Bancroft Avenue." Come on, you know that the facade will look nothing like that! its just a CAD drawing of the generic mass of the structure.

1 ^ | v • Reply • Share ›



suckatash • 8 days ago

Solution to the parking problem: If you want to live there, you can't own a car. They're college students in the Bay Area. Ditch your car for a few years. To the authors of this op-ed: Best of luck to you, but you should probably lose this one. This is in your back yard. Tough break. I for one don't care about the impact on your immediate neighborhood. UC had no place for me to live when I applied in the 1980s. Students were living in their cars back then too. Build it.

14 ^ | v • Reply • Share ›



testit → suckatash • 7 days ago

No one, students or not, are going to ditch their cars until there is much better public transportation (nowhere is sight), so the displaced parking spaces will definitely create more parking difficulties.

The city spent a fortune on high tech parking meters, buying a fleet of parking enforcement vehicles, hiring people to drive those vehicles and mechanics to maintain them, and outfitting cameras to read everyone's license plates as they drive around, and a database and software to check on all the license plates that were read. All for the sake of revenue (I wonder if that revenue exceeds all those costs, including compensation costs for meter maids of \$125+K).

They should use all that infrastructure to track available parking space on the streets and in

Stiles Site Student Housing Addendum page 110

Op-ed: New 783-bed, 8-story-high Stiles student housing project is too big | Berkeleyside
garages, and let drivers looking for parking spaces find the closest one.

1 ^ | v • Reply • Share ›



Pietro Gambadilegno → testit • 7 days ago

Lots of students don't own cars. The majority of residents in downtown Berkeley don't own cars.

1 ^ | v • Reply • Share ›



suckatash → testit • 7 days ago

We digress...

^ | v • Reply • Share ›



Ispanker → suckatash • 8 days ago

How true. I lived in West Oakland for 2 years and would either bike or take the bus up Telegraph to get to campus.

2 ^ | v • Reply • Share ›



Gracie • 8 days ago

Pieces like these are exactly why we don't get enough housing.

The gist of this piece:

We acknowledge we need housing. But not too dense, not too high, not too many people.

The authors don't address the fact that these are students - they need to be densely packed for high educational collaboration and most importantly...

....to be as close as possible to the university to walk to

If you can't come up with an acceptable solution, please ignore this blatant NIMBYism

12 ^ | v • Reply • Share ›



Sprinter • 8 days ago

This is a great project we should support. It will measurably improve our housing issues and provide safe and clean housing to students. The opposition is classic Berkeley NIMBY by "progressives" who suddenly get cold to change when it affects their interests. And only someone who has not seen a prison could ever say the proposed facade is "prison like."

14 ^ | v • Reply • Share ›



Robbin Noir → Sprinter • 8 days ago

DO NOT confuse the legitimate concern with replacing well used downtown economic engines like the Landmark Shattuck Cinema Building with this proposal. BUILD ON CAMPUS or RIGHT NEXT TO IT.

2 ^ | v • Reply • Share ›



Skip Tekle → Robbin Noir • 8 days ago

What are you on about? Your reply to Sprinter makes no sense. It IS right next to

Stiles Site Student Housing Addendum page 111

campus.

^ | v • Reply • Share ›



Laura Morland → Skip Tekle • 7 days ago

I believe that Robbin Noir is voicing SUPPORT for this project, as opposed to the "Formerly Hinks" Landmark Shattuck Cinema Building .

^ | v • Reply • Share ›



Charles Siegel • 8 days ago

I agree with the op-ed that this is a prison-like facade. I think new projects like this would face less opposition if the architecture were better.

Of course, I disagree with the rest of the op-ed. Eight stories is perfectly appropriate in this central location, right next to campus, while a surface parking lot is completely inappropriate.

Since I am on the subject of architecture, let me mention that I just published a book named The Humanists Versus the Reactionary Avant Garde. Here is a quotation from the first review that appeared:

"The Humanists Versus the Reactionary Avant Garde was sitting on a shelf in my office, awaiting review, for several weeks. I was busy, and in a chance conversation I told CNU co-founder Andres Duany that I didn't know when I would find time to read it. "You have time for this book," Duany assured me.

... author Charles Siegel clarifies the confusing world of modernism and post-modernism and connects them to New Urbanism in new ways--and he does this in a compact 162 pages. ... Whether you care about style or just want to make good places for people, the book offers useful insights--and not just about architecture.

... Siegel has written a gem of a book....."

—Robert Steuteville in Public Square, published by the Congress for the New Urbanism

You can read excerpts at <http://www.preservenet.com/rea...> or search on amazon for "Reactionary Avant Garde"

6 ^ | v • Reply • Share ›



Scott E → Charles Siegel • 8 days ago

I don't think this isn't an appropriate place for shameless self promotion and sales pitches.

2 ^ | v • Reply • Share ›



Elizabeth → Charles Siegel • 8 days ago

Charles, would you consider donating one or two copies of your book to the Berkeley Public Library? They have a copy of your 1995 book, The Preservationist Manifesto. however no copies of your new book and no copies of the title appear in Link. Thanks.

2 ^ | v • Reply • Share ›



Charles Siegel → Elizabeth • 7 days ago

Stiles Site Student Housing Addendum page 112



Sure, I would donate one or two copies. If they contact me, I will bring it right over.

1 ^ | v · Reply · Share ›



NeverCapitelli → Charles Siegel · 7 days ago

I think the Berkeley library should buy your book but it is nice that you are willing to gift a copy or two.

^ | v · Reply · Share ›



berkeleyan · 8 days ago

This is exactly the type of development that is needed in Berkeley: UC building dorms for its students.

Instead of private developers building what amount to dorms all over town, UC should take responsibility for housing their ever increasing student body.

Bravo!

19 ^ | v · Reply · Share ›



Beau Giles · 8 days ago

Since the authors are the neighbors this is literally a Not In My Back Yard op-ed. This sort of knee-jerk opposition to density is why the price of housing is so high in Berkeley and the Bay Area.

18 ^ | v · Reply · Share ›



Robbin Noir → Beau Giles · 8 days ago

The housing prices are so high due to corporate real estate pimps & their foreign investors & AirnB. Gett rid of real estate pimping. When remote corporate developers are paid more than the folks who actually risk their necks building this stuff, something is wrong. No pimps.

2 ^ | v · Reply · Share ›



J Flores · 8 days ago

This is truly sad. The university can't house all of its incoming freshman class and people would rather find ways to delay this because they don't want to get rid of parking? Disgusting. The value we place on housing cars over housing actual humans is insane.

Moreover, the issue on scale is not that it's too big, it's that the rest of this block is too low and not dense enough. Everything from this project to the corner of Telegraph should be redeveloped. This is a new era, and this era requires that we build more. It is directly across from campus and up the road from Bart. Ideal. Our outdated infrastructure is not something we must limit ourselves to. It's something we need to change to fit us now and in the future.

Do not delay much needed student housing, it hurts both them AND the non student population of Berkeley. If you're a Berkeley resident, you should be screaming at the University to build even more and more housing. But this is absolutely a great start.

The justification is simple, kids need a place to live while they study, this space is incredibly convenient, and we need a lot of it. Build it.

18 ^ | v · Reply · Share ›

**Scott E** → J Flores · 8 days ago

My thoughts exactly. It's mind-blowing that anyone could oppose this project.

1 ^ | v · Reply · Share ›

**Mike Duigou** · 8 days ago

We could always turn People's Park in to parking or housing.

8 ^ | v · Reply · Share ›

**Daniel** → Mike Duigou · 8 days ago

Take Back People's Park!

^ | v · Reply · Share ›

**Edward** → Daniel · 8 days ago

It's on the list. But the university will build on several other sites first. There are too many people with personal capital tied up in that place. These are the "Over my dead body!" people.

The university's reply is, "Yes, that's the idea."

5 ^ | v · Reply · Share ›

**Anybody But Jesse** → Edward · 8 days ago

If that's all it takes, I will provide the shovels.

^ | v · Reply · Share ›

**J Flores** → Edward · 8 days ago

It's really the only option, as the COB will NOT back the University when that day comes. In fact, it might be forced to openly oppose the construction of anything on People's Park, if only for PR reasons.

1 ^ | v · Reply · Share ›

**Pietro Gambadilegno** → J Flores · 7 days ago

The city can avoid the PR problems by putting it on the ballot. I expect an overwhelming majority would vote to get rid of People's Park.

1 ^ | v · Reply · Share ›

**J Flores** → Pietro Gambadilegno · 7 days ago

I believe a vote would have that outcome. But I'm guess a very vocal minority would raise hell before it went to vote.

^ | v · Reply · Share ›

**NeverCapitelli** → J Flores · 7 days ago

I question your grasp of our current city council if you actually believe Berkeley's city council would oppose building student housing on People's Park, university owned land.

1 ^ | v · Reply · Share ›

meaning. If students can't find homes (on the main campus, or what is currently a non-parking university parking lot, despite it being described as "open space" in the op-ed) they will put less pressure on the regular housing market and rents will be lower than they otherwise would be.

13 ^ | v • Reply • Share ›



NeverCapitelli → Garret C • 7 days ago

I have read that, contrary to past practice, UC Berkeley no longer can guarantee campus housing to freshman. I think UC Berkeley should be building more housing. and I'd be okay with adding a couple floors to this one, esp. if the building had some step backs on the lowest floors.

I am surprised that so many students, it sounds like, consider having a car essential to student life.

1 ^ | v • Reply • Share ›



Victoria Fierce • 8 days ago

30 storeys would be nice and fit a lot of humans :)

11 ^ | v • Reply • Share ›



William McClung • 8 days ago

Good Folks -- We are not against more housing, including on this site. Our request is that citizens and the University take a careful look at the recently published justification for this project and its enormous, disruptive size before the Regents are asked to give it the go ahead in May.

3 ^ | v • Reply • Share ›



eean → William McClung • 7 days ago

You literally said "This enormous project is too much, too high, and too dense." Like literally your major problem with the site is that it houses too many students. It is a disgusting hateful sentiment. If your mediocre-at-best lattes hadn't put me off already, Musical Offering would've lost a customer for life.

8 stories isn't even really that high. I would hope for taller buildings housing more students. Both because we are in a housing crisis and to enable more student to receive an education.

1 ^ | v • Reply • Share ›



Beau Giles → William McClung • 8 days ago

Eight stories is neither "enormous" nor a "behemoth" in a major metropolitan region.

7 ^ | v • Reply • Share ›



Eric Panzer → William McClung • 8 days ago

Mr. McClung, I'm interested to learn what about the size is "disruptive." Perhaps if you offer greater detail on the specific impacts that concern you, we could engage in a better-informed and more productive discussion.

9 ^ | v • Reply • Share ›



Daniel → William McClung • 8 days ago

Actually, this project should be even bigger.

14 ^ | v • Reply • Share ›

Stiles Site Student Housing Addendum page 116

14 ^ | v · Reply · Share >



Aaron Priven → William McClung · 8 days ago

Justification for this project: students need to live somewhere. It's not "disruptive" if it's no bigger than other buildings nearby such as Unit 3. What exactly is the problem here?

11 ^ | v · Reply · Share >



WindoWest → Aaron Priven · 8 days ago

The problem is the box. The architect isn't thinking OUTSIDE THE BOX. Height is not the problem but the lack of variation in plane, both horizontal and vertical. Do people complain that the Chrysler building is too high? No one complains because it's a beautiful building with fascinating lines and planes. In the name of modernism or economy, architects keep designing variations on a box. Ugh.

^ | v · Reply · Share >



NeverCapitelli → WindoWest · 7 days ago

I think the problem underlying your call for better design is related to cost. More aesthetically pleasing designs generally cost more and we live in a capitalist economy that only honors shareholder return.

The Chrysler Building was built in another time, when investors were willing to accept less profit in exchange for the common good. I am thinking of the Carnegie Libraries, every single one of them was charming and built all over this country, including tiny places that would not have had a library but for Cargenie's gift of beautiful libraries to communities.

If real estate speculators, or the University, were to offer pleasing designs, I suspect much of the dissension about real estate speculation in Berkreley would shift. But when you have to squeeze every inch of rent=profit out of every box built, you can't spend money on aesthetics.

Eric Panzer, who is ED of an organization with the, to me, confusing name "Livable Berkeley" dismissed aesthetics in one of his comments here. I think his attitude is held by many, that aesthetics do not matter, not when profit is at stake.

^ | v · Reply · Share >



Flatlander → WindoWest · 8 days ago

These same people would fanatically oppose the Chrysler building were it proposed today

2 ^ | v · Reply · Share >



J Flores → WindoWest · 8 days ago

No, the OP specifically states that this is too many people, too dense, too high, and taking away parking, or as he puts it "open space". You are arguing something else.

1 ^ | v · Reply · Share >



WindoWest → J Flores · 8 days ago

We are arguing for better design. We agree with Ch. Siegel that fewer people would oppose buildings if the architecture were better. Google "Best new apartment buildings images" to see an array of impressive designs that break up the box with set backs, step downs, and greater variations that delight the eye. We would welcome greater height if projects were more beautiful. There needs to be some parking for emergencies, deliveries, and service vehicles but not for student residents. That parking could be under grounded.

1 ^ | v · Reply · Share ›



J Flores → WindoWest · 8 days ago

No, YOU are arguing for design. The OP is literally arguing about building so much, for so many and losing "open space". If it was just about design he could have avoided everything and simply said, it's not my aesthetic taste, and could look prettier. But he didn't. He could have also said "if it looked prettier, I wouldn't mind all of the other things". But he didn't. He specifically made this about height, density, location, and losing a parking lot. He was incredibly clear about that.

1 ^ | v · Reply · Share ›



WindoWest → J Flores · 7 days ago

We can read. The Op-Ed asked for feedback on the project, which is a basic box. At the very least, the top floor could be set back with the addition of a carved out terrace at mid-height. We support student housing on this site and others. The more, the better but with some architectural taste.

^ | v · Reply · Share ›



NeverCapitelli → WindoWest · 7 days ago

"We" . . is that the royal we or do you speak for others?

^ | v · Reply · Share ›



J Flores → WindoWest · 7 days ago

Wrong again, in his followup post above, he asked that THIS project be cut in half. I'm confused with how you think you and the OP are arguing the same thing.

1 ^ | v · Reply · Share ›



ModernLife · 8 days ago

First they came for the parking lots, and I said nothing...

^ | v · Reply · Share ›



alex · 8 days ago

Ridiculous. This is exactly the kind of housing density we need, exactly where we need, and is the university's answer to people who complain it isn't planning housing for the increased student population. And yet, here in Berkeley, there is a group that opposes everything. Why is it that we have an imbalance of supply and demand for housing again ?

20 ^ | v · Reply · Share ›



Paul Kamen → alex · 8 days ago

"Here in Berkeley, there is a group that opposes everything."

They are called BANANAS. "Build Absolutely Nothing Anywhere Near Anything."

This is just about the most appropriate and necessary development ever proposed in Berkeley. It should be 30 stories, not 8.

9 ^ | v · Reply · Share ›



Anybody But Jesse → Paul Kamen · 8 days ago

And it should have a petting zoo!

^ | v · Reply · Share ›



dandyhighwayman · 8 days ago

Time to boycott University Press Books. We desperately need housing and all this guy can think of is preserving already high property values. He's prioritizing aesthetics over homes.

13 ^ | v · Reply · Share ›



Berkeley Bear → dandyhighwayman · 8 days ago

Because of an opinion the guy holds? Total overreaction.

I'm in favor of the project, BTW. But he's entitled to a different opinion.

2 ^ | v · Reply · Share ›



J Flores → Berkeley Bear · 7 days ago

Well, it's more than an opinion. He's actively organizing against the project. And he seems to have a call to action?

1 ^ | v · Reply · Share ›



NeverCapitelli → J Flores · 7 days ago

I would not fear this guy's 'organizing against the project'. The op-ed gives the strong impression that the authors have no idea how to organize in relation to real estate speculation in Berkeley. Calling for letters to be written is not, at all, going to impact what happens.

^ | v · Reply · Share ›



Berkeley Bear → J Flores · 7 days ago

But both the organizing and the call to action seem to consist of asking people to comment on the project. It's really pretty milquetoast stuff. If he took the lead on an active lawsuit, or sought to physically prevent construction, that might be different.

As it is, why not argue on the merits? There are SO many good reasons to build this thing, why fall back on the bullying tactics of a boycott? The argument made in this op-ed are, in my view, wrong, but they're respectfully presented (there's no "RICERS ARE STEVENS AND USING REDEMPTION" sense). Why not respond in kind? You

NO BIG CREDIT LINE OR NO RESERVE). Why not respond in kind. You did above, and convincingly.

^ | v • Reply • Share ›



J Flores → Berkeley Bear • 7 days ago

I understand your point and agree to an extent (I am not boycotting) but would also understand if others did. Especially if this business owner is actually successful in delaying construction. Delayed housing for hundreds of humans is far more damaging than boycotting a book & coffee shop.

^ | v • Reply • Share ›



eean • 8 days ago

Amazing the twisted logic people go through to ensure students will be forced to commute or live in their cars. We're in a housing crisis and here the "neighbors" are worried about the lose of a parking lot.

21 ^ | v • Reply • Share ›



tor_berg • 8 days ago

If it's only going to be eight stories and 783 beds, then it will be smaller than the Unit 3 Residence Halls directly across the street on Durant.

22 ^ | v • Reply • Share ›



Daniel • 8 days ago

This location, across the street from the campus, is exactly where the University should be building student housing. The fact that some folks who work next door to the proposed site are opposed is to be expected and of no particular import -- especially given that the opposition seems focused on parking more than anything else.

"Perhaps more importantly, it does not account for the impacts that result from building from property line to property line and closing the heavily used PARKING LOT."

"The existing PARKING LOT is fully used nearly every day, often into the night and throughout the weekends. It's not clear how a project without a single parking space will account for this loss to our community."

7 ^ | v • Reply • Share ›



guest → Daniel • 8 days ago

I feel the loss of parking is a valid issue.

2 ^ | v • Reply • Share ›



Flatlander → guest • 8 days ago

They should really take the time to ask how their customers arrived to their store. The overwhelming majority will have traveled by foot, bike, or bus (other commercial corridor studies have generally found that people on bikes spend as much or more money than people driving).

And considering that the availability of parking at one's destination is probably the strongest predictor of choosing to drive, we should think about how the reduction in

parking works toward the city's and university's sustainability goals.

^ | v • Reply • Share >



Skip Tekle → guest • 8 days ago

Um, no. Just plain wrong. It will be an mild inconvenience for some compared to the greater good for generations.

^ | v • Reply • Share >



J Flores → guest • 8 days ago

I think it's an issue, but certainly not a valid one, in context. By this logic, we should keep it as a parking lot and let students just use it as such so they can sleep in their cars.

1 ^ | v • Reply • Share >



guest → J Flores • 7 days ago

And how do you feel about Peoples Park?

^ | v • Reply • Share >



NeverCapitelli → J Flores • 7 days ago

How is an invalid issue an issue?

1 ^ | v • Reply • Share >

ALSO ON BERKELEYSIDE

6-story mixed-use building could replace Berkeley gym

65 comments • a day ago

serkes — "We do need to wipe out the historic preservation laws. They make zero sense - who the heck cares about what took place a ...

Man assaulted with metal bat in South Berkeley

60 comments • 4 days ago

southberkeleyres — I think she calmed down when she heard me call the police.

Berkeley police make arrest in double shooting

9 comments • 19 hours ago

berk_res — giving out rent subsidies (aka affordable housing) is the feel good kind of thing the Berkeley CC loves to do. Fixing the roads ...

Luxury rental housing to replace Berkeley offices

149 comments • 4 days ago

Chuck — Huh. The proposed Stiles Student Residence at Bancroft & Dana, right? All kidding aside - as a photograph this has a ...

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April 14, 2016 Public comment on

The Stiles Student Housing Project

TO: UC Berkeley Real Estate division

FROM: William McClung, Martin Holden, Eleanor G. Crump, Daniel Boyarin, Timothy Drescher, Peter Gray Scott, David Kessler, and Barbara Freeman

We request

That the public comment period on this proposed project be extended by two weeks.

That a full and reasonably independent EIR be prepared on the project, or

That the University negotiate with local stakeholders to reduce the size and/or mitigate the negative environmental impacts of the project.

Our reasons

Extend the Public Comment Period. This is a huge project in the Telegraph/South Side District of Berkeley. "Unprecedented" in scale and impact according to local historian Steve Finacom speaking to the City of Berkeley Design Review Committee on March 17, 2016.

Only three weeks have passed since the University published the 54-page "Addendum to the 2020 Long Range Development Plan Environmental Impact Report." This addendum is intended to justify proceeding with the project as planned and to satisfy CEQA AND CEQA Guidelines.

Very few stakeholders or competent readers seem to be aware of this complex document, or the short deadline for weighing in. We believe that this project as proposed will have significant, unmitigated impacts on the environment and our community. These impacts have not been fully studied, and the public therefore lacks the information to fully participate in this important public process. We believe that there are feasible alternatives and additional mitigation measures that could address these impacts, and that the University should consider them.

THAT A FULL EIR BE PREPARED

We maintain that the March 24 Addendum does not adequately address these policies and intentions of the 2020 LRDP:

- 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. (addendum page 1)

This is our main concern. This area and site are already intensely used and possess extraordinary “character, livability, and cultural vitality.” Fully occupying the parking lot with a dormitory for almost 800 students can hardly be described as “enhancing” these city environs, nor offering very much “respect” for the major cultural institutions nearby.

- Housing policies of the 2020 LRDP: The objectives for the 2020 LRDP include a significant program of new undergraduate, graduate, and faculty housing. These objectives include location criteria: - New lower division student housing should be within a one mile radius of the center of campus, defined as Doe Library. – Increase single undergraduate bed space to equal 100% of entering freshmen plus 50% of sophomores and entering transfer students by 2020.

We do not question these objectives.

- Campus Land Use policies of the 2020 LRDP, including compliance with Location Guidelines (section 3.1.16 of the 2020 LRDP); and intensification of uses on university-owned land adjacent to the Campus Park.

In planning and design sensitive to the environs, “intensification” surely must have some site-specific limits. We understand the need for more student housing, but we do not accept the argument that such a huge building needs to be built here when a more moderate-sized project, but still large, could satisfy some of the increased housing needs and there are alternative sites that could also be developed, including some already being developed by private developers. The Clark Kerr Campus is a logical nearby site for additional student housing.

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

These are good thoughts and intentions.

- 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.

We do not believe the 100% displacement of the important and heavily used University parking lot on this site, with no alternative parking facilities offered, optimizes the “use, and adaptive reuse, of existing facilities.” No one loves parking lots, but many university and community people need parking in this location. It could be undergrounded here as elsewhere in Berkeley.

WHY IS A FULL EIR NEEDED?

Pages 16 through 26 of the addendum enumerate many “Best Practice” requirements for new projects under the 2020 LRDP EIR. Although we have confidence the University and project operator will follow many of these faithfully, we do not think all have been adequately addressed so far. Examples:

AESTHETICS (page 16)

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.

We would like to know what public-access documents have been prepared by the UC Berkeley Design Review Committee after the project descriptions were prepared on March 17 and 24.

Continuing Best Practice AES-1-e: 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 AES-1-f: Each individual project built in the City Environs 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.

We believe this project has significant aesthetic impacts, not least of which are blocking street-and-nearby-building-level views of the beautiful churches to the southwest, blocking of a public mural and signage, elimination of nearly 100 percent of surface space and vegetation, and extensive shading of nearby structures. None of these may be critical alone, but the cumulative impact of these impacts, largely resulting from the optimizing goals of the project, will be powerful.

Continuing Best Practice AES-1-f: Each individual project built in the City Environs 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.

Surely these significant aesthetic impacts were not anticipated in the 2020 LRDP, which does discuss a project of this scale on this site.

Continuing Best Practice AES-1-g: To the extent feasible, University housing projects in the 2020 LRDP Housing Zone would not have a greater number of stories nor have setback dimensions less than could be permitted for a project under the relevant city zoning ordinance as of July 2003. **Is this not so?**

Continuing Best Practice AES-1-h: Assuming the City adopts the Southside Plan without substantive changes, the University would as a general rule use, as its guide for the location and design of University projects implemented under the 2020 LRDP within the area of the Southside Plan, the design guidelines and standards prescribed in the Southside Plan, which would supersede provisions of the City's prior zoning policy.

Probably OK, but needs to be reviewed by the City.

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.

Probably OK.

LRDP Mitigation Measure AES-3-b: As part of the design review procedures described in the above Continuing Best Practices, light and glare would be given specific consideration, and measures incorporated into the project design to minimize both. In general, exterior surfaces would not be reflective: architectural screens and shading devices are preferable to reflective glass.

Probably OK.

CULTURAL RESOURCES (pp 19-20 Addendum)

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.

Probably OK, though Stiles Hall and the side of the UPB Building (mural & signage) might be considered historic.

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 Environs 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 Environs in Oakland would similarly be presented to the Oakland Planning Commission and the Oakland Landmarks Preservation Advisory Board.

Probably OK, but we would like to see the results of those presentations.

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. **Probably OK.**

LAND USE (page 23, Addendum)

Continuing Best Practice LU-2-e: To the extent feasible, University housing projects in the 2020 LRDP Housing Zone would not have a greater number of stories nor lesser setback dimensions than could be permitted for a project under the relevant city zoning ordinance as of July 2003.

The proposed project does not appear to us to meet these criteria.

PRESENTATION TO CITY OF BERKELEY DESIGN REVIEW COMMITTEE (page, 31)

Criticism: “Scale: Not contextual, too large for site. Too much program horizontally and vertically.”

Response: This is a high-density residential mixed-use project. A 50% reduction in bed count or density, as proposed by the 2430 Arts Alliance, is not supported by the goals of the project or of the Southside Plan. Maintaining the bed count, which is fundamental to the proposal, and easing the setbacks from the street frontages, would require a high-rise solution to achieve the same number of beds – similar to the Unit and Infill projects. High rise construction requires a number of more stringent fire/life-safety requirements for smoke control, which would result in higher costs.

This response shows the driving concerns of the project are (1) maximizing bed count and (2) avoiding costs and setback and safety requirements of a less dense use of the land.

OUR REQUESTS TO THE UNIVERSITY

That a 14-day extension of the public comment period be offered.

That a capable EIR professional be engaged to review the project as proposed and/or

That the University planners and architects re-conceptualize it at less extreme density, taking into account these and the attached criticisms and suggestions offered to the City of Berkeley Design Review Committee on March 17, 2016.

2430 Arts Alliance

A California nonprofit public benefit corporation formed in 2010 to encourage and promote scholarly and literary publications, classical music, and other arts in Berkeley.

William McClung, *president*, Richard West, *vice president*, Ken Keegan, *Treasurer*, Eleanor Crump, *secretary*,
Directors: Martin Holden, John Parman, Phyllis Brooks Schafer, Daniel Boyarin, Czeslaw Jan Grycz,
Barbara Freeman, Peter Burghardt, Christine Taylor

Sponsoring *The Friends of University Press Books* and *The Friends of the Musical Offering*

2430 Bancroft Way, Berkeley, California 94704, 510-548-0585 telephone, 510-849-9214 fax
E-mail williammcclung@mac.com

17 March 2016

Memorandum Regarding the Proposed Stiles Student Housing Project

http://www.ci.berkeley.ca.us/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Design_Review_Committee/2016-03-17_DRC_Staff%20Report_Stiles%20Hall_Combined.pdf

**To: Anne Burns, Secretary, City of Berkeley Design Review Committee
Emily Marthinsen, UC Berkeley, Assistant Vice Chancellor and Campus Architect**

**From: William J. McClung, President, 2430 Arts Alliance
Karen McClung, Founding Partner, University Press Books/Berkeley**

Although this is listed as an “Informational Item” on the agenda, we request that the Committee, University, and our responsible representatives of the City and District take a deeper look at this project before it is presented to the Regents for Design Review in May 2016.

Our request is that the project be downsized and re-conceptualized to achieve a more sensitive environmental relationship to the practical and humane needs of the District and neighborhood.

What’s Wrong with the Plan as Proposed?

As we see it, the plan is about 50 percent too large for the space. The concepts that set the architects in motion (from the November 16, 2015 public meeting and conceptual drawings) seem to be that (1) the University needs to maximize the number of beds for students on this property, (2) the Developer may need to maximize the footprint of the building to maximize its profits, and that (3) the loss of parking, green space, and the impact on the people and buildings nearby are relatively unimportant.

Can we please have some critical thinking about these assumptions and find a better way forward?

Some 770 beds in the Stiles Project?

Is this really necessary? We understand that the University will need some 3000 additional student accommodations in the next few years. But why so many here? Many alternative University places for major housing development seem available. Clark Kerr Campus, Gill Tract,

and even a corner of People's Park come to mind. As do various underused private parcels near the University.

Maximal Use of the Footprint?

In some ways this concept is what makes the plan so egregious. Is it necessary to cover the site to the sidewalk with no setbacks on three sides and within 18 inches of our building at 2430 Bancroft Way on the fourth? This provides no surface walking space, blocks pleasing sight lines and sunlight, and offers no natural softening of the "highly rational façade of the structure." Is this necessary?

The Trinity Church Weseley House across the street at the corner of Dana and Bancroft is an example of substantial new housing at a scale and massing that are respectful of the neighborhood context.

In addition, the design includes some elements that are surely unneeded: A gym (the magnificent RSF is half a block away) and additional surface retail space when retail businesses and properties in the Telegraph District have been stressed with empty store fronts and weak sales in redundant businesses for many years.

Is Maximizing Profit from the project for the Developer an appropriate goal for the University?

We understand the University needs substantial new housing for first-year students and we understand that a developer who builds and manages major dormitories will need to make a profit on the project.

But is maximizing beds and profit reasonable goals for this project and in this place?

Intensification of the Immediate Area

This zone of the Telegraph District is already intensely and humanely used. Many hundreds of people park every day on the Dana Street lot and walk to nearby University, Church, and retail establishments – day and night. A large proportion of these people are older adults, some handicapped, and they need the practicality of convenient parking. Why is there no parking included as a part of the project, perhaps underground, as is so brilliantly designed elsewhere by the University?

Thousands of people, cars, and buses circulate along Bancroft every day, with peak intensity when there are Zellerbach events, basketball and other games, concerts at the First Congregational Church, etcetera. About 200 days a year there is special-event parking in the lot.

As we see it, there are two problems with the plan at its proposed scale: (1) the addition of 770 and more beds and people, with all their attendant activity, to a corner of the environment so heavily used already seems likely to overburden the area, and (2) the displacement of so much of the practical social services now provided by the area seems unnecessarily injurious.

Our Request.

Again, we ask the responsible authorities and stakeholders to rethink the scale and design of this project, bringing it down to a more reasonable relationship with this existing historic Berkeley neighborhood.



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Student Housing project

1 message

Margaret Alkon <meaanon@gmail.com>

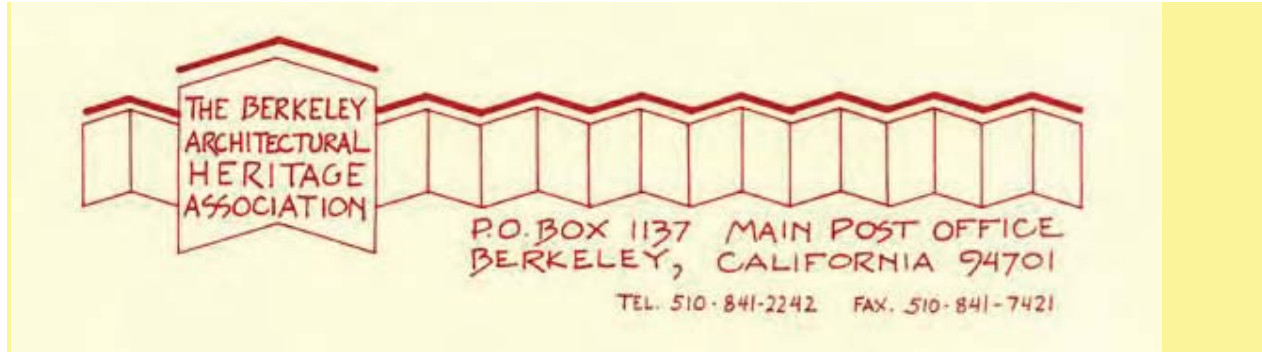
Wed, Apr 13, 2016 at 8:42 PM

To: planning@berkeley.edu

I strongly support building new housing for students and a downtown Berkeley location is GREAT because it is convenient to campus and transit. I read the article asking that it be scaled down and am writing to say that I support the full project. Berkeley needs to offer affordable housing to its students.

Sincerely,

Margaret Alkon



April 14, 2016

planning@berkeley.edu
Attention: Principal Planner, Jennifer McDougall
Real Estate Services
University of California, Berkeley

Dear Ms. McDougall:

Berkeley Architectural Heritage Association (BAHA) comments as follows on the Stiles Site Student Housing Environmental Assessment and Addendum, published by the University of California, Berkeley on March 24, 2016. BAHA requests that the university accomplish three tasks:

1. Require changes to the proposed project so that it is consistent with the surrounding neighborhood;
2. Require that the proposed project comply with the City's Southside Plan;
3. Obtain more community and City of Berkeley (City) input than just one hearing before the City's Design Review Commission; and
4. Require preparation of an accurate Addendum to the EIR.

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1. The Proposed Project Is Inconsistent with the Surrounding Neighborhood and Historic Resources

BAHA does not object to high density housing on the Stiles Hall parking lot, which is an appropriate site for it. However, the proposed project is out of character with the surrounding neighborhood because the structure would rise to eight stories and ninety feet, most likely the highest density (residential beds per acre) development ever proposed in the City of Berkeley without a corresponding level of public benefit. It would be the tallest building constructed in the Southside neighborhood since the early 1960s and it is built as a vertical wall to the sidewalk line on blocks that, except for the Bancroft Way frontage, are characterized by articulated buildings with setbacks.

The project statement on the University's "Real Estate" website states the driving goal of this development: "*maximize the development potential of the site.*" The proposed project accomplishes that goal, but at the cost of community, aesthetic, historic, visual, and planning values.



As shown above, the proposed project is a massive structure with a bland boxlike character more suited to an institutional setting than a historic neighborhood like the Southside. City Design Review Committee members were direct in calling it prison-like. The building will provide cell-like bedrooms with single windows, bathrooms down the hall and some common lounge areas. It will contain no dining facilities for the nearly eight hundred residents. Instead, they will be forced to leave the building for every meal. Unlike its neighbors, the structure fills the entire block with no setbacks from the sidewalk. Because of its height at 8+

stories, it will tower over its neighbors, including the First Unitarian Church, listed on the National Register of Historic Places:



Photo by Daniella Thompson 2004

The proposed project's massing is also inconsistent with the surrounding neighborhood. The historic City Club is taller than many single family homes in the immediate area or the current Stiles Hall, but its massing is designed to avoid the appearance of a large square lump:



Photo by Daniella Thompson 2004

The proposed structure does not functionally serve as decent housing for the young people, who are fortunate to attend one of the greatest universities in the

world. It has no open space, except for a central, small, square that is located in a cavern at the bottom of eight stories. There are no garden amenities and as the architects on the Design Review Committee pointed out in various ways, there is really nothing in the proposal, but a concrete box for students to live in.

As shown in the plan drawing above, the proposed project does not complement or even fit in with the rest of the structures on the street. As such, it has a deleterious impact on the streetscape, which is by and large filled by lower height, well-designed buildings of various styles.

Furthermore, if a private developer were developing this site, the City zoning would allow them a 65 foot building, with a provision under State Density bonus regulations for additional height. The Density Bonus regulations, however, exist to guarantee that a portion of a new building will contain units with rents affordable to lower income residents. The University is planning a building up to 25 feet taller than the zoning would allow but is not providing any affordable housing guarantees. In fact, our understanding is that the University provides financial aid for lower income students rather than providing lower cost housing. That is, University housing fees are not reduced for lower income students; instead, those students can receive a higher level of financial aid to enable them to pay market-rate housing costs, whether in University operated or privately owned facilities. If the University is planning all "market rate" student housing in this development without reserving a specific number of beds for low income student residents, then it should not be claiming additional height under the Density Bonus law."

A. Suggested Improvements to the Proposed Project

Here are some simple ways in which the design could be improved to be more compatible with surrounding historic resources:

- Decrease the use of prefabricated panels and metal panels in the façade and remove the enormous 'frames' that make elements of the façade look gigantic in comparison to the much more fine-grained structures in the neighborhood.
- Employ a true base / middle / top design approach for façade arrangement, rather than claiming that the commercial ground floor is a "base" and a flat roof is a "top".
- Follow the neighborhood pattern by providing a small inset open space at the Durant / Dana corner, rather than a hard-edged corner of the building extending to the sidewalk. The two specimen magnolias could be retained here as an entry plaza element softening the building impact

- Slightly shift the southern edge of the building back from Durant Avenue to create a setback from the sidewalk more consistent with the several multi-unit residential properties immediately to the east;
- Shift some of the upper floor massing away from the street, so the building is not starkly 80-90 feet high along the entire façade.
- The amount of unuseable “open space” in eight story deep dark courtyards on the eastern side of the building could be reduced to allow a shift of portions of the massing slightly north and east of what is proposed. This would have a much greater community benefit than dark courtyards on the rear of the building, and it would also benefit residents since their windows would not be directly above the busy street / sidewalk.

An excellent example of contextual design is the Wesley House project immediately west of Stiles Hall at Bancroft and Dana. BAHA supported this project and even encouraged a larger building on that site.

2. The Proposed Project Violates the City’s Southside Plan

The proposed project violates the letter and intent of the City’s Southside Plan in terms of cultural resources, aesthetics, and relationship to existing and surrounding neighborhood context. The University should require that the proposed project comply with the relevant sections of the Southside Plan:

Relevant selections from the Southside Plan are quoted below:

Policy LU-F12: *“Conserve and rehabilitate the existing architectural and historic resources in the Residential Mixed Used Subarea”* and **Policy LU-F13:** *Utilize the Southside Design Guidelines to **ensure that the design of new buildings is compatible with existing buildings in the Residential Mixed Use Subarea and will not detract from the significance of nearby landmark and historically significant buildings and sites.***” (Southside Plan, page 65) (emphasis added)

As shown above, the proposed project is not compatible with existing buildings and detracts from the significance of nearby landmarks. The following historic properties are within one block or less of the proposed site:¹

2401 Bancroft Way, First Unitarian Church / UC Dance Facility (NRHP, BL)

¹ “NRHP” means the property is on the National Register of Historic Places, “SHRI” means it is listed on the State Historic Resources Inventory, and “BL” means it is a designated Berkeley Landmark.

2315 Durant Avenue, Berkeley City Club (NRHP, SHRI, BL)

2300 Bancroft, St. Mark's Episcopal Church (SHRI)

2400 Bancroft, Stiles Hall (SHRI)

2346 Bancroft Way, Gray Gables, Canterbury Foundation (SHRI)

2362 Bancroft Way, Trinity United Methodist Church (SHRI)

2401 Bancroft Way, First Unitarian Church / UC Dance Facility (SHRI, BL)

2308 Durant Avenue, Maria Marsh House (SHRI, BL)

2318 Durant Avenue, McCreary / Greer House (SHRI, BL)

2301 Telegraph Avenue, El Granada Apartments (SHRI)

2328 Telegraph Avenue, Hotel Carlton (SHRI)

Harmon Gymnasium (now incorporated into Haas Pavilion), Spieker Plaza, north of the Bancroft / Dana intersection (SHRI)

2440 Bancroft Way, Campus Theater (BL)

The project requires demolition of a historic resource—Stiles Hall—and is visually and historically completely incompatible with the surrounding neighborhood. The Addendum attempts to place a fig leaf over this problem by noting that the project will “relate” to the University’s high-rise Unit III dormitories across the street. The community can take no comfort from the fact that the University proposes to relate this new building to some of the least compatible structures in the neighborhood.

The University has also expressed an interest in possibly demolishing and replacing the Unit III highrises. If that is the case, the compatibility of the Stiles Hall project with Unit III will be irrelevant; it is the rest of the neighborhood surroundings that the project should relate to.

Objective CC-B: “retain and enhance the architectural character of the Residential subareas.”

Objective CC-C: “repair and improve the character of the Residential Mixed Use Subarea.

Demolition of Stiles Hall is not retention. The proposed building does not relate at all to the existing architectural character of the neighborhood, except to provide a partially commercial sidewalk frontage along Bancroft.

Policy CC-C1: Require Design Review of commercial, mixed use, and community and institutional buildings in the Residential Mixed Use subarea to ensure that these structures are compatible with, and help to improve and repair, the architectural character of this subarea.”

Later, in the “Community Character Element”, the Southside Plan calls for “opportunities to build on the area’s historic richness, and to re-knit and restore portions of the Southside that have suffered from insensitive development in the past. The goals of this element are to:

- Preserve and restore existing historic buildings and features of the neighborhood;
- Ensure that new structures are compatible with their surrounding context, especially with historic buildings, while allowing for contemporary architectural expression;
- Identify, respect, and strengthen good building clusters, specific streetscapes, and other distinctive relatively small townscape units;
- Improve the distinctive landscape character of the Southside;
- Improve and enhance the Southside’s streetscape and important urban places;
- Acknowledge and celebrate the neighborhood’s historical and cultural significance in projects and plans; and
- Strengthen Southside community identity through intergenerational housing opportunities.”

The proposed project does not respond to or respect a single one of these seven goals. It removes a historic building, and historic features (the trees on the site, along Durant Avenue). It proposes a building radically different in design, visual character, and massing from any other building in the neighborhood, and is

larger and more dense than any other building on a comparable site. It ignores the streetscape context along Durant Avenue of residential structures at the west end of the block that merge into commercial structures further east towards Telegraph Avenue and, instead, imposes a hard-edged “urban” corner on the Durant / Dana intersection and Durant frontage. It removes specimen trees from the site, a far cry from improving “the distinctive landscape character” of the neighborhood. It ignores the neighborhood’s “historical and cultural significance”, and rather than seeking “intergenerational housing opportunities” it houses a population explicitly stated as solely entering freshman single students, at a density higher than any other residential site in Berkeley.

The “**Community Character Element**” of the Southside Plan also makes this significant statement about building character in the subarea where the Stiles Hall site is located. *“In general, while there are large buildings in this subarea, in most cases their massing is not uniform. In older structures such as the churches and private clubs, this is most typically accomplished by combining several varied building masses with different roof lines, heights, and setbacks.”* (Southside Plan, page 134)

This is particularly true immediately adjacent to the Stiles Hall site, where Berkeley’s First Congregational Church, Trinity Methodist Church, and Berkeley City Club are very large structures/building complexes that are made up of varied masses and setbacks and, as a result, are much more “street friendly” and appear less bulky than they actually are.

Accordingly, the Addendum should address these inconsistent relationships to the Southside Plan, rather than simply citing plan elements that are consistent with the proposed project.

3. The Proposed Project Should Receive More City and Public Review Than Has Occurred

The project has not had adequate City and public input. It has been the subject of only two public meetings. First, a poorly advertised and attended “community meeting” in November of 2015 that drew, by the University’s admission, only about 15 members of the public. The majority of those attending this “community” meeting were members of the University staff, University consultants, and representatives of Stiles Hall.

In addition, at the community meeting, only very basic conceptual “plans” for the project were presented that in no way provided enough detail for adequate analysis and response. The two principal community participants at this meeting—members of BAHA, and owners/operators of the adjacent commercial/

residential building on Bancroft Way—have stated strong opposition to the project as designed. No further community meeting of the more detailed design has been offered or presented after that meeting in November, six months ago.

The second meeting was a brief presentation by one University staff member and some design consultants to the City of Berkeley's Design Review Commission earlier this year. The University provides some analysis of this meeting in the Addendum but the dry language of the Addendum in no way conveys the consternation and, indeed, horror of the Design Review Committee members at the proposed project. They were nearly unanimous in condemnation of the current design in the strongest possible terms, and in urging the University to substantially revise the design to harmonize better with its surroundings.

Even those DRC members who are “modernist” architects and strong advocates of high density infill told the University that this was an appalling design and, in their experience, represented a low in the University's off-campus project proposals. And no member of the public who testified to the DRC supported the project in its current form.

Against this backdrop of near 100% opposition to the current design and project character by those in the community who have been “presented” with it in person, the University proposes to routinely approve, next month, the largest and most dense single residential building it has ever constructed in Berkeley.

Because, as we explained above, the project has a clear and demonstrable negative impact on identified historic resources, it should have been seen and commented on by two other City of Berkeley review bodies, the Planning Commission and the Landmarks Preservation Commission.

The University's 2020 Long Range Development Plan (LRD) EIR states in part:

“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 Environs 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.”

Has schematic design review by the UC Berkeley Design Review Committee taken place? If so, when was it held and what were the recommendations? If not, when will it take place, and when will reviews by the Landmarks Preservation Commission and the Berkeley Planning Commission be scheduled? Without this

information being made public, and these required presentations scheduled, the project should not go forward in the University approval process.

Therefore, further presentations to the City should take place before the project is fully approved by The Regents, in order to allow a meaningful opportunity for City and community commentary.

4. The Addendum Is Inadequate and Contains Significant Errors

The Addendum document is inadequate and flawed in several respects:

- A. It mistakenly assumes that the University of California should be the sole public agency conducting CEQA review of a development on a site currently in mixed ownership, with a significant portion (the Stiles Hall building and property) still owned and operated by a private party (Stiles Hall) subject to City of Berkeley regulation and land use and environmental reviews;
- B. It presents inaccurate information about historic resources on the site and in the vicinity, and is supported by a cursory “Historical Significance Evaluation” that is incomplete and reaches conclusions that cannot be supported.

These points are discussed in greater detail below. All of these points lead inescapably to the conclusion that this project in its current form is not ready to go forward for approval by the Regents of the University of California next month as the Addendum proposes.

A. Choice of Lead Agency

The Addendum states that “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.” (page 6). The University’s citation to Guideline § 15367 does not explain why it is acting as the lead agency since this section only contains the “definition” of a lead agency. Guidelines §§ 15051 and 15052 provide more direction regarding choice of lead agency. CEQA review of a development proposed for this property should be conducted by the City, until such time as the property is fully owned by the University of California.

A key part of the site—the Stiles Hall building and lot—is not currently owned by the University and apparently will not be owned by the University until after The Regents act on the project approvals and environmental review in May, 2016. At minimum, the University should make alterations to the proposed project that

would be sensitive to the City’s zoning and General Plan policies. (The Southside Plan constitutes the City’s General Plan applicable to the proposed project site.)

The Addendum presents no evidence that the University has purchased the property. Instead, the Addendum notes vaguely that *“the University would also enter into an agreement with the non-profit community services organization Stiles Hall operating at 2400 Bancroft, to provide updated space within the new building, and interim facilities on campus to allow programs to operate continuously.”* (page 3, March 2016 Addendum).

Until such time as the University can confirm that it actually owns the Stiles Hall building and lot, taking the property out of the jurisdiction of the City of Berkeley, the City of Berkeley should be considered the Lead Agency for CEQA purposes.²

B. The Addendum Reflects Inadequate Historical Review and Information

At the November community meeting members of the public asked about the treatment of historic resources on and adjacent to the proposed development site. University representatives flatly answered that there were no historic resources. The Addendum re-states this erroneous conclusion and presents a cursory historic evaluation by a consultant that misses several key cultural/historic resources issues.³

The Addendum states: *“Although Stiles Hall is not listed on any register, the University has undertaken preparation of an historic report, including photographs.”* (Addendum, page 41) Stiles Hall is indeed listed on a register; it is

² As a side note, we wonder about the appropriateness of the University providing, apparently gratis, State-owned campus space as “interim facilities” for a privately operated non-profit, however worthy its mission. The details of this arrangement should also be disclosed; will the University be compensated for the fair market value of the use of University facilities assigned to Stiles Hall as “interim facilities” during the lengthy construction period? What are the University policies that govern allocation of on-campus University space to non-University tenants?

³ Ironically, the authors of the Historic Evaluation apparently made to effort to contact BAHA—located just half a block from the Stiles Hall building and site—as part of their historic research about local architecture, history, and neighborhood context. A single research visit to BAHA would have allowed them to make their Evaluation much more complete and accurate.

listed on the State Historic Resources Inventory (SHRI) for Berkeley, conducted in 1977.

The Addendum further errs in its conclusion that “Stiles Hall is not considered to be individually significant under California Register Criteria 1, 2, or 3.” (Addendum, page 41). The “Historical Significance Evaluation” prepared by Knapp Architects is an incomplete and cursory document that reaches insupportable conclusions about historic significance based on limited evidence.

The Evaluation claims:

“While Stiles Hall has served an important role providing various social services and service opportunities to the students at UC Berkeley, through the decades many of Stiles Hall’s programs have been transferred to other groups and locations. The organization was not unique as a student-oriented group based near the campus; in the vicinity of campus many student centered groups have participated in initiatives influencing local or regional history, and the building has not been the venue for unique initiatives that rise above the level of significance of other off-campus facilities.” (page 8)

The Evaluation presents no evidence for these sweeping conclusions. Stiles Hall is actually a unique facility, not just another “student oriented group near the campus.” Unlike all the other religiously based student centers near campus, it was the only near-campus location where controversial speakers and issues could be presented and have access to a local audience, especially during the 1950s Cold War/McCarthy era. The University during this period prohibited “political speech” on the campus and would not allow appearances of controversial figures in University facilities.

Stiles Hall was the only location in the nearby community and associated with UC students where controversial individuals and organizations could speak, including Communists, Socialists, and early advocates of Civil Rights. As such, it was a site where activist students met each other, could discuss controversial causes and issues in a safe atmosphere, and could hear visiting experts and advocates in a public forum. Those students were not allowed to form political or advocacy organizations on campus, or present speakers there; Stiles Hall was their only formal outlet.

At the November, 2015, community meeting the current director of Stiles Hall acknowledged this context by stating that the building was the *“birthplace of the Free Speech Movement”*. This is true to the extent that Stiles Hall was an incubator for student activism and dissent for more than a decade when there

were no other physical facilities/organized student programs where that dissent could be expressed.

However, the Historic Evaluation provides no evidence that the role of Stiles Hall in this period of early student activism was researched or studied, beyond references to two books and two Civil Rights speakers—Martin Luther King, Jr. and Malcolm X—who spoke at Stiles Hall. The Evaluation concludes “these speeches are not notable in the larger context of the Civil Rights movement, and therefore the property is not significant under Criterion 1.” However, the Evaluation provides no information on these speeches or their relationship to student activism at Berkeley.

Aside from mentioning these two speeches, there is nothing in the Historic Evaluation to document the extensive history of significant figures who appeared at Stiles Hall, organizations based there, or connections to important currents and events in student activism and Civil Rights from 1951 through the early 1970s. Without this sort of study and documentation, the Evaluation cannot possibly or plausibly conclude and serve as evidence that Stiles Hall is not significant under Criterion 1.

One example. Further research would have documented the fact that Stiles Hall was the location where students and Berkeley activists gathered for carpools to San Francisco assembled taking protesters to the House UnAmerican Activities Committee (HUAC) hearings at San Francisco City Hall in Spring, 1960. The student protests at those hearings, and subsequent mass arrest of students was a major catalyst of the Civil Rights movement and protest against McCarthyism, not only in the Bay Area and on the UC Berkeley campus but nationally. Yet the Historic Evaluation is entirely silent on this point.

Architectural Significance:

The Historic Evaluation contends that *“Stiles Hall was designed by the architecture firm Miller and Warnecke. While it was a noted architecture firm in the Bay Area, multiple resources attribute the 1920s as the height of its practice. In addition, the firm executed designs based in styles that were popular at the time. Miller and Warnecke are best known for their work in the Tudor style, but also have buildings within their body of work designed in the Craftsman and Post-Modern styles. Stiles Hall is not a significant building within their body of work.”* (page 8)

By drawing its definitions and analysis so narrowly, the Historic Evaluation reaches an inaccurate conclusion about insignificance. The Historic Evaluation

should have taken into account the work of Miller & Warneke in designing Mulford Hall for the Berkeley campus, designed just a few years before Stiles Hall. The Environmental Design Archives (which apparently was not visited by the Historic Evaluation researchers) contains relevant materials, including early concepts for Mulford Hall in a Modern idiom that were later abandoned at the apparent request of the campus for a more traditional neo-Classical building.

The Historic Evaluation goes on to state: *“Stiles Hall successfully illustrates the basic principles of the International Style. However, Berkeley is home to numerous Modernist designs, including Wurster Hall (1964) designed by Donald Olsen. Among the examples of the International and Modernist styles, Stiles Hall does not stand out as an exemplary example.”* (pages 7-8)

Aside from mentioning one campus building the Evaluation provides no supporting evidence for its erroneous claim that *“Berkeley is home to numerous Modernist designs.”* In fact, as a rare California , city and campus extensively built up before World War II, Berkeley has only a small number of Modernist buildings in comparison to many other communities, making those that exist locally of particular importance, especially those that, like Stiles Hall, are from the Post-War period.

And because it does not provide any list or analysis of other local Modernist buildings—particularly from the Post-War period—the Evaluation provides no actual support its claim that *“Stiles Hall does not stand out as an exemplary example”* of Berkeley’s Modernist architecture.

Our conclusion is that Stiles Hall should indeed be considered potentially significant architecturally and culturally under California Register Criteria and a more complete evaluation of the building, its architect, and its historical context should be made by the University and the City before a decision to demolish the structure is consummated.

The Historic Evaluation also utterly ignores the neighborhood context of historically and architecturally significant buildings around the Stiles Hall site. The Historic Evaluation and Addendum need to take this context into account. Within just one block of the site there are two properties on the National Register of Historic Places, eleven properties on the State Historic Resources Inventory, and five designated City of Berkeley landmarks. These are identified above. As explained above, the massive project of completely modern/contemporary design would have a detrimental effect on these resources, particularly the National Register listed First Unitarian Church immediately across Bancroft Way which would be dwarfed and sit in the shadow of the Stiles Hall infill building.

Finally, the Addendum states that: *“Most of the parcels in Berkeley have experienced multiple phases of building and demolition in the past 100 or more years. Archaeological materials would not be anticipated at the site”* (Addendum, page 41-42)

In fact, the Stiles Hall parking lot has a high probability of containing subsurface archaeological materials from the historic era (after American settlement began in Berkeley in the 1850s). The site is part of the College Homestead Tract, platted by the College of California in the 1860s as a neighborhood for private development adjacent to the Berkeley campus site. Thus, the development and use history of this site goes back a century and a half.

Sanborn maps (which were apparently not consulted in the Historic Evaluation) show a history of earlier buildings on this property dating to the 19th century. Those buildings were apparently demolished after University acquisition of the property in the 1950s. It is commonplace in Berkeley on sites where demolition occurred in the 1950s or early 1960s to find extensive subsurface remnants of human use, including building foundations, other structures, wells, garbage dumps and other materials, all of which yield material useful to the study of California history.

The University of California, Berkeley has itself experienced this phenomenon in several campus projects over the past twenty years including construction of the north addition to the Law School (which uncovered an extensive garbage deposit associated with UC Berkeley’s first fraternity), the construction of the East Asian Library (which uncovered foundations and artifacts of the original 19th century University Conservatory), and, off campus a few blocks from Stiles Hall, construction of infill housing adjacent to the Anna Head School (which uncovered the foundations of the original 19th century John Hinkel family mansion).

Thus, the Addendum is inadequate in that it does not anticipate the possibility of historic era archaeological artifacts and detail plans for their recovery and analysis. Only pre-historic remains are addressed in the proposed mitigations.

Thank you for considering our comments.

Sincerely,

Leila H. Moncharsh

Leila H. Moncharsh
Chairperson, BAHA Preservation Action Committee



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Please approve Stiles student housing project

1 message

Christopher Berry <christopher.andrew.berry@gmail.com>

Wed, Apr 13, 2016 at 5:07 PM

To: planning@berkeley.edu

Please approve the Stiles student housing project now under consideration on Bancroft. The area desperately needs new housing, and we should be approving new housing as quickly as possible to alleviate the housing crisis.

Thank you,

Christopher A. Berry
1936 Blake St 14
Berkeley CA 94704
[\(605\) 202-0587](tel:6052020587)



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Housing Project

1 message

Michael Blume <blume.mike@gmail.com>
To: planning@berkeley.edu

Thu, Apr 14, 2016 at 8:24 AM

It looks great. Could stand to be a couple stories higher. Don't let the haters get you down.



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Hall

1 message

Jason Braatz <jrbraatz@gmail.com>
To: planning@berkeley.edu

Wed, Apr 13, 2016 at 3:23 PM

This is a much needed bit of development. Students shouldn't have to live hours away from school, and there's no reason to prioritize a handful of parking spots over hundreds of students lives.

Don't listen to the NIMBY's. Build it!

-Jason



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

In favor of Stiles Hall student housing project

1 message

Anirvan Chatterjee <anirvan@chatterjee.net>

Wed, Apr 13, 2016 at 9:42 AM

To: planning@berkeley.edu

I'm a Berkeley resident since 1996 (three of those years Southside), a North Berkeley home owner since 2004, and a car owner — and I support the Stiles Hall student housing project.

Berkeley needs more housing, and I've seen how difficult it is for students to compete with working professionals for a dwindling supply of expensive rental stock.

We know about the downward national trend for young people to delay or avoid car ownership, and it's more than appropriate to focus on new infill development in a transit-rich zone right next to campus.

While the project provides bike parking, it would be helpful to think through how this might better interface with car or bike sharing.

Thank you.

—

Anirvan Chatterjee • I [tweet](#), lead [history walking tours](#), cover [aviation and climate](#), build [youth leadership](#), and code [open source](#).



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Support for stiles student housing

1 message

Andrew Cone <andrew.p.cone@gmail.com>

Wed, Apr 13, 2016 at 7:57 PM

To: Planning@berkeley.edu

Dear UC Berkeley,

I'm writing to express my support, as a third generation Berkeley resident, for the stiles student housing project.

As both the town and the University grow, we need housing that puts people close to their schools and jobs, close to retail, and close to each other. Yes, I too sometimes miss less dense, more quaint Berkeley of old. But we need to build for the present and near future, and if we hold on to a vision of the city that fears density and holds parking as the highest good, our city will become a relic. Lifers like me will have our monuments, but all of us will suffer high rents and higher congestion.

You guys have it right. Don't yield to the density haters. They are clinging to a bygone era, and unable to see the virtues of modern, walkable cities. Build what your students need, and admit as many students as you need to. The residents will adapt--honesty, most of us love the energy the university has always brought-- and we'll be a better city for it.

Build baby build!



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

student housing

1 message

neil cook <choiceno2@aol.com>

Thu, Apr 14, 2016 at 3:23 PM

To: planning@berkeley.edu

**WHY is the proposed student housing project on Bancroft only 8 stories?
Why not try looking ahead for a change rather than creating a plan which is
insufficient even before it's approved?**

~neil
choiceno2@aol.com



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Proposed Stiles Student Housing

1 message

Fritzi Drosten <fdrosten@aol.com>

Wed, Apr 13, 2016 at 3:13 PM

To: planning@berkeley.edu

To The Planning Department:

I am a Berkeley Resident who adamantly opposes this building as planned.

It is a monolith, taking up all open space, and badly needed parking spaces, adding un-needed retail space. Look at all of the open retail spaces in town!

This building takes up the whole lot!

. Please re-evaluate this project, and do not continue with it!

The building looks like a prison, and maybe you should do an independent EIR.

Please do not allow this to continue as it is.

Fritzi Drosten

1048 Monterey Ave

Berkeley



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Feedback on Stiles student housing project

1 message

Graham Freeman <graham@jahiel.net>
To: planning@berkeley.edu

Wed, Apr 13, 2016 at 4:45 PM

Hello,

I'm a resident of Berkeley. I'm writing to thank you for building new housing, and to voice my approval of the Stiles student housing project. Please build the next one taller, and denser. We desperately need more housing in Berkeley, as soon as possible.

thanks,

Graham Freeman
+1-510-225-2060 home
+1-510-423-8641 mobile
<https://graham-freeman.info/>



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Student Housing Public Comment

1 message

Adair Gerke <gerke@berkeley.edu>

Thu, Apr 14, 2016 at 12:00 AM

To: planning@berkeley.edu

Dear UC Berkeley Planning Department,

Thank you for accepting public comment on the Stiles Student Housing Project. As you are aware, the rapidly rising cost of housing in Berkeley endangers the University's mission to provide affordable education to students from diverse backgrounds. Please build this project as designed, or larger, without any additional delay. Please do not give in to pressure to decrease the size or density of this project-- it looks great and will not seriously inconvenience anyone.

Regards,
Adair Gerke
Graduate Student, EECS



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Site Student Housing Project

1 message

John Hitchen <johnhitchen@outlook.com>
To: "planning@berkeley.edu" <planning@berkeley.edu>

Wed, Apr 13, 2016 at 4:22 PM

Good Afternoon,

I am a 1980 UC Berkeley graduate, Berkeley homeowner for over 30 years, and a resident here for over 43 years.

I was a renter for many years, and I support UC providing housing for more students.

However, this is the largest, most unattractive, and over-sized building I have ever seen proposed so far in Berkeley.

Having no setbacks from the sidewalk and street creates a horrible almost frightening experience.

There is no room for trees and no breaks in the monolithic walls.

The proposed building looks like a prison, not student housing, and has virtually no architectural details of any kind to make it palatable.

I absolutely and completely oppose any building on this site that does not have significant setbacks on all streets.

I also oppose any building over 4 stories high.

If this building is built, everyone who lives in it will be miserable, as well as those who have to look at it.

Please go back to the drawing board and plan a project about ½ this size and then come back to the community for input again.

Sincerely,

John Hitchen

April 14, 2016

Real Estate Division | Physical & Environmental Planning 300 A&E Building
Berkeley CA 94720-1382

Re: ADDENDUM to the UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT For the STILES SITE STUDENT HOUSING PROJECT

To Whom it May Concern,

As a Berkeley resident and business owner of 25 years (and as a former writer on architecture and design), I would like to respond to the recently-released Addendum to the 2020 LRDP for the Stiles Student Housing Project. I feel strongly that this project needs to be re-thought, and that further environmental review is necessary.

The University contends that the 2005 programmatic EIR that was conducted for the 2020 LRDP sufficiently addresses this new project. In light of the developer's decision to "maximize the development potential of the site," this contention seems absurd. The Stiles Project will result in a building that dwarfs the adjacent, two-story homes and businesses, leaving them in deep shadow. Furthermore, packing 783 new undergraduates into this small area will create the most densely-occupied parcel in Berkeley's Southside, an area already heavily impacted by congestion and noise. The framers of the 2020 LRDP did not foresee such impacts, and the 2005 EIR does not address them. I believe that the extreme density and scale of Stiles Project creates "new significant environmental effects" that were not considered in the 2020 LRDP and not analyzed in the 2005 EIR, thereby warranting additional environmental review, pursuant to CEQA section 21166 and CEQA Guidelines section 15162.

PLANNING FOR PROFIT

The motivations for this specific design seem to be purely financial. One of the "project-specific objectives" of the Stiles Project is to "develop a project that is financially feasible for a third party to finance, own and operate by a third party [sic] and thereby avoid impacts on constrained University capital resources." While the 2020 LRDP does leave open the possibility of "partnerships with private sector developers," it is a stretch to claim that it envisioned the wholesale delegating of the design, ownership and

operation of “University” facilities to private corporations— Texas-based American Campus Communities in this case. This represents an abandonment of responsibility on the University’s part, in my opinion. It also seems extremely unethical that a private developer is making use of the University’s exemption from local planning regulations to “maximize the development potential of the site,” and thus, its private profits. Is this a University facility, or a private business? Or both? Is this the future course of University projects in Berkeley, and elsewhere in the state?

Yes, the University’s financial problems are well-known. But when a sports facility, or a business school needs to be built, these problems are overcome with creative capitalization solutions— solutions which do not require the University to relinquish its responsibilities to a private corporation in toto.

In various public meetings and documents, neighbors have asked for modifications in the scale of the Stiles Project. In its response, the developer argues that “maintaining the bed count, which is fundamental to the proposal, and easing the setbacks from the street frontages, would require a high-rise solution to achieve the same number of beds... High-rise construction requires a number of more stringent fire/life-safety requirements for smoke control, which would result in higher costs” (the notion of reducing the “bed count” is not even considered). A smaller or more sensitive design is impossible, according to this logic, because of cost. Since this is a for-profit enterprise, “higher costs” is another way of saying “reduced profit.” Let’s be absolutely clear: The University is stating that any sensitivity to community concerns is impossible, because it would result in lower profits for American Campus Communities. And, that the streetscape and skyline of Berkeley will be forever marred, to protect the profits for American Campus Communities. I think that is a cynical and irresponsible approach.

SACRIFICING CITY ENVIRONS

The City Environs policies of the 2020 LRDP directed future planners to “respect and enhance the character, livability, and cultural vitality of the city environs,” and to “maintain and enhance the image of the campus, and preserve our historic legacy of landscape and architecture.” The Stiles Project fails on all of these counts. I do not suggest the design incorporate direct historical references, but it should reflect the University’s “historical legacy” of good and interesting architecture. As designed, it is a mathematically-maximized student storage unit, with minimal articulation,

clad in a skin of the cheapest materials. As for landscape, all mature street trees will all be removed, as will two majestic, mature Coast Live Oak trees (the developer plans to mitigate this latter by planting two 48" box trees somewhere on campus). No useful public spaces are envisioned.

For many of the same reasons, the project violates the principles outlined in the UC Berkeley Physical Design Framework (adopted by the Regents in Nov 2009), specifically the injunction to "ensure each project on the Campus Park or in the City Environs conveys an image of substance, elegance and permanence..." and to "ensure each project on the Campus Park or in the City Environs is shaped by enduring values rather than ephemeral trends." The stated 50-year lifespan of this inelegant building hardly conveys permanence. Hopefully, allowing big corporations to build whatever they please in Berkeley to maximize their profits will turn out to be an ephemeral trend.

The developer claims that "there are no scenic vistas in the vicinity of the project and no impact will occur," and that "the site plan implemented by the project would respect the form and scale of the urban fabric, and frame and activate the public realm; the materials for the site and building would be selected to be sympathetic to their context." This is all blatantly untrue. The project throws up eight story walls next to two-story buildings, and across from houses of worship which themselves offer sensitive articulation, set-backs, and lush greenery. The only way it "activate[s] the public realm" is by dumping several hundred new pedestrians onto overcrowded, deeply-shadowed sidewalks.

The 2020 LRDP Final EIR includes several Best Practice stipulations which have not been followed, at least in spirit. For example, Continuing Best Practice AES-1-e: "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" (in practice, the presentations are now made to the City of Berkeley Design Review Committee). While such presentations have been made, the recommendations of the City of Berkeley Design Review Committee were uniformly rejected, making one wonder what the point of the exercise is. The developers state in the Addendum that the City of Berkeley Design Review Committee "reviewed the design of the project in March 2016 and was generally supportive of the project." This is a blatant falsehood. Six of the seven Committee members

voiced strong objections to the project's scale, density, and aesthetics, all of which is on record.

THE NEED FOR FURTHER CEQA REVIEW

Another Continuing Best Practice in the 2020 LRDP (AES-1-f) states that "each individual project built in the City Environs 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." I maintain that the Stiles Project does indeed pose potential significant aesthetic impacts that have not been studied, mitigated, or otherwise addressed.

While I understand that the University has a mandate to accommodate new waves of incoming undergraduates, I do not believe that they all need to be housed together in one massive structure. Other, more creative solutions are available. These include high-rise projects like the Unit buildings, which, with their generous set-backs and courtyards, which ensure access to light and air for both residents and neighbors. Other solutions include more-dispersed, human-scale projects, such as the University's build out of the Clark Kerr Campus.

I (and many other neighborhood stakeholders) would like to see a less-monolithic building on this site. This can be achieved by downscaling the structure and reducing its footprint, allowing for reasonable setbacks from neighboring buildings and from the street, at least on the Dana side. This would also allow for the creation accessible outdoor spaces, which would truly "frame and activate the public realm." This same desirable effect can also be achieved without loss to "bed count" by building up, though that would involve a financial sacrifice to the developer, as noted above. I believe such compromises on the part of the University and American Campus Communities are reasonable, and warranted.

Berkeley, the University, and the students it needs to house deserve better than the Stiles Project, as currently conceived. I believe that, working together as a community, we can do better.

Martin Holden
Director, 2430 Arts Alliance
2430 Bancroft Way, Berkeley CA 94704



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

New student housing -Stiles Hall

1 message

Hans Johnson <Johnson@ppic.org>

Wed, Apr 13, 2016 at 6:46 PM

To: "planning@berkeley.edu" <planning@berkeley.edu>

I fully support the plan to build more desperately needed student housing. Building housing close to campus is good for the environment (less commuting), good for the city, and good for students. The scale of the proposal is entirely appropriate for the location.

Hans Johnson
375 Vassar Ave 94708



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

8-story student housing at Bancroft and Dana

1 message

Paul Kamen <pk@well.com>

Thu, Apr 14, 2016 at 12:15 AM

Reply-To: pk@well.com

To: planning@berkeley.edu

As requested by the op ed piece on Berkeleyside, I am commenting on the proposed 8-story student housing structure at Bancroft and Dana.

This project is too little and too late! It should be 30 stories, not 8. The shortage of student housing is critical, and results in way too much load on transportation infrastructure by students who are forced to commute to the U.C. campus.

Increased height will also allow for a more nuanced shape of the building envelope, but that's a very minor issue compared to the need for a lot more student housing close to campus.

Paul Kamen, Naval Architect, P.E.
1224 Campus Drive, Berkeley, California 94708
pk@well.com <http://www.SurfacePropulsion.com>
510-540-7968 510-540-6324 (fax) 510-219-8106 (cell)



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

I support the Stiles student housing project

1 message

Watson Ladd <watsonbladd@gmail.com>

Wed, Apr 13, 2016 at 9:48 PM

To: planning@berkeley.edu

Dear planners,

I'm writing to support UC Berkeley's application to build much needed student housing on what is now a parking lot. As you are no doubt aware we are in the middle of a region-wide housing crisis caused by a massive influx of residents to high-paying jobs. At the same time longtime constraints on the number of students UC Berkeley student housing can accommodate has forced many students into the rental market.

Adding student housing will add to the home supply as students chose it over renting from landlords, who will then rent to other residents. This will reduce pressure on the incomes of many Berkeley residents who rent market rates. As a GSI I see many of my students endure long commutes and unstable living situations because of the lack of student housing.

Sadly even this project, located next to other student housing, is inadequate to meet the demand. An extra 2 stories would be very useful, housing an additional 200 students. I hope that speedy approval and construction is followed by addition of many more units across Berkeley.

Sincerely,
Watson



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

be mindful of Berkeley's history

1 message

Renee Lertzman <renee@reneelertzman.com>

Wed, Apr 13, 2016 at 3:51 PM

To: planning@berkeley.edu

Hi there,

While I support creative ways to create more housing for the students who come from around the world for UCB, I urge you to consider this ridiculous project that will irrevocably alter the character and soul of that particular corner next to University press books.

I know it's complicated, but please reconsider this plan. There are some things we can control, and others we cannot. Imagine looking back on this project and feeling good about it. Are there not alternatives for housing that are less destructive to the character and history of downtown Berkeley?

best regards

Renee

Renee Lertzman PhD

renee@reneelertzman.comwww.reneelertzman.com

My book [Environmental Melancholia](#) is available as eBook on Amazon.



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Fwd: Notice of Availability: Addendum to the 2020 LRDP EIR for the Stiles Site Student Housing Project

1 message

Wade MacAdam <wmacadam@berkeley.edu>

Fri, Apr 8, 2016 at 6:16 AM

To: Planning Departmental <planning@berkeley.edu>, "J. Kevin HUFFERD" <hufferd@berkeley.edu>

Jennifer

We support the traffic proposal outlined on page LP.001B. During after-hours (or maybe during the day) our police bicycles, motors, or vehicles could utilize the open roadway on Dana Street for exigent response (in lieu of driving the wrong direction on Ellsworth Street or traveling down to Fulton Avenue to access the south campus emergencies)

Wade

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

From: **UC Berkeley Planning** <planning@berkeley.edu>

Date: Thu, Mar 24, 2016 at 3:01 PM

Subject: Notice of Availability: Addendum to the 2020 LRDP EIR for the Stiles Site Student Housing Project

To: Planning Departmental <planning@berkeley.edu>

Today UC Berkeley has published an addendum to the 2020 Long Range Development Plan Final Environmental Impact Report (SCH # 2003082131) pursuant to the California Environmental Quality Act (CEQA) for the proposed Stiles Site Student Housing project. The addendum is available as of today, Thursday March 24, 2016, on the UC Berkeley Real Estate Division project website (see right column): <http://realestate.berkeley.edu/stiles-site-student-housing-project>.

Under CEQA an addendum need not be circulated for public review. Comments on the document are welcome, however, prior to 5:00 pm on Thursday, April 14, 2016. Please email them to planning@berkeley.edu. The University would consider the proposed project and any comments received at a meeting of the UC Board of Regents in May.

Questions and comments about the project are welcome to the University at planning@berkeley.edu; for questions about the environmental review please email planning@berkeley.edu or phone Jennifer McDougall, Principal Planner, at (510)642-7720.

++++
Physical and Environmental Planning
Real Estate Division
300 A&E Building
UC Berkeley

website: realestate.berkeley.edu
phone: (510)642-7720
email: planning@berkeley.edu

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Wade MacAdam #81
Police Officer / Crime Prevention Design Officer & Architectural Liaison



UCPD Berkeley

University of California Police, Berkeley (UCPD-Berkeley)
Crime Prevention Unit
36 Sproul Hall, Berkeley, CA 94720

(o1) [510-642-3722](tel:510-642-3722)
(o2) [510-527-0160](tel:510-527-0160)
(f) [510-642-6434](tel:510-642-6434)

police.berkeley.edu

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Wade MacAdam #81
Police Officer / Crime Prevention Design Officer & Architectural Liaison



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police.berkeley.edu

4/18/2016

UC Berkeley Mail - Fwd: Notice of Availability: Addendum to the 2020 LRDP EIR for the Stiles Site Student Housing Project



4627K



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles student housing

1 message

Brian MacDonald <briankmacdonald@gmail.com>
To: planning@berkeley.edu

Wed, Apr 13, 2016 at 5:35 PM

Hello,

I have lived in Berkeley since 2012. The Stiles student housing project recently came across my radar and I would like to say the project looks wonderful. I wish it could be denser or taller, as existing student dorms (like my brother lived in when he attended Berkeley). student housing near campus and adjacent to transit is critical.

Berkeley needs more housing and denser housing to support the business and community.

Please approve the project and please seek denser housing at all income levels for future projects, especially in my neighborhood.

Regards

Brian MacDonald
1311 Carrison st
Berkeley, CA



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Student Housing project

1 message

Rob & Tami <maurhewfam@gmail.com>

Thu, Apr 14, 2016 at 7:06 AM

To: planning@berkeley.edu

I am writing to voice my concern over the proposed Stiles Student Housing project just south of campus on Bancroft. I walk by the parking lot that sits there now everyday on my way to work. I see several concerns that need to be addressed before moving forward for this project.

1. UC cannot continue to eliminate parking spaces near campus. It has already eliminated 550 spaces in the last few years. I have multiple children in UC daycares, which means I must drive to get them to their care and get in 8 hours of work. The lack of parking spaces is making it harder to do my job. Adding 783 residents to the neighborhood without any parking and also eliminating parking is criminal. Are out of town parents no longer able to visit their kids? Can no Berkeley student ever own a car? The continued shrinking number of parking spaces is making it extremely difficult for people who don't live near public transportation to actually work at UC.

2. Allowing for 80-some secure bike spaces for 783 is wholly inadequate. Can you really expect that students need only walk/bart? More bike spaces both inside and out are needed.

3. Space should be allocated on Durant or Bancroft for the upcoming bikeshare program that is coming to the east bay. With such a lack of bike/parking spaces for residents, this would be a huge benefit and necessary accommodation.

4. The facade is not befitting Berkeley. The windows are prison like and the yellow color reminds me of bathroom walls. Please don't build yet a 2nd building near campus that looks like the inside of a bathroom. Please consider some softer edges, perhaps a bit arts and crafts or art deco architecture - something worth gazing at.



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Support: Stiles Hall

1 message

Joseph Poirier <jpoirier20@gmail.com>

Wed, Apr 13, 2016 at 3:45 PM

To: planning@berkeley.edu

To Whom It May Concern:

Please accept my full support for as much student housing as possible at the Stiles Hall site with an extreme minimum of parking spaces. It is 2016 and climate change is knocking at our door. We can't dilly-dally anymore. Build it.

Joseph Poirier
2241 Derby Street
Berkeley, CA 94705



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Hall replacement - student housing project: CEQA review

1 message

ergolr@aol.com <ergolr@aol.com>

Wed, Apr 13, 2016 at 11:44 PM

To: planning@berkeley.edu

To whom it may concern:

I am familiar with the proposal to replace Stiles Hall and the adjacent parking lot. Additional student housing may be needed. I am concerned however that the plans do not adequately address the greatly increased density, design conversion and loss of the existing use (parking etc.). Nor do they fully create and address project alternatives which would have less impact in the already crowded Bancroft area.

Adequate review of direct and indirect impacts of this project, if it is to be had, requires that a full EIR review of the project be prepared, and discussed by the University, the city and its residents.

Thank you for your attention to this comment and request.

L. Ruth



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles Site Student Housing Project Support

1 message

Phil S <pjsanders@gmail.com>

Thu, Apr 14, 2016 at 10:18 AM

To: planning@berkeley.edu

I'd like to register my SUPPORT for the Stiles Site student housing project. As a resident of Berkeley I know that the Bay Area in general needs more housing and Berkeley specifically needs more student housing. A large and attractive student housing project will help students struggling to find housing near campus and also help to reduce the pressure on rents in the city that is due to the student population being forced to compete with long time residents for too little rental units. This proposed project is a step in the right direction and should be approved as soon as possible.

Phillip Sanders
Berkeley, CA



Jennifer Lawrence MCDOUGALL <jmcdougall@berkeley.edu>

In support of Stiles student housing project

1 message

Corinne Scown <cdscown@lbl.gov>

Thu, Apr 14, 2016 at 5:50 PM

To: planning@berkeley.edu

In response to the op-ed recently published in Berkeleyside (<http://www.berkeleyside.com/2016/04/13/op-ed-the-new-783-bed-8-story-high-stiles-hall-is-too-big/>), I'd like to express my enthusiastic support for the proposed Stiles student housing project. If anything, I would hope for a taller building if zoning laws permit it.

Affordable housing near campus is a huge issue for students, and as a former UCB grad student and student government officer myself, I'm keenly aware of the need for additional housing.

Housing availability is not just impacting students - it affects our ability to recruit the best and brightest at every level here at LBNL. We are losing the best candidates for an open Division Director position because the cost of housing in the Bay Area is simply too high.

Please, keep building these large mixed use buildings! I'll bet that a majority of Berkeley residents/workers (albeit not as loud as the NIMBY contingent) strongly support more development.

Best,
Corinne

—

Corinne D Scown, PhD

Research Scientist & Deputy Group Leader
Sustainable Energy Systems Group
Energy Analysis & Environmental Impacts Division
Lawrence Berkeley National Lab (www.lbl.gov)
1 Cyclotron Road, 90-2012, Berkeley CA 94720

Director of Technoeconomic Analysis
Joint BioEnergy Institute (www.jbei.org)
5885 Hollis Street, 978-4464B, Emeryville, CA 94608

Tel: 510-486-4507, Email: cdscown@lbl.gov
JBEI office tel: 510-486-7489
Mailstop: 90R2002, Website: www.cscown.com



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles housing

1 message

Matthew Stenberg <stenberg.matthew@gmail.com>
To: planning@berkeley.edu

Wed, Apr 13, 2016 at 5:18 PM

You could of course make the building look better than the renderings show now, but please don't give into pointless self serving pressure to reduce the number of beds. If anything, it would be better to have more.

Sent from my iPhone



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles hall dorm

1 message

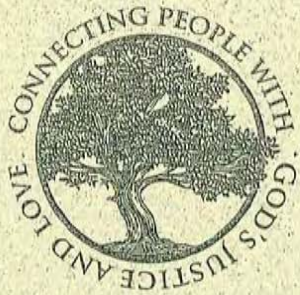
J Sui <judisui@gmail.com>

Wed, Apr 13, 2016 at 6:02 PM

To: "planning@berkeley.edu" <planning@berkeley.edu>

Wow! Needs some setback from the street. Very ugly looking, we know that there gave to be more folks who can provide a building that looks better and doesn't hulk over its neighbor or the street. Step the building back please, reduce the bed occupancy.

Judi Sui
(please forgive the typos or auto corrects!)
Sent from my iPad



TRINITY CHURCH,
A RECONCILING UNITED METHODIST CONGREGATION

UC Berkeley Planning Department,
via electronic communication

April 14, 2016

I am writing you on behalf of Trinity United Methodist Church in Berkeley located at 2362 Bancroft Way. Trinity UMC Berkeley has deep roots in Berkeley and we have been at our present location since the 1920's. The front doors of both our sanctuary and chapel have been located on Dana Street for the better part of a century.

When we learned of the proposed Stiles Hall development project, we were immediately and keenly interested, as it is across the street from our primary locations related to public worship. We were further excited by the possibilities presented by the Stiles Hall Project for the neighborhood. With no small amount of anticipation, Jay Sholl, a Trinity UMC Berkeley representative, and I attended the public meeting on November 16, 2015. At that time we informally met with UC Berkeley staff and raised some key concerns with the project as presented. Those concerns were as follows:

- *We were concerned with the plans offered, as they located the trash egress point directly across from our front door for worship and public events.*
- *We were concerned that the proposed plans, creating a "utility entrance" on Dana Street, would undermine the overall environment of Dana Street, which in the four-block stretch from Bancroft to Dwight Way has a house of worship on each block. This concern is above and beyond the previously mentioned trash concern*
- *We further alerted UC Berkeley staff about our future plans for the redevelopment of our site. Those plans include reflecting our now nearly 100-year commitment to Dana Street with a gracious and welcoming entrance to our public worship and programmatic life. We stated that our goal to have a welcoming space stands in contrast to the utility functions now being planned for the Stiles Hall Project.*
- *We suggested the loading area on Unit 3 across from First Congregational Church on Dana St. was a prime example of the kind of thing we'd like to avoid on Dana Street in the Stiles Hall project, as it is unsightly and significantly detracts from the quality of the street experience.*

2362 BANCROFT WAY

BERKELEY, CA 94704

510-548-4716

MARK CORDES, PASTOR

At the meeting in November we elected not to join the already present opposition to the project, nor did we publicly raise concerns. Rather, we engaged UC Berkeley staff directly in a neighborly fashion. We want to be a good and engaged community member that advocates for key concerns without creating a climate of conflict. We expressed our support for the project in the context of the previous concerns with staff, who proffered a meeting which we accepted.

We met with key UC Berkeley Staff related to the project on January 12. At that meeting we emphasized our desire to be good neighbors and to work with the UC Berkeley team to resolve our concerns about the project as presented in November. We suggested that Durant Street was more appropriate for the utility and trash functions of the proposed project, as it was a better street for ingress/egress and faced UC Berkeley's Unit 3 at a location with little or no street activity. Staff agreed that this seemed a logical solution to the concerns and indicated an intention to share those ideas and concerns with their team.

We were dismayed when the updated public plans released in mid-March not only included the trash doors on Dana but seemed to indicate an expanded role for that exit, with a previously absent curb cut in addition to the trash door. We again engaged staff to express our disappointment, and another meeting was proffered.

Jay Sholl and I conferenced with the UCB, ACA, and SCB on April 7, 2016 to review the Stiles Hall plans and discuss our concerns about the context of Dana Street. It was immediately clear to us that there was little hope of our concerns being resolved via this design process and some indication that our concerns were not brought to the attention of the designers in a timely fashion. The nadir of this conference was being chastised by a member of the UC Berkeley planning staff for advocating for the concerns of my community of faith, while being rather disappointed in the outcome of our efforts to that point.

We believe the long-term benefits of maintaining the pedestrian quality of Dana Street between Durant and Bancroft Streets significantly outweigh any operational cost savings related to managing the trash pickup and delivery on Dana Street. The costs to relocate the service/ back of house operations to Durant Street prior to construction will be negligible. We further believe that the future quality of Dana Street will be expanded and enhanced when Trinity United Methodist Church completes its new church, pre-school and market rate housing project within the next four years. Our front door is and will remain on Dana Street, continuing almost 100 years of commitment to the neighborhood.

As this letter outlines, we remain troubled by aspects of the proposed Stiles Hall Development Project, even as we are excited by other aspects of the design and greatly welcome the "new community" being created. We regret that our ongoing concerns and the process thus far have kept us from being more enthusiastic about the possibilities and opportunities we feel this development presents, which we feel are demonstrably undermined by the present location of the trash and utility doors. While we are excited and find much to like in the design, we are also concerned. Therefore we wish to continue the dialog in fruitful and constructive ways. Out of our desire for continued engagement and community building we seek the following:

- **We respectfully ask the UC Berkeley Planning Department to reconsider the location of the trash and utility ingress and egress to Durant Street from its proposed Dana Street location.**
- **In light of our early and collegial engagement, as well as the assurances of UC Berkeley Planning staff that our concerns were being taken seriously, we expect that there must already exist a full and complete set of alternative diagrams, conceptual plans, schematic designs, and cost/benefit analysis documents to support setting aside our concerns. We ask that these documents be made available to Trinity Berkeley for review within 10 business days. Our goal would be to see if some solution could be found to address the cost/benefit issues in partnership, whether in cost sharing, service coordination, or by other means.**
- **We respectfully request that we receive written and electronic communication from UC Berkeley Planning, regarding our requests for both reconsideration and the information sharing, within 10 business days to facilitate our taking additional steps as necessary to ensure collaboration and alignment of interests as much as possible.**

In light of our continued efforts to collegially effect some modification of the design of the proposed Stiles Hall Project, we remain committed to engaging with staff and contractors in this process.

Beyond the design concerns we've addressed, we are also deeply concerned about the proposed construction at the Stiles Hall site. Some of our concerns about the proposed construction and its impact are as follows:

- **Closing Dana Street during construction hours turns Dana Street into the construction site.**
- **Using Dana Street as the concrete pumping and staging area directly across the street from our chapel will affect chapel access.**
- **All trucks serving the site will be routed through Dana Street.**
- **The radius of the tower crane boom swings over a significant portion of our property; we have not provided our approval to use our air rights.**
- **We are deeply concerned about construction noise and nuisance during times of public worship and assembly, with particular sensitivity to the holy seasons of Christmas, Lent, Easter, and Advent.**

These concerns are raised from a desire to work to further one another's interests and concerns. We expect that we can come to mutual, reasonable accommodation on the issues before us, celebrating together the emerging neighborhood we will continue to share.

Very truly yours,

Mark C. Cordes

Rev. Mark C Cordes
Trinity UMC Berkeley



Corinne I. Calfee
2150 Allston Way, Suite 320
Berkeley, CA 94704

ccalfee@opterrallaw.com
510-809-8001

VIA ELECTRONIC MAIL

April 14, 2016

Jennifer McDougall
Principal Planner
Real Estate Division
Physical and Environmental Planning
300 A&E Building
Berkeley, CA 94720
planning@berkeley.edu

**Re: *Stiles Site Student Housing
Comments Regarding Proposed Project, Environmental Assessment, and Addendum***

Dear Ms. McDougall:

Opterra Law, Inc. represents Valhaus LP, which owns the real property located at 2430 Bancroft Way, Berkeley. We have been meeting with the 2430 Arts Alliance and our neighbors in reference to the proposed Stiles Site Student Housing ("Proposed Project") that has been proposed for 2400 Bancroft Way (the "Site"), next door to our client's property. We write today to express our concerns with the Proposed Project and the environmental review that has been done to date.

Although we generally support development and the construction of new housing in Berkeley, new development needs to fit within its neighborhood context and avoid significant impacts on the community. We believe that the Proposed Project is too dense, too large, and too intense for the Site. It would have significant adverse impacts on its neighbors and the community, but these impacts have not been thoroughly considered. The University of California at Berkeley's ("University") process to pursue and approve the Proposed Project has occurred too fast, with too little analysis and too little public participation. This process deprives the public and the decision makers of the information necessary to make the kind of careful, informed decision required by law. A project of this magnitude requires careful consideration and thorough review to ensure that is the best project for the site in question. After all, the neighbors and the community will live with the project for decades to come.

In short, we urge the University to reconsider the Proposed Project. We believe that the Proposed Project should be scaled back to provide new housing while still fitting within the neighborhood context. The University must also fully review and analyze the Proposed Project in an environmental impact report ("EIR") to understand the impacts that it will have, consider alternatives, and properly mitigate significant impacts.

A. The University Cannot Rely on An Addendum.

1. Legal Standards

The California Environmental Quality Act ("CEQA") requires that an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report. See, e.g., California Public Resources Code ("PRC") § 21100. The EIR has been called the very "heart" of CEQA. *Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652. An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. 14 California Code of Regulations ("CEQA Guidelines") § 15125.6.

CEQA permits agencies to 'tier' EIRs, in which general matters and environmental effects are considered in an EIR "prepared for a policy, plan, program or ordinance followed by narrower or site-specific [EIRs] which incorporate by reference the discussion in any prior [EIR] and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior [EIR]." PRC § 21068.5. "[T]iering is appropriate when it helps a public agency to focus upon the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous EIRs." PRC § 21093.

"Subsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared." CEQA Guidelines § 15168(c). The first consideration is whether the activity proposed is covered by the programmatic EIR ("PEIR"). *Id.* If a later project is outside the scope of the program, then it is treated as a separate project and the PEIR may not be relied upon in further review. *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307. The second consideration is whether the "later activity would have effects that were not examined in the program EIR." CEQA Guidelines § 15168(c)(1). A PEIR may only serve "to the extent it contemplates and adequately analyzes the potential environmental impacts of the project." *Center for Sierra Nevada Conservation v. County of El Dorado* (2012) 202 Cal.App.4th 1156, 1159. If the PEIR does not evaluate the environmental impacts of the project, a tiered EIR must be completed before the project is approved. *Id.*

For these inquiries, the "fair argument" test applies. *Sierra Club*, 6 Cal. App.4th at 1318. See also, *Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1164 ("when a prior EIR has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project 'is one of law, i.e., the sufficiency of the evidence to support a fair argument.'"). Under the fair argument test, a new EIR must be prepared "whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant environmental impact. *Id.* at 1316 (quotations omitted). When applying the fair argument test, "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." *Id.* at 1312. "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." *Id.* at 1319.

If it is determined that the activity is the same project addressed already in a PEIR, the standard for determining whether further review is required is governed by CEQA Guideline § 15162 and PRC § 21166. Under Section 21166, a subsequent or supplemental EIR is only required if there are “substantial changes” to the proposed project or to circumstances which will require “major revisions” in the EIR, or if “[n]ew information, which was not known and could not have been known at the time the [EIR] was certified as complete, becomes available.” PRC §21166. The agency’s determination as to whether it may proceed by addendum, rather than supplemental or subsequent EIR must be “on the basis of substantial evidence.” CEQA Guideline § 15162, PRC § 21168.5. However, “[a]rgument, speculation, unsubstantiated opinion or narrative...does not constitute substantial evidence.” CEQA Guideline § 15384(a).

2. LRDP Did Not Consider the Proposed Project.

In 2005, the University adopted the 2020 Long Range Development Plan (“LRDP”) to describe the “scope and nature of development anticipated within this timeframe, as well as policies to the guide the location, scale and design of individual capital projects.” LRDP p. 3. The University simultaneously conducted programmatic environmental review of the LRDP and ultimately certified a PEIR for the LRDP (the “LRDP EIR”). However, as this analysis shows, neither the LRDP nor the LRDP EIR envisioned, discussed or analyzed the Proposed Project, including this building or the demolition of Stiles Hall.

As explained above, if a later project is outside the scope of a program and its PEIR, then it is treated as a separate project and the PEIR may not be relied upon in further review. *Sierra Club*, 6 Cal.App.4th 1307, 1320-21. Moreover, if the later project has effects that were not examined in the PEIR, then the programmatic EIR is insufficient. CEQA Guidelines § 15168(c)(1). A PEIR may only serve “to the extent it contemplates and adequately analyzes the potential environmental impacts of the project.” *Center for Sierra Nevada Conservation*, 202 Cal.App.4th 1156, 1159. Because the PEIR does not evaluate the environmental impacts of the Proposed Project, an EIR must be completed before the Proposed Project is approved.

Here, the LRDP identified only a small portion (seemingly about 50 percent) of the Site for “potential campus buildings.” See LRDP p. 8.¹ That diagram explains, “[p]otential new buildings in this diagram are represented as prototypes, based on modular dimensions adaptable to a range of university functions. However, the buildings are configured to respect and enhance campus spatial and architectural relationships, and are meant to inform the design of future projects by depicting building concepts consistent with the Campus Park Guidelines.” *Id.* In other words, the size and shape of the buildings on the Illustrative Concept are respectful, and enhance the community by complying with guidelines. In contrast, the Proposed Project, a single, 8-story, rectangular box that covers approximately twice as much area as the buildings in the diagram, was not envisioned by the LRDP and does not meet these same standards.

Importantly, it did not identify Stiles Hall at the corner of Bancroft and Dana for redevelopment, and it did not identify an enormous, monolithic new building--the Proposed Project--covering 100 percent of what was then three separate components. The LRDP anticipated that development on the Southside would “use the Southside Plan as a guide for project location and design.” LRDP p. 7. See

¹ The Addendum erroneously states that EIR Figure 3.1-2 “identified the proposed site...as an opportunity site.” P. 36. But that figure in the LRDP EIR does not include the whole Site. It only includes a portion, indicating that about 50 percent of the Site area could be developed.

also, p. 49 (“the objectives of UC Berkeley must be informed by the plans and policies of neighboring cities, to respect and enhance their character and livability through new university investment”).

The LRDP also contemplates housing projects that “should not have a greater number of stories nor have setback dimensions less than could be permitted for a project under the relevant city zoning ordinance as of July 2003.” LRDP p. 50. The Proposed Project has more stories and smaller setbacks than contemplated in the zoning code. The analysis below shows that city policy, including the Southside Plan, has not guided the design of the Proposed Project. Indeed, the Proposed Project is more than four times as dense as the Southside Plan would provide. A project that disregards city policy to that extent does not respect or enhance the character or livability of the Southside. The size and density of the Proposed Project are therefore beyond what the LRDP and its EIR considered and analyzed.

The LRDP’s discussion of parking is also informative. It acknowledges that “demand for parking on and around campus is far greater than the current supply, and this demand will grow as a result of future campus growth. Adequate parking is critical to the mission of UC Berkeley...” LRDP p. 28. The LRDP continues that when new development displaces parking, “[i]n order to maintain the campus parking supply, these displaced spaces should be replaced on site or elsewhere, and the scope and budget for each such project should include those replacement spaces.” LRDP p. 29. The LRDP did not contemplate a project like the Proposed Project that eliminates 124 parking spaces without any replacement, and instead creates new parking demand by 800 students and 438 employees. See, Addendum p. 16. The Addendum admits that “parking in the immediate vicinity of the site area is considered by many observers to be a scarce resource.” See p. 14. Even if the University is correct in its assumption that only a small portion of these people drive to campus, the net impact of the Proposed Project on parking supply is significant and was not included in the LRDP or analyzed in the LRDP EIR.

With regard to open space, the LRDP anticipates active, useful open spaces. LRDP p. 32. It also requires that “[b]uilding should be programmed and designed so active interior spaces face and observe major pedestrian routes and places of interaction, and help ensure the campus is a safe place to work and study at any hour...” LRDP p. 32. Again, the Proposed Project was not the kind of project contemplated by these policies, with its outdoor “view” space that is not accessible for use and its monolithic façade along highly traveled pedestrian routes.

Because the LRDP and the LRDP EIR did not analyze the Proposed Project, which extends beyond the development contemplated in those documents, the University cannot rely on those former approvals and analyses now. It must fully analyze the environmental impacts of the Proposed Project in a project-level EIR. Indeed, the LRDP EIR explains:

The 2020 LRDP provides a policy framework to guide land use and capital investment decisions at UC Berkeley through the year 2020. It is not an implementation plan, and its adoption does not commit the university to any specific project, construction schedule, or funding priority. Rather, it describes a potential development program for the campus through the year 2020. Each individual project undertaken within the scope and timeframe of the 2020 LRDP must be approved individually by the university, and the approval process must include compliance with CEQA. Therefore, this 2020 LRDP EIR is a first tier EIR that evaluates the potential effects of the entire 2020 LRDP at a program level.

EIR p. 1-2 (emphasis added). It is clear that the EIR does not purport to analyze projects that are outside the scope of the LRDP. (See also, Addendum p. 4, “[p]rojects 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...”) And even for projects within the EIR’s scope, the University must conduct proper project-by-project review. The University has failed to do so here. Because the LRDP was a general policy document, the LRDP EIR could not, and did not, consider the full environmental impacts of any particular development proposal. The Proposed Project was not within the scope of the LRDP, it creates new significant environmental impacts, and it must be fully analyzed.

It would be inappropriate for the University to rely on an addendum rather than a new EIR in this circumstance. An addendum is only appropriate if the later activity only involves “minor technical changes.” CEQA Guideline § 15164(b). Here, the Proposed Project includes major design changes that are beyond what the LRDP itself contemplated. An addendum is not appropriate.

B. The Addendum Does Not Adequately Analyze the Proposed Project’s Significant Impacts.

1. Aesthetics

The Addendum concludes on the basis of incorrect information that the LRDP EIR analyzed the Proposed Project and determined that it would not have a significant impact on aesthetics. As explained above, the LRDP did not include the whole Proposed Project Site, so the LRDP EIR did not analyze the whole Site. There is no evidence to suggest that developing more than twice as much land as shown in the LRDP would have no aesthetic impact. To the contrary, evidence shows that the Proposed Project will have a dramatic and significant aesthetic impact that simply was not considered in the EIR.

CEQA Appendix G requires consideration of various aesthetic impacts. It inquires whether a project will “substantially damage scenic resources, including, but not limited to, trees...” Here, the Proposed Project will cut down and “harvest” two mature oaks on a busy pedestrian thoroughfare. This is a significant aesthetic impact.

Appendix G also inquires whether a project will “substantially degrade the existing visual character or quality of the site and its surroundings.” The Proposed Project will degrade the visual character of the block by creating a huge, eight-story building adjacent to much smaller, older buildings. It will also completely obscure public views of the mural on the side of 2430 Bancroft. These are significant aesthetic impacts, but are not considered in the Addendum. See Addendum, pp. 36-37.

Because the LRDP only considered small portions of the Site as opportunity sites, the LRDP EIR did not analyze the aesthetic impacts of such a huge new building. The EIR explains, “the visual analysis of the 2020 LRDP presented in this document is programmatic rather than project specific, since the actual sites and designs of future buildings are not yet determined.” P. 4.1-1.

The LRDP EIR repeatedly confirms the University’s intent to conform with city policies. See, e.g., P. 4.1-14 to 15, -18. It also explains that there will be a project-by-project analysis with regard to potential significant aesthetic impacts. P. 4.1-17. On the basis of the “continuing best practices” of complying with city planning guidance,” the EIR concluded that there would be no significant aesthetic impacts. P. 4.1-18. It does not follow that the Proposed Project, which was not considered in the LRDP, which is bigger than the opportunity sites shown in the LRDP, and which does not conform to City policies will have no aesthetic impact. On the contrary, these facts show that the Proposed Project will

have a significant, unmitigated aesthetic impact and an EIR is necessary. The aesthetic impacts of the Proposed Project also increase the cumulative aesthetic impacts of the LRDP to a significant level.

The DEIR also explains that the building stock in the “City Environs” is like 2430 Bancroft, dating from 1910-1930s, and that these older buildings “continue to define the character of the area.” P. 4.1-10. The area is also “overwhelmingly low-rise in character. P. 4.1-17. The City’s Southside Design Guidelines indicate that the area is “rich in style and detail.” P. 1. The “Rendered Elevations – Bancroft Way” at p. 10 of the Addendum Graphics shows just how out-of-character the project is. It is more than twice as tall as 2430 Bancroft, and dwarfs every other nearby building. Nor does it have the kind of rich style and detail of its surroundings. Because the Proposed Project does not fit within the neighborhood character, there will be significant aesthetic impacts that have not been analyzed.

2. Biology

The Proposed Project would remove two mature oak trees along Durant and “harvest” the lumber for use. Addendum p. 10. This creates a new significant impact not considered in the LRDP EIR and not mitigated here. Mature oak trees on a city street are not replaceable or mitigable. Instead, the University should design around these resources. Directly across Dana Street, the new development has been designed to preserve and to highlight mature oaks on the corner of Bancroft and Dana. That would also be appropriate at the Site.

In fact, Appendix G requires an analysis of whether the project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Here, the Proposed Project would directly conflict with the City’s moratorium on removing oak trees. The Addendum does not consider this impact.

3. Land Use

The Addendum erroneously concludes that the Proposed Project is consistent with the City’s planning and zoning standards. It is not. The Proposed Project instead intends to “maximize the development potential of the site by constructing an eight story building.” Addendum p.3. Maximizing development potential is not consistent with City policies.

In fact, Continuing Best Practice LU-2-c requires that the Proposed Project be found to have a significant impact on land use. “In general, a project in the...City Environs would be assumed to have the potential for significant land use impacts if it: ...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.” See Addendum p. 23. The Proposed Project has 8 stories, whereas the zoning in 2003 only permitted 6 stories. This is a significant impact.

The following list outlines some of the many conflicts between the Proposed Project and the City’s zoning requirements:

- The R-SMU Zoning permits buildings up to four stories and 60 feet, except in certain situations where the City can increase the height to five stories and 75 feet. See Municipal Code § 23D.52.070(C). The Proposed Project far exceeds this, with **eight stories and more than 80 feet.**

- The R-SMU limits the density of group housing accommodations to be one person per 175 square feet of lot area. See Municipal Code § 23D.52.070(B). This would permit about 186 students on the 32,500 square foot lot area of the Site. The Proposed Project would house 800 students. Although the City can increase the density if certain findings are made, it seems unlikely that the City would permit **more than four times the permitted density**.
- The R-SMU provides for front, rear, and side setbacks, as well as building separations. See Municipal Code § 23D.52.070(E). The Proposed Project builds right to the property lines. Although the City permits variances on these setbacks, such variances require a finding that the reduction is appropriate given the architectural design of the surrounding buildings. Here, there is no consideration given to the surrounding buildings and the zero setbacks are not appropriate for the surrounding buildings.
- The City's setback requirement ensures that new buildings will be widest at the base, and will taper toward the top. Municipal Code § 23D.52.070(E). The Proposed Projects is a chunky rectangle that does not taper per the Code.
- The City limits lot coverage to 45 percent of the overall site for 5-story buildings. (Because 8-story buildings are prohibited, they are not listed in the City's table.) Municipal Code § 23D.52.070(F). The Proposed Project covers 100 percent of the Site.
- The R-SMU zone requires 20 square feet of Usable Open Space for every resident in a Group Living Accommodation. Municipal Code § 23D.52.070(G). For the nearly 800 new beds, this would require 16,000 square feet of Usable Open Space. The Proposed Project only provides 9,000 square feet of open space, much of which is not "usable" since it is a "view garden" on the third floor. See Addendum pp. 10, 15.
- The City requires two parking spaces per 1,000 square feet of gross floor area of commercial space. Municipal Code § 23D.52.080(A). The Proposed Project would add at least 7,000 square feet of commercial space (Addendum p. 16), which would require 14 parking spaces. The on-site office space should also be accounted for in this calculation, which would add another 10,253 square feet of amenity space and management office (with 103 employees), 4,867 gross square feet of back of house/MEP (with 17 employees), and office in the form of the new Stiles Hall (102 employees). *Id.* This space would require 41 parking spaces for the 20,492 square feet for a total required parking of 55 spaces, without even accounting for the loss of the 124 parking spaces currently located on site.

The Proposed Project also conflicts with the City's Southside Design Guidelines ("SDG"), which were adopted in 2011. For instance:

- The Proposed Project is located in the "residential mixed use subarea," rather than the "residential high density area." SDG p. 1. Quadrupling the number of dormitory beds that would be permitted under the Zoning Code must be considered "high density." The Proposed Project is in the wrong place.

- “New buildings should respect and respond to the pattern of residential height and massing of buildings in the subarea.” SDG p.2. An 81-foot tall, 8-story building does not respect the pattern in the neighborhood.
- “On sites with more than 50 feet of street frontage, the massing of new buildings should be varied and articulated with setbacks, changes in building mass, or architectural elements...” SDG p. 3. The Proposed Project has far more than 50 feet of street frontage, and has no variation in massing and no setbacks.
- New residential buildings should “reinforce the proportions, rhythm, and attention to detailing present in the subarea,” “utilize variety in the articulation of the façade,” have “bays, insets, or porches,” and “avoid large blank walls that are visible from public streets.” SDG p. 4. The Proposed Project does none of these things.
- Roof lines should “continue the precedent of varied roof height, profile, detailing, and shape.” SDG p. 4. The Proposed Project has a flat roof.
- In the residential mixed-use subarea, development should conform with the height limitations, reflect the scale of surrounding buildings, include setbacks and stepbacks, and consider varied rooflines. SDG p. 7. The Proposed Project does none of these things.
- “For projects with over 100 feet of street frontage [like the Proposed Project], avoid the appearance of a large building mass in favor of a series of medium-size elements placed next to one another, or incorporate recesses or projections in the façade plane. Utilize massing, setbacks, articulation, roof form, and materials to create a modulated building mass appropriate in scale to the context of this subarea.” SDG p. 7. The Proposed Project fails in each of these characteristics, instead opting for a huge, uniform building mass with street frontages on three streets.

The University’s unsupported statements about consistency are misleading. The conflicts between the Proposed Project and the planning and zoning documents indicate that the Proposed Project will have substantial land use impacts because the Proposed Project creates far greater density and mass than envisioned by the City.

4. Noise

The Proposed Project will have significant unmitigated noise impacts during construction and later, during operation. The LRDP DEIR acknowledged the potential for construction noise impacts (4.9-17), but because the LRDP did not analyze the Proposed Project, it did not analyze the particular construction noise impacts of the Proposed Project. Construction of two, smaller buildings on the LRDP’s “opportunity sites” would have required less construction. And the Proposed Project includes the noisy demolition of Stiles Hall, which was not anticipated or analyzed in the LRDP EIR. The construction noise impacts of the Proposed Project will be greater than the noise impacts analyzed in the LRDP and will be significant.

The Continuing Best Practices NOI-4-a and NOI-4-b provide little, if any, real mitigation since the relevant factors are qualified by “if feasible” and “as much as possible.” DEIR 4.9-20. The Addendum

even leaves out the critical piece of NOI-4-b, which is that “the mutual needs of the particular construction project and those impacted by construction noise are met...” See DEIR 4.9-20 and Addendum p. 45. The Addendum makes no assurance that the University will even attempt to meet the needs of those impacted by construction of the Proposed Project.

The Addendum also omits any reference to the specific noise control measures that would be implemented to comply with LDRP Mitigation NOI-4. There is no way to know what noise-control measures the University is committing itself to, if any.

There are also significant cumulative construction noise impacts. This block has already experienced lengthy periods of loud construction noise. This noise has an effect on the employees and residents at 2430 Bancroft, who will now experience ongoing construction noise. The destructive effects of noise on human ears can be cumulative. Moreover, the ongoing construction noise makes an unpleasant environment for patrons in the café and bookstore.

The Addendum entirely ignores the operational noise impacts that the Proposed Project would have. The noise impacts of students and need for good design to mitigate such impacts are well documented. See, e.g., <http://www.uvm.edu/~vtconn/?Page=v24/carr.html>; http://web.mit.edu/thejoker/www/University_Regulation.pdf; [http://www2.mcdaniel.edu/Biology/estherWEBPAGE/ccehp/NEWpages/noisepollutionfiles/noise Pollution/WMCNoise.html](http://www2.mcdaniel.edu/Biology/estherWEBPAGE/ccehp/NEWpages/noisepollutionfiles/noise%20Pollution/WMCNoise.html); Nichols, D. (1990) University-community relations: Living together effectively; Charles C. Thomas. There is simply no analysis or consideration given to the fact that 1200 new occupants will be at the Proposed Project and 800 new freshmen will be residing there, within 18 inches of another building and in close proximity to a number of churches. This is likely to result in a substantial permanent increase in ambient noise levels in the project vicinity, as well as a substantial temporary or periodic increase in ambient noise levels in the project vicinity. See Appendix G. The Addendum has not analyzed these significant impacts.

5. Traffic

The Proposed Project includes far too few bicycle parking spaces, which creates impacts on sidewalks that spillover into other off-site bike racks. This can also compromise the life-safety practices within the building when students have no safe place to park their bikes other than in the halls or dorm rooms. These significant impacts are too quickly dismissed in a footnote in the Addendum. See p. 48.

The campus recommends bike storage for 50 percent of the residents in a building. *Id.* That would be 400 bicycle parking spaces, plus spaces for non-residential users, but the Proposed Project includes less than a quarter of that (83 spaces). The City requires about the same number, but under a different formula. *Id.* Where will the users of the Proposed Project park their bikes? The Addendum itself admits that the impact may not be mitigated. It says that bike sharing “may” reduce demand for bike parking, but offers no evidence or assurance that it will occur. *Id.* The LRDP EIR concludes that with implementation of Continuing Best Practice TRA-1-b, bicycle impacts will be less than significant. But TRA-1-b includes providing bicycle parking. The Proposed Project does not provide enough, and so cannot rely on TRA-1-b to mitigate bicycle impacts. The analysis in the Addendum is inadequate.

The LRDP EIR (Figure 4.12-9) indicates that the intersection of Dana and Bancroft already has a very high peak hour pedestrian volume. Adding illegally parked bikes to the sidewalk, together with

1200 new occupants of the Proposed Project entering and exiting the building will create pedestrian and bicycle traffic impacts. There is, quite simply, not enough room to accommodate the non-car traffic.

With inadequate automobile parking and bicycle parking, there will be more than 1200 people who have nowhere to leave their vehicles. This does not include the hundreds of others who currently use the surface parking lot and will also have no place to park. This is a significant environmental impact that must be considered and mitigated.

The inadequate bike parking calls into question the other flaws in the traffic analysis. The traffic analysis relies on mode-shift strategies to reduce demand for motorized vehicles. The Addendum says that the Proposed Project will “encourage transit use, walking, and bicycling...” P. 47. That is, the University argues that by encouraging non-car travel, it will avoid significant traffic and parking impacts. But the University does not provide even the amount of bike parking that it generally requires. That does not “encourage bicycling.” There is no evidence to suggest that the necessary mode-shift will occur, that driving will decrease, that parking will be sufficient, or that drivers will not be forced to circle endlessly for parking. As a result, the Proposed Project is likely to have significant traffic, air quality, and greenhouse gas impacts.

Another of the Addendum’s logical inconsistencies is that it removes parking in order to reduce traffic. See p. 48. Although a laudable goal, logic shows that the opposite occurs. When individuals cannot find parking, they drive around looking for parking, which increases the length of car trips, and overall emissions. There is no discussion as to how the elimination of parking adjacent to local businesses and churches will eliminate trips. People will (hopefully) still visit the businesses and churches, and many of them cannot walk or bicycle. They will now drive farther to park their cars.

The Addendum acknowledges that some students would be eligible for parking passes, but does not articulate where these students would park and how the impacts of these additional parking passes would be mitigated. P. 50.

Because the LRDP and its EIR did not consider the Proposed Project, or any comparable project of its size at the Site, it did not adequately analyze the traffic impacts of the Proposed Project.

C. CEQA Requires Careful Analysis of the Effects that a New Dormitory Will Have on its Surroundings.

A recent case makes clear that when a college proposes a new dormitory, the environmental effects of that dormitory, including the effects of bringing hundreds of new students to the existing environment, must be considered. In *City of Hayward v. Board of Trustees of the California State University* ((2015) 242 Cal.App.4th 833, 859), the Court rejected an EIR that failed to consider the particular impacts that 600 students in a new dormitory would have on nearby regional park facilities. *Id.* California State University (“CSU”) argued that it was clear that only 600 students would not have a significant impact on thousands of acres of regional park facilities, in part because there were existing recreational facilities on campus. The Court squarely rejected this argument, finding that CSU was required to analyze the environmental impacts that would be created by the dormitory’s 600 new residents.

When applied to the Proposed Project, the *City of Hayward* holding requires the University to carefully consider how the 800 new students at the Site, plus more than 400 employees, will affect the nearby facilities. The University should use data to analyze whether and how the 800 new students will use existing facilities, and it should “meaningfully inform or analyze the extent of the impact” that the Proposed Project will have on the neighborhood. The Addendum falls far short of this exacting standard.

D. The Significant Impacts of the Proposed Project Are Not Mitigated By the Mitigation Measures.

A number of the University’s proposed mitigation measures are qualified as “if feasible.” Many of them are, on their face, not feasible, or the University has unilaterally determined not to follow them. Given that they are not feasible to implement or the University has decided not to apply them, they will not have their intended effects. That is, they will not mitigate impacts to a less-than-significant level. The impacts will remain significant, and an EIR is required.

For example, the University says that it applies Continuing Best Practice AES-1-h, which requires compliance with the City’s Southside Plan. Addendum p. 17. Continuing Best Practices LU-2-c, d, and e (Addendum pp. 22-23) say that conflicts with local policies will be considered significant land use impacts and the University will comply with such plans. *See also* Mitigation Measure TRA-2 (parking should comply with City policies). But the University has decided that in relation to the Proposed Project, that is not the case. As discussed above, the Proposed Project does not comply with the Southside Plan, so such mitigation does not mitigate the significant aesthetic, land use, and traffic impacts of not complying with the local plans.

Other measures are similarly flawed. As part of Continuing Best Practice AIR-5, the University says it will implement improvements to bicycle facilities (Addendum p. 18), but we have seen above that the University is not implementing its own bicycle plan for the Proposed Project. Continuing Best Practice Bio-1-a attempts to reduce effects to specimen trees through salvage and relocation (Addendum p. 18), but here, the University will be removing and “harvesting” specimen trees instead. *See also*, Continuing Best Practice Bio-1-b.

CEQA requires that an agency mitigate any significant impacts to the extent feasible. PRC §§ 21002, 21081(a). If any of the Proposed Project’s impacts cannot be mitigated, there are two consequences: (1) the impact remains significant and the lead agency must proceed by weighing whether there are overriding considerations that warrant the project’s approval notwithstanding the fact that it will have immitigable significant impacts on the environment; and (2) it is further evidence that an addendum was inadequate because the Proposed Project will cause a new significant impact, which requires new environmental review pursuant to PRC § 21166.

Here, the University is declining to implement certain mitigation measures that it previously determined to be necessary and feasible to address significant impacts. This failure to implement necessary mitigation measures creates significant impacts that require the University to complete an EIR for the Proposed Project.

E. Private Development is Not Exempt from the City's Planning Standards.

Although the California Constitution generally exempts certain of the University's projects from compliance with local planning and zoning laws, it cannot be read to exempt purely private development from local planning and zoning law. Here, the University has put the Proposed Project out to bid, and a private Texas developer, American Campus Communities (ACC), has won the bid. ACC will have a long-term ground lease and a contract to design, construct, operate, finance, maintain and otherwise manage the Proposed Project from start to finish. As the RFQ explained, "the developer/owner" will be ultimately be [sic] responsible for the management and operation." This University document, in calling ACC the "developer/owner" makes clear that it has effectively sold this land to a developer, who will have ultimate control over the Proposed Project. And that was one of the project objectives: "develop a project that is financially feasible for a third party to finance, own, and operate by a third party [sic] and thereby avoid impacts on constrained University capital resources." Addendum p. 1. In other words, this is a private development project intended to give a private party an interest akin to an ownership interest. This is not the kind of state-owned project that is exempt from local planning and zoning law.

Apparently the University, as well as the developer, are intending to profit from this development. The University's RFQ articulates that the "University expects to receive a market rate ground rent for its land." This is a run-of-the-mill private development project that should comply with the City's planning and zoning policies. There is no justification for allowing certain private developers, like ACC, to proceed without such compliance.

Indeed, the profit-driven nature of the development appears to have compromised other environmental goals as well. In addition to proposing a building that far exceeds the appropriate building envelope, ACC has only committed to LEED Silver certification when the RFQ requested LEED Gold certification. Better environmental protection should not be sacrificed to pad the bottom line for a Texas developer.

F. The Proposed Project is Not Exempt from CEQA.

The Addendum argues that the Proposed Project "may be eligible for a CEQA exemption pursuant to CEQA Guideline § 15332." See p. 4. This is not accurate. As a threshold matter, the Proposed Project does not meet the criteria for the exemption because it does not comply with the City of Berkeley's zoning or general plan policies and because it will create significant traffic, noise, and air quality impacts. Even if it did meet these criteria, it falls within the "catch-all" exception to the exemptions because record evidence shows there is a reasonable possibility that the Proposed Project will have a significant effect on the environment due to unusual circumstances. CEQA Guideline § 15300.2(c).

G. The University Must Consider Alternatives Sites, Which Would Help Meet the University's Housing Need Without Overwhelming the Neighborhood.

When a project will have significant impacts on the environment, the lead agency must consider alternatives to that project that would avoid or substantially lessen the project's significant environmental effects. PRC §§ 21002, 21002.1(a), 21100(b)(4), 21150. This enables decision makers to make an informed decision about whether to approve the project, or whether to consider other options that would reduce environmental impacts.

The University has not considered any alternatives to the Proposed Project, but it must. The entire Proposed Project could be located elsewhere, or a portion of the 800 students could be located at the Site and others could be located elsewhere. For instance, the University should consider a scaled-down alternative, which would have far fewer environmental impacts and still achieve project objectives. The scaled down alternative should include less height, a design that is more compatible with the neighborhood, and parking.

It appears that the University is rejecting out-of-hand any slightly scaled back version of the project based on economic infeasibility. The University bears a heavy burden of proof to show such infeasibility. "Some decisions on economic feasibility findings have applied a 'prudent person' standard, holding that a determination that an alternative is economically infeasible must be supported by information demonstrating that the cost of the alternative is so great compared to the proposed project that a reasonably prudent person or property owner would not proceed with the alternative." Kostka & Zischke (2016) Practice Under the California Environmental Quality Act §15.9, citing *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 600; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 693. These findings cannot be made, particularly for a scaled down project. After all, the private development in Berkeley occurs in compliance with the City's Zoning Code, which requires less dense development than that proposed with the Proposed Project. This is prima facie evidence that a less dense project is feasible.

The University should also consider other available locations. The University owns land at the Clark Kerr campus that is much bigger than 32,500 square feet (the size of the Proposed Project Site) and that would permit more scaled and appropriate development. The University should also consider the other surface parking lots and open space areas it owns.

H. The Proposed Project Would Substantially Affect The Property at 2430 Bancroft Way.

The building at 2430 Bancroft, home to the University Press Books, Musical Offerings Café, and 8 residential units upstairs, is immediately adjacent to the Proposed Project, which would be built within 18 inches of the existing building. Our client is concerned about the dramatic impacts that the Proposed Project would have on its building, the businesses therein, and the residential tenants. These impacts include the following:

- Light. The Proposed Project will block the light to the building at 2430 Bancroft, as well as its existing outdoor space and balconies. The "Aerial View—Proposed Concept" located at p. 4 of the Addendum Graphics shows the proposed project dwarfing and shading 2430 Bancroft. The building's tenants' rented space in the building includes this natural light, which filters into the building itself and illuminates the outdoor areas. Blocking the natural light could reduce the value of the spaces that those tenants elected to rent.

- Noise. The construction noise will be significant, and will last for months. This affects the peaceful reading environment of the bookstore, as well as the dining ambience in the café. Of course, it also has a significant impact on the residential tenants who have the right of quiet enjoyment in their homes. The ongoing noise of the Proposed Project and its 1238 occupants will also be significant.
- Truck Traffic. The Construction Graphics attachment to the Addendum indicates that all of the Proposed Project's construction truck traffic will use Bancroft, exacerbating the noise and air quality problems. These trucks will also block sightlines and access to the café and bookstore, while emitting smelly exhaust.
- Interference with access. The bookstore and café rely upon pedestrian access for their businesses. Ongoing construction at the Site, with the attendant sidewalk closures, will significantly reduce, if not eliminate, pedestrian use of the sidewalk. Indeed, the installation of a mid-block crosswalk as indicated on the Site Logistics Plan suggests that the Proposed Project will discourage pedestrian traffic in front of 2430 Bancroft. This is an unfair economic burden for the neighbors to bear and runs the risk of shutting down the bookstore and the café if business is too slow. Research shows that proximate construction has a deleterious effect on business. See, e.g., http://host.madison.com/wsj/business/doing-business-in-a-construction-zone-no-easy-task/article_6f4d1e07-3ceb-5209-a14c-9e0159886383.html; <http://www.pressreader.com/canada/ottawa-citizen/20151121/281578059567987/TextView>; <http://www.preservationnation.org/main-street/main-street-news/1995/08/q-a.html>.
- Shadows on public spaces. The Proposed Project is so large that it creates significant shadow effects on the public spaces surrounding 2430 Bancroft. See p. 4 of the Addendum Graphics, showing the sidewalk and most of the street being shaded by the Proposed Project. It seems likely that this effect will be especially pronounced in the winter, when sunlight is scarce and the sun is low in the sky. A dark, shaded sidewalk (in an already foggy environment) creates a cold, dark environment that is uninviting for pedestrians, who are vital for the café and bookstore businesses.
- Dust and air quality. Construction of the Proposed Project will create ambient dust, which will affect the bookstore, café, and residential tenants. The bookstore interior is likely to be covered in dust, which affects sales and interior air quality. The café is dependent upon having a pleasant and inviting atmosphere, which is negated by airborne dust. The contents of the dust could also create safety issues if they were hazardous and landed on food or drink that was ingested. The residential tenants need fresh clean air to breathe in their homes.
- Foundation problems. 2430 Bancroft was constructed in approximately 1935. Construction on the west side of the building, within 18 inches of the 80-year old foundation runs the risk of creating structural problems. Significant structural problems could displace the tenants in 2430 Bancroft.
- Ongoing Maintenance. The Proposed Project would be too close to 2430 Bancroft to allow for ongoing maintenance. Because 2430 Bancroft is about 80 years old, it requires ongoing

maintenance to ensure that it remains habitable and tenantable. Leaving only 18 inches between the 8-story Proposed Project and the building, makes it impossible to access the west wall for necessary upkeep, weatherproofing, and maintenance.

- Parking. Some of the patrons of the bookstore and café require nearby parking because they are elderly or otherwise access impaired. They have been able to use the adjacent public parking lot, but the Proposed Project will eliminate that parking without providing a single replacement space.
- Mural. The exterior west wall of 2430 Bancroft Way has a large mural that has been enjoyed by the community for decades. The Proposed Project will entirely block public views of this signature public art, which serves as a reference point for the bookstore and café.
- Litter. Dormitories can be sources of ongoing litter, particularly over the weekend and late in the evenings. Campus is littered with disposable cups, food wrappers, cigarette butts, and other trash during these times. Such litter is likely to be tossed out of Proposed Project windows onto the building and its outdoor spaces at 2430 Bancroft.
- Building Systems. The Proposed Project's building systems, to control the climate for more than 1,200 occupants, will create noise and exhaust problems that have not been addressed. These noise and air quality problems will affect the neighbors, including the bookstore and café.

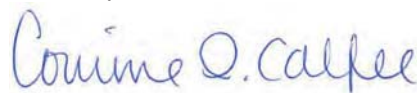
Together, these impacts create a difficult—and perhaps impossible—business environment, without any compensation for the existing businesses.

CONCLUSION

In sum, our client is concerned about the size of the Proposed Project, the adequacy of the environmental review, and the transparency of the public process by which the University intends to approve the Proposed Project. We urge the University to slow down, and consider in an EIR the significant environmental impacts that the Proposed Project will have. As part of that process, we urge the University to take a careful look at a scaled down alternative that would still provide much-needed student housing at the Site, but which would do so in accordance with the existing character of the neighborhood, in compliance with City policies, and without significant environmental impacts.

We appreciate your careful consideration of these important matters, and we would welcome the opportunity to discuss alternatives with you.

Sincerely,



Corinne I. Calfee

CC: Client



Jennifer Lawrence MCDUGALL <jmcdougall@berkeley.edu>

Stiles student housing project

1 message

Aaron VanDevender <sig@netdot.net>
To: planning@berkeley.edu

Wed, Apr 13, 2016 at 6:19 PM

Hello Berkeley Planners!

I'm enthusiastic about the new Stiles student housing project. I think it'll be a great addition to the neighborhood and provide an excellent option for housing that students desperately need. Why only 8 stories? 10 is such a nice round number. I hope the project is approved expeditiously and so the student population can begin enjoying their nice new homes.

Best Wishes,
-Aaron VanDevender

ADDENDUM to the

**UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE
DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT**

for

STILES SITE STUDENT HOUSING PROJECT

Section VI

PROJECT GRAPHICS

VI. PROJECT GRAPHICS

Figure 1. Regional Location

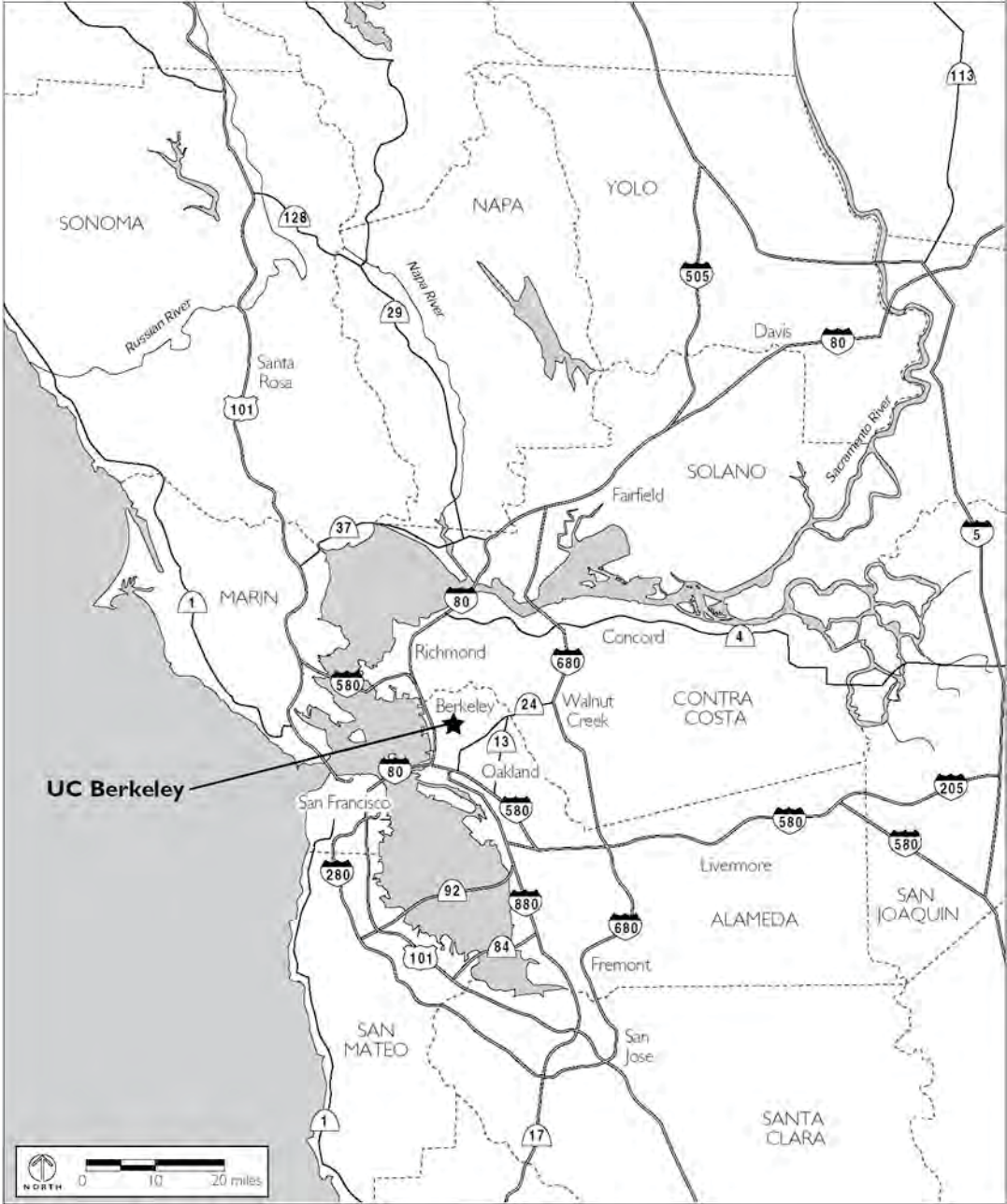
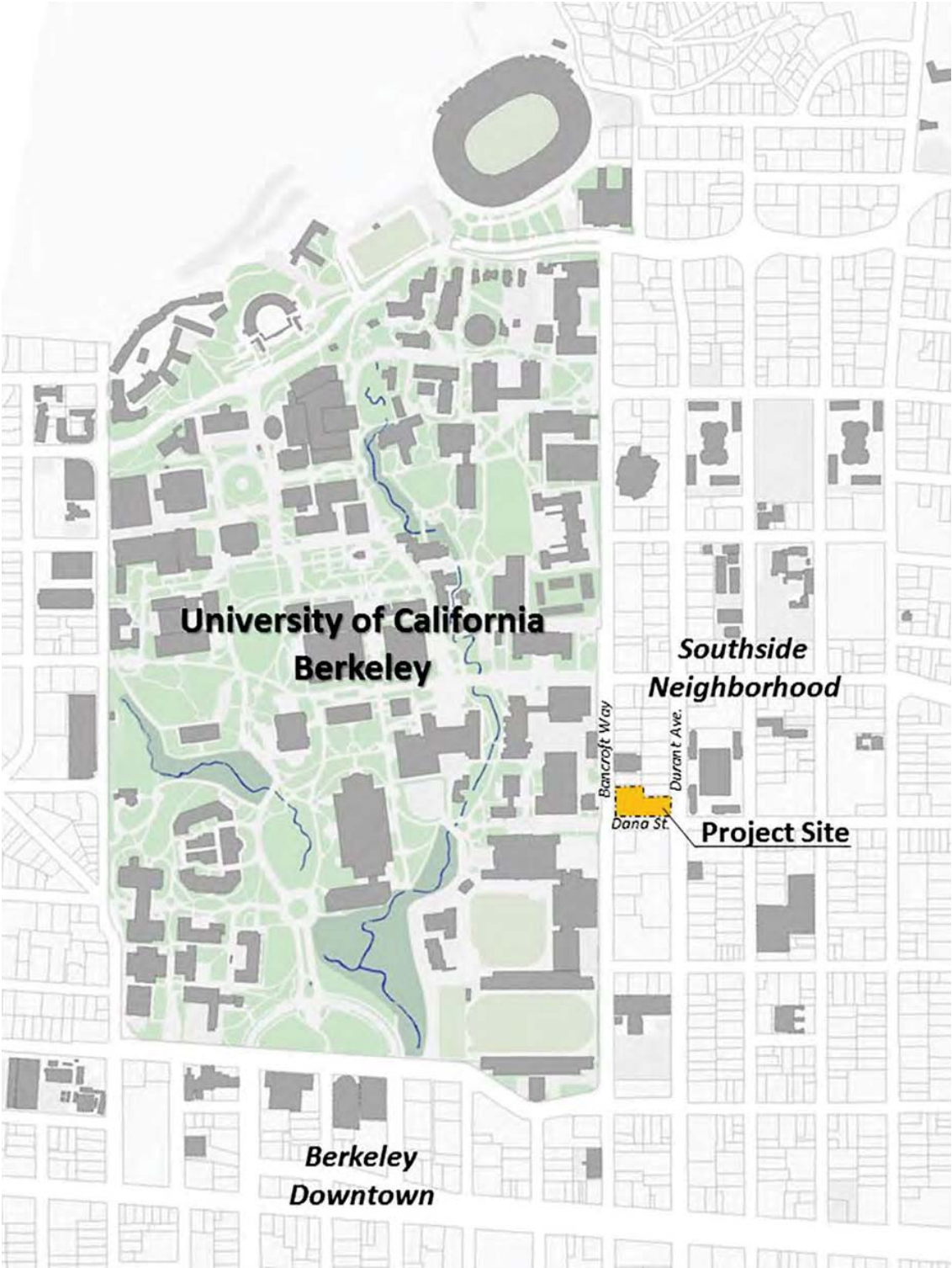
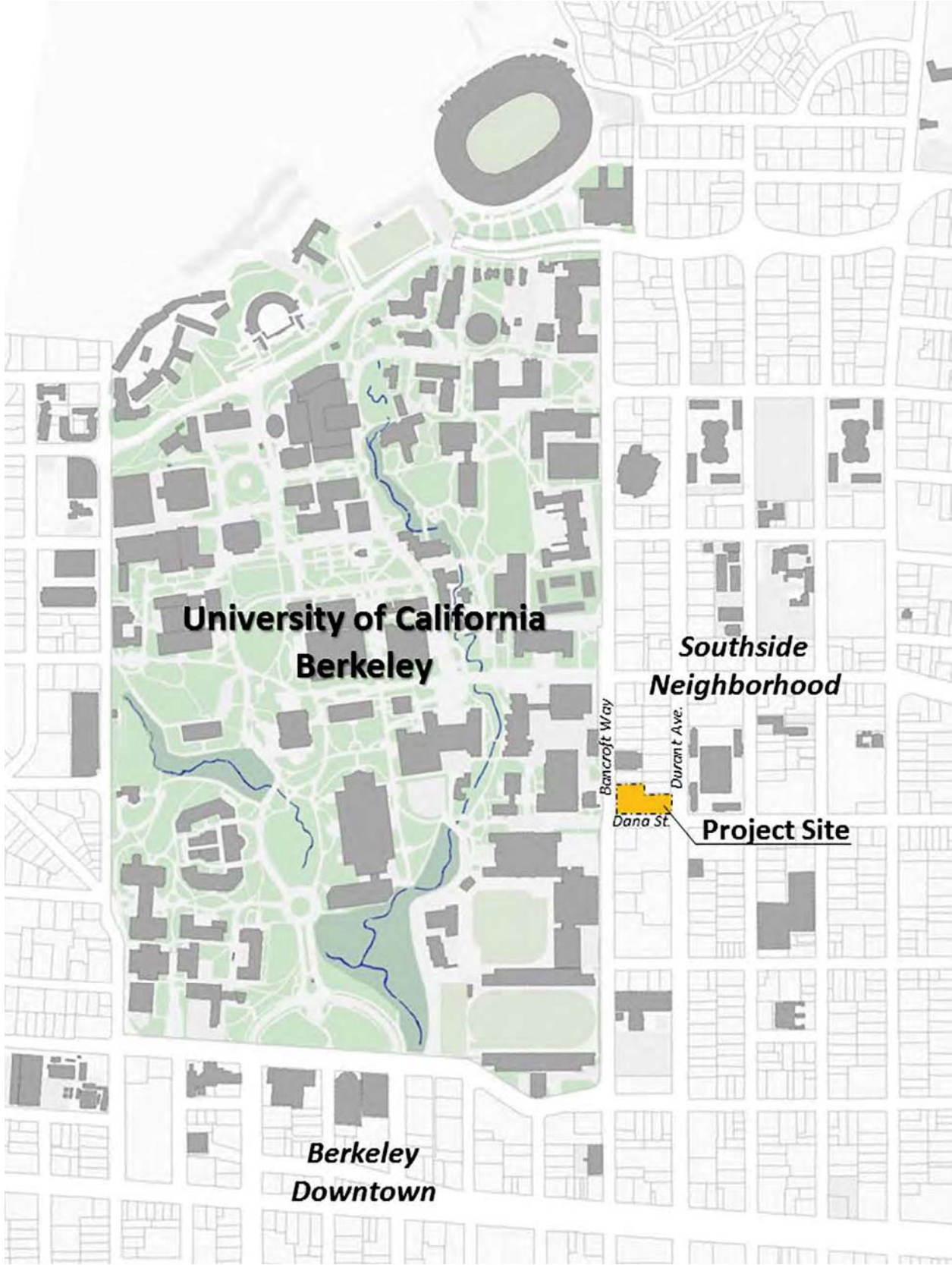
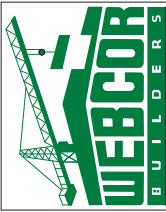


Figure 2. Project Location







1871 Webster Bay Drive
Alhambra, CA 91802
Phone: (610) 748-1900
Fax: (610) 748-7800

UC Berkeley - Stiles Hall
Berkeley, CA

| Revision Block | |
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| Rev.# | Description |
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Job No.:
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Stiles Site Student Housing Addendum page 197

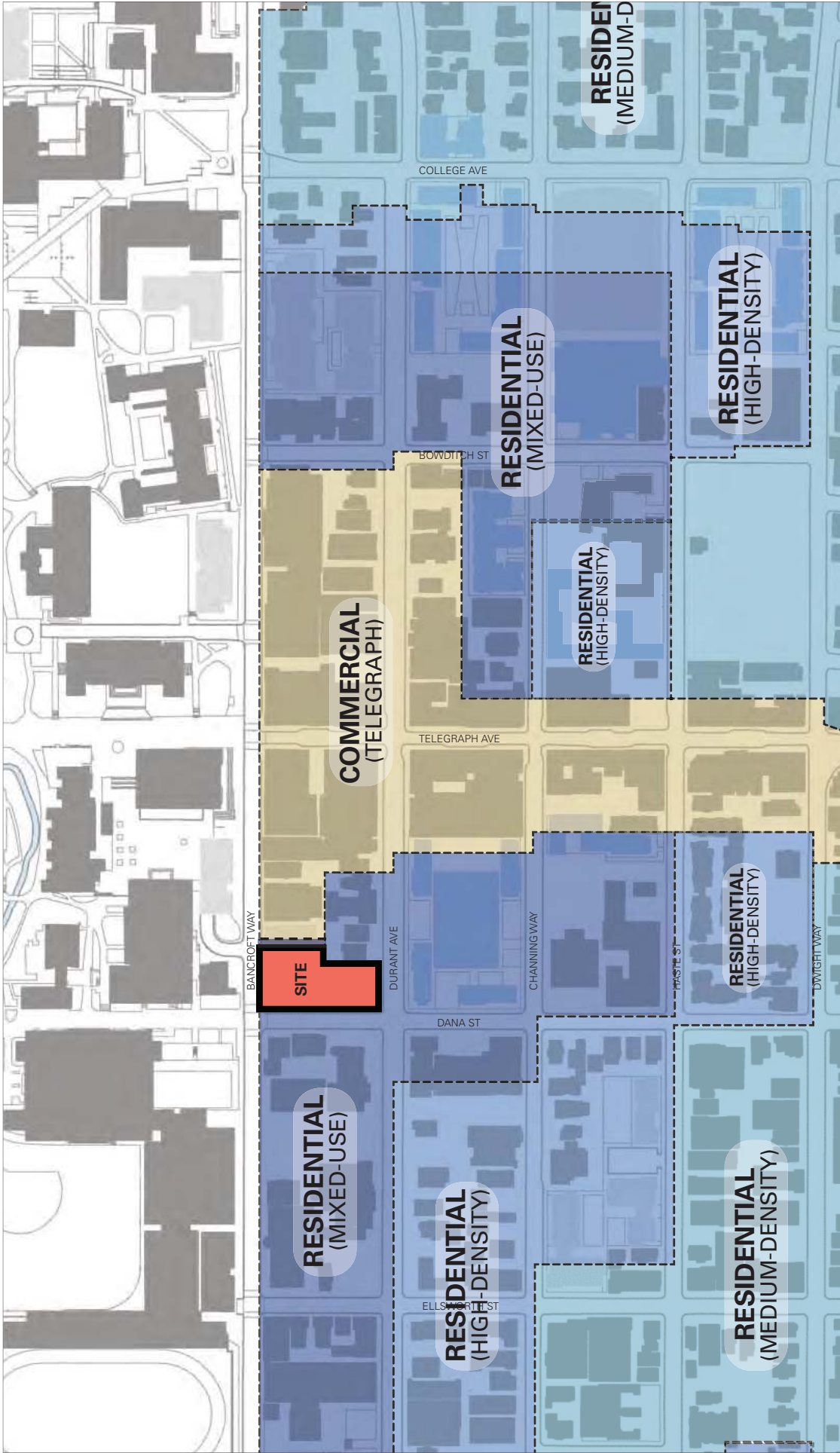


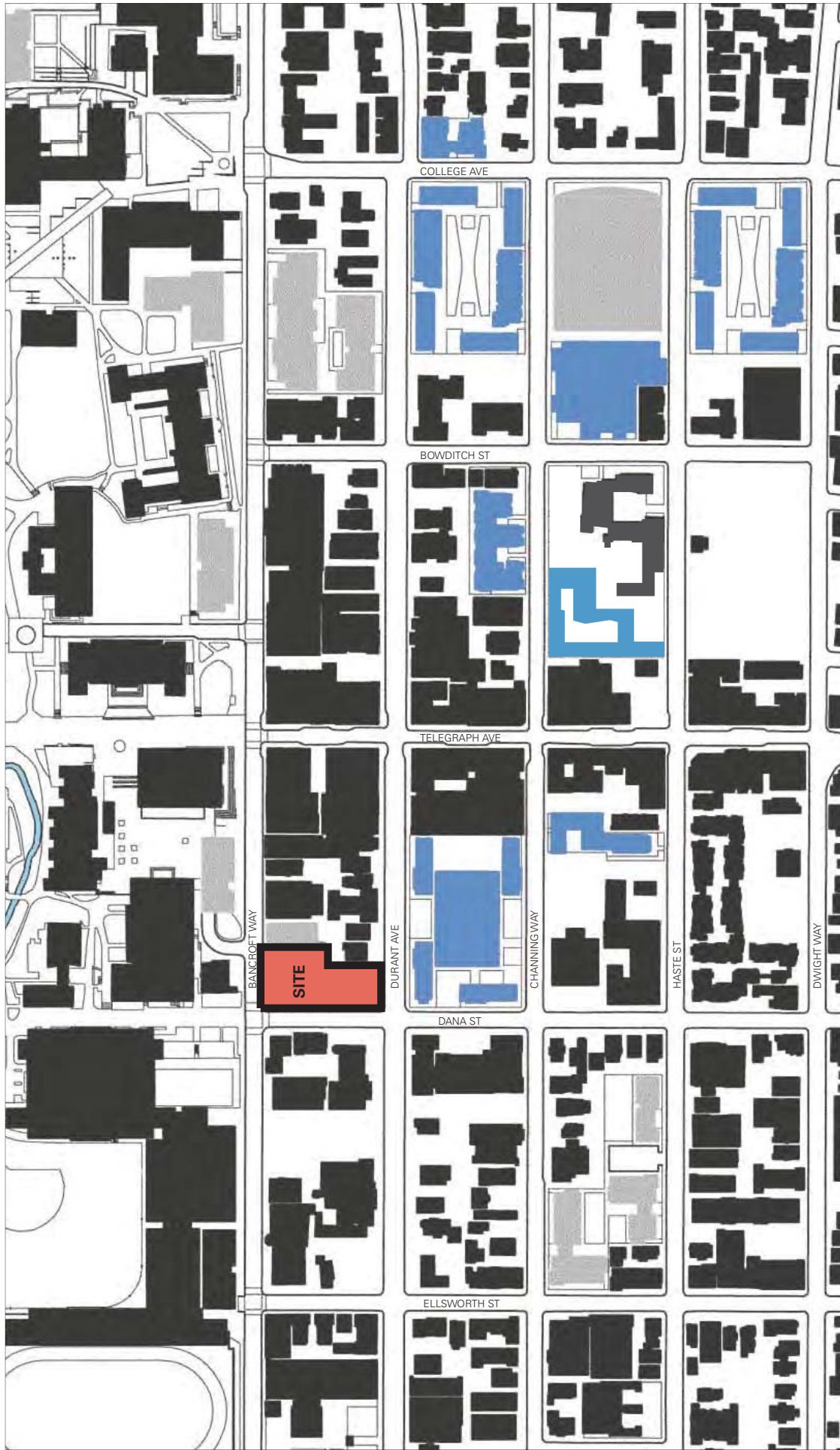
UCB - STILES SITE STUDENT HOUSING PROJECT

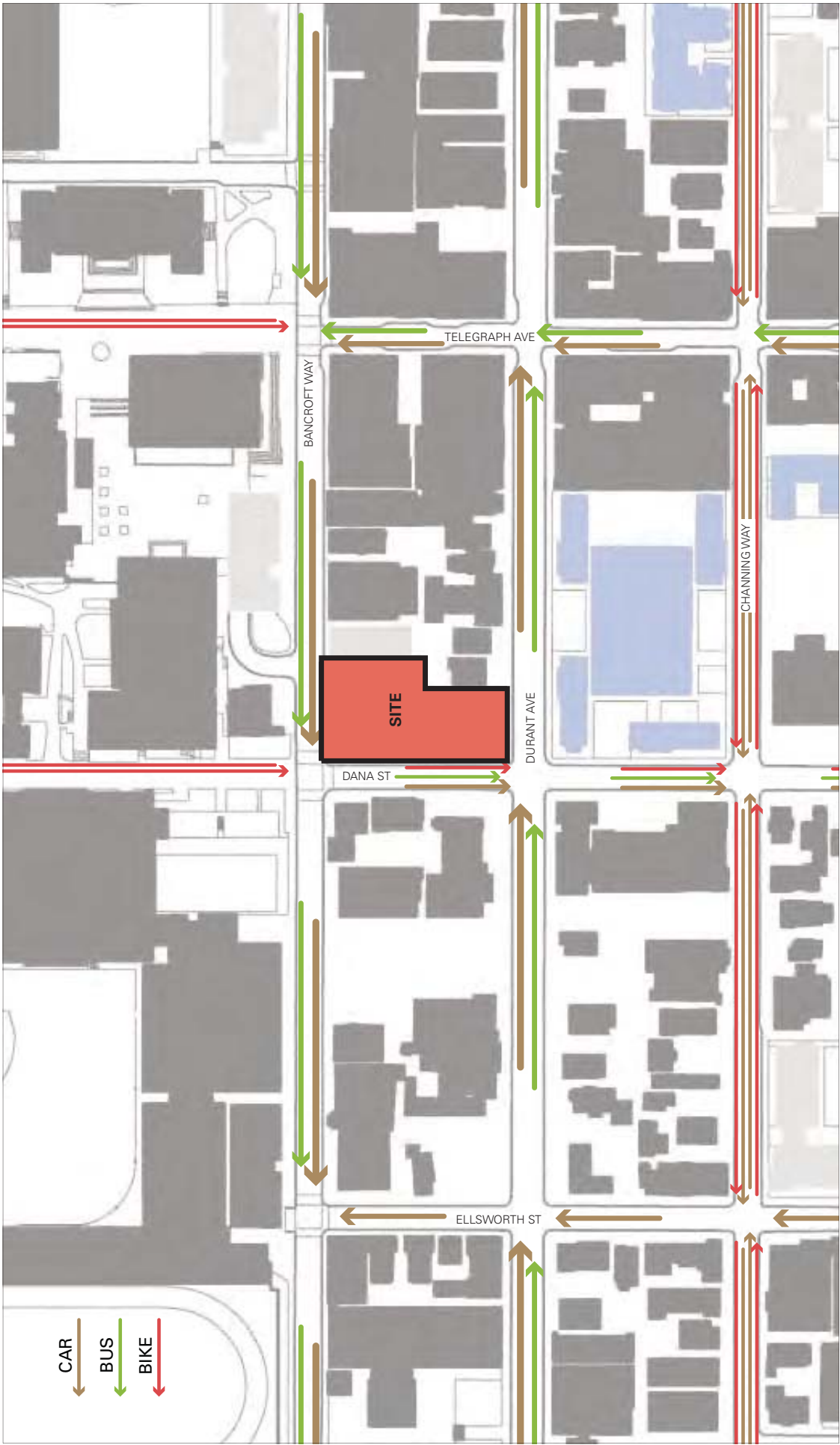


03.23.2016

© 2014 Solomon Cordwell Buenz







CAR
 ↓
 BUS
 ↓
 BIKE
 ↓

Transportation Diagram





Aerial View - Proposed Concept

Siles Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
03.23.2016 Project: 2015.048

Siles Site Student Housing Addendum page 204



DANA STREET

268' - 11"



Residential Entry

Service Entry

Retail Entry

Retail Entry

Stiles Hall Entry

Bike Parking Entry

DURANT AVENUE

148' - 6"

BANCROFT WAY

- Stiles Hall
- Fitness Room
- Admin
- Retail
- Student Social Spaces
- Back of House
- Restrooms

Ground Floor Plan

Stiles Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
 American Campus Communities
 03.23.2016 Project: 2015.048

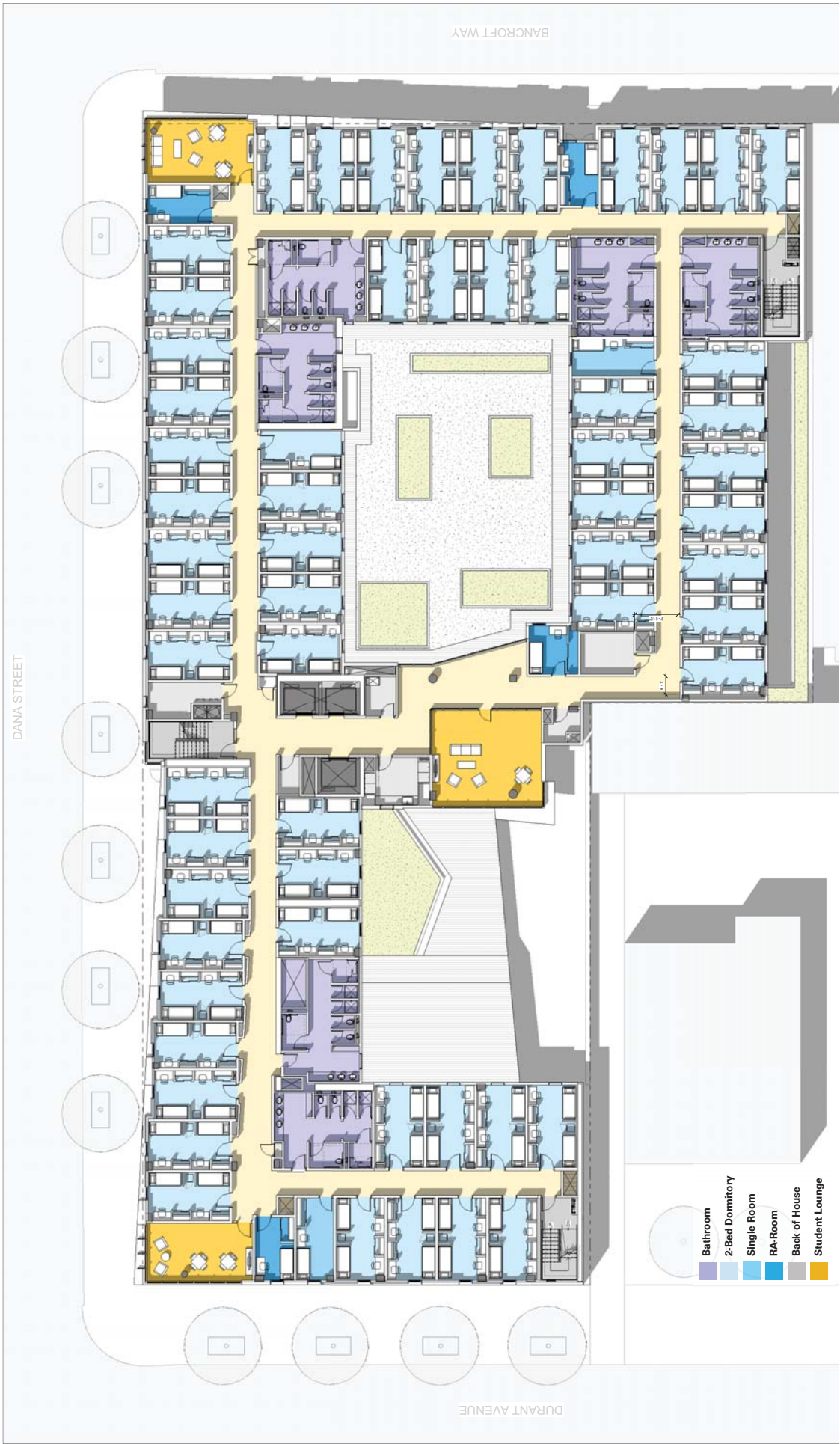
Stiles Site Student Housing Addendum page 205



Second Floor Plan

Stiles Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
 American Campus Communities
 03.23.2016 Project: 2015.048

Stiles Site Student Housing Addendum page 206



Third Floor Plan

Sites Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
 American Campus Communities
 03.23.2016 Project: 2015.048

Sites Site Student Housing Addendum page 207



Building Section



Building Section





Rendered Elevations - Dana Street

Sites Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
03.23.2016 Project: 2015.048



Rendered Elevations - Durant Ave

Stiles Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
03.23.2016 Project: 2015.048





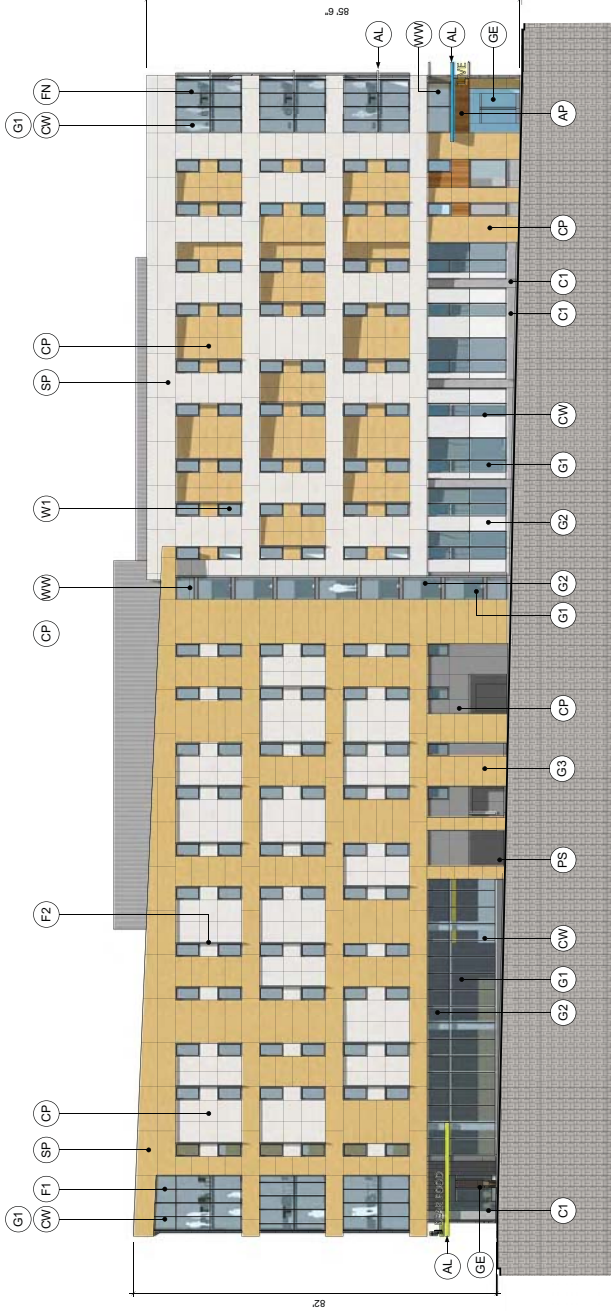
Southwest at Corner of Dana Street and Durant Avenue

Stiles Site Student Housing Project - UC Berkeley 2020 LRDP EIR Addendum Graphics
American Campus Communities
03.23.2016 Project: 2015.048

Stiles Site Student Housing Addendum page 214

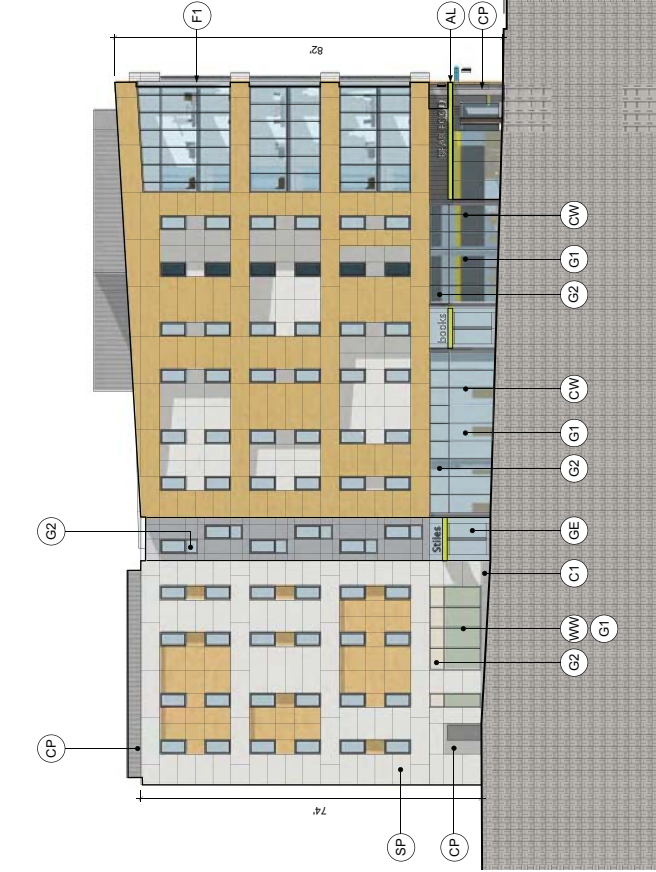
MATERIALS LEGEND

- (AL) PREFINISHED ALUMINUM PLATE CLADDING
- (C1) EXPOSED CAST IN PLACE CONCRETE WITH INTEGRAL COLOR AND SEALER / ANTI-GRAFFITI COATING
- (CP) CEMENT PLASTER, 3-COAT STUCCO WITH LAMINA MESH AND INTEGRAL CUSTOM COLOR TOP-COAT, SMOOTH FINISH SYSTEM WITH METALLIC PPG COATING
- (FN) PREFINISHED VERTICAL ALUMINUM SUNSHADING FINISH PANEL WITH METALLIC PPG PVDF COATING. SEE DETAILS
- (F1) GLASS TYPE 1: 1" IGU WITH SOLARBAN 70XL & LOW IRON GLASS
- (F2) GLASS TYPE 2: 1" IGU WITH SOLARBAN 70XL, LOW IRON GLASS, AND WHITE TRANSLUCENT LAMINATE ALUMINUM ROLL-UP SERVICE DOOR
- (G1) GLASS TYPE 3: WHITE LAMINATED GLASS IN MONOLITHIC GLASS ENTRANCE & SIDELITES (12" MIN.) FIBRE CEMENT RAINSCREEN ASSEMBLY WITH CONCEALED FASTENERS
- (W1) FIBERGLASS TILT-TURN WINDOW WITH CUSTOM COLOR ACCENT PANEL
- (W2) FIXED GLAZING IN FIBERGLASS FRAME TO MATCH W1
- (W3) WINDOW WALL WITH METALLIC PPG PVDF COATING
- (W4) PAINTED STEEL GATE

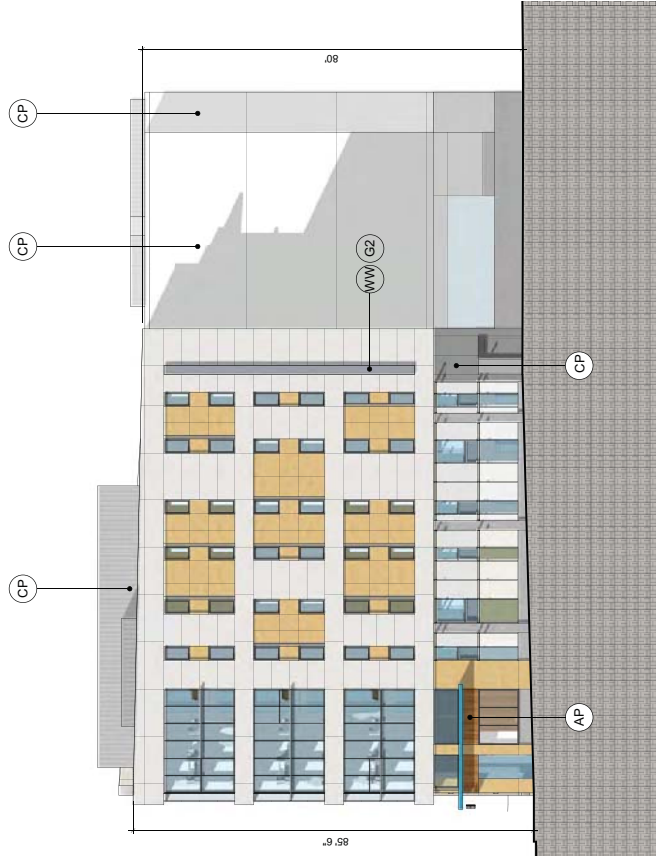


West Elevation (Facing Dana Street)

Elevation



North Elevation (Facing Bancroft Avenue)



South Elevation (Facing Durant Street)

FIBRE CEMENT RAINSCREEN
OFFWHITE



FIBRE CEMENT RAINSCREEN
GOLD NATURAL



WINDOW AND MULLION FRAMES



PREFINISHED ALUMINUM PLATE
ACCENT COLOR



EXPOSED CONCRETE



CEMENT PLASTER
GREY



CEMENT PLASTER
OFFWHITE



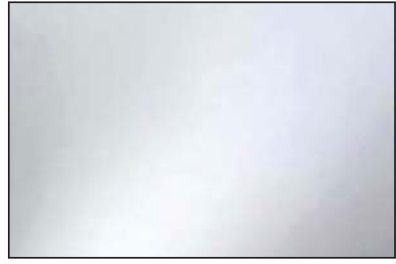
CEMENT PLASTER
GOLD NATURAL



WINDOW AND STOREFRONT
GLAZING



WINDOW AND STOREFRONT
WHITE TRANSLUCENT LAMINATE



SUNSHADE



ADDENDUM to the

**UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE
DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT**

for

STILES SITE STUDENT HOUSING PROJECT

APPENDIX A

REQUEST FOR QUALIFICATIONS

**REQUEST FOR QUALIFICATIONS FOR THE DEVELOPMENT OF STUDENT
HOUSING AT THE STILES PARKING LOT SITE**



February 23, 2015

**Public/Private Real Estate Initiative
Office of the Vice Chancellor Real Estate
University of California, Berkeley**

REQUEST FOR QUALIFICATIONS FOR THE DEVELOPMENT OF STUDENT HOUSING AT STILES PARKING LOT SITE

INTRODUCTION

The University of California, Berkeley (“UCB” or “University”) is soliciting Statements of Qualifications from parties interested in developing a student housing project cooperatively with UCB hereinafter referred to as the “Project.” The developer will design, finance, build, operate and maintain state of the art freshmen student housing on University land under a long-term ground lease.

Following is a summary description of the Project, a statement of the Scope of Services for which the University is seeking Statements of Qualifications, the University’s programmatic requirements, selected terms and conditions of the Development Agreement which will govern the relationship between the University and the developer, the University’s selection criteria, and a statement regarding the process for submittal and review of Qualifications.

PROJECT SUMMARY

The Project will be located on a 26,000 square foot site located on the south side of UCB, as shown below in Figure 1 (“Site”). The primary goal of this Project is to provide incoming freshmen state of the art residential accommodations in a building that maximizes the bed count under the planning parameters for the site. General site design guidelines and the proposed development program are provided later in this document. Through this solicitation process, UCB intends to select a development team including a lead developer, a design team, and contractor. The development teams will be screened first based upon a review of team qualification statements and then a shortlist of teams will be asked to provide additional information about their initial design concept and financing strategy. Based upon this information and after an interview of the top candidates, a lead development team will be identified. Assuming the University and the lead developer reach agreement on key business terms, the Berkeley campus will seek authority from the UC Regents to enter into a ground lease/development agreement with the selected developer. The developer will undertake design while the ground lease is being finalized.

The Project should maximize the amount of retail space on the ground floor of the structure, particularly along the Bancroft Way frontage. The University expects to control and receive the revenue from this retail space. Additionally, the University expects to receive a market rate ground rent for its land. However, the University is open to an alternative structure which maximizes the revenue it will receive, such as the developer retaining control of the retail in exchange for additional ground rent to the University.

While the developer/owner will be ultimately be responsible for the management and operation of the student housing portion of the Project, it is understood that a separate management entity will provide student services. As part of the process, the University shall accept proposals to provide student services as an “add alternate” from shortlisted developers/owners. In addition, UC Berkeley’s Residential and Student Services Program (RSSP) may also provide a proposal to provide student services. The University will enter into an affiliation agreement with the developer/owner/operator that will further describe the relationship between the Project and UC including how the Project will be marketed to UC students.

An important objective for the University is for the Developer to structure the Project to have minimal impact, if any, on the University's balance sheet, debt capacity or credit rating. The University contemplates financing of the Project may cover 100% of the development costs and will be either (i) made available through a disbursement agreement between the Developer and an independent § 501(c) (3) non-profit entity, which shall arrange through a "conduit issuer" for issuance of tax exempt bonds in an amount sufficient to fund some or all of the development costs, or (ii) another method of privatized student housing financing acceptable to the University. The Developer's response to the RFQ must include evidence of financial capacity to perform its obligations under the development documents, including creditworthy guaranties or other assurances of performance. The University's fee interest in the Site will not be subordinated to any financing or other lien or encumbrance which the Developer may create in connection with development and ownership of the Project(s).

THE PROJECT SITE

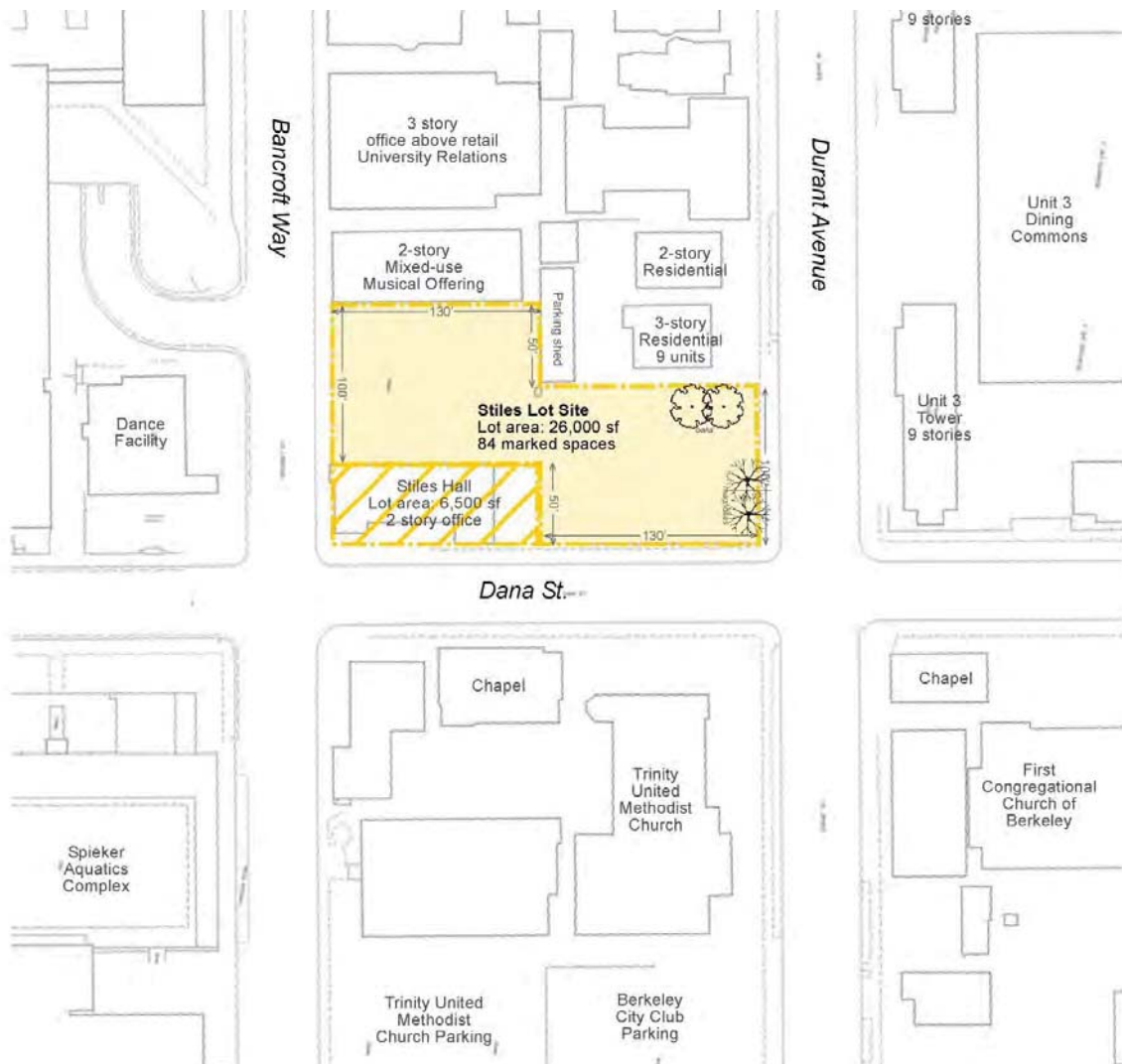
The Project Site is located in the largely residential Southside neighborhood located to the south of the UC Berkeley Central Campus. The 26,000 square foot site is bounded by Bancroft Way to the north, Dana Street to the west and Durant Avenue to the south. This property is owned by the University and is currently used for University parking. A separate 6,500 square foot parcel at the corner of Bancroft Way and Dana Streets is owned by a non-profit service organization, Stiles Hall. The University has discussed the proposed Project with Stiles Hall representatives and inquired about the potential inclusion of this property in the housing development project. At the present time there is no agreement to include the



Stiles Hall property in the Project. However, the selected development team will have the opportunity to pursue a potential agreement to incorporate the Stiles Hall property into the project if a mutually satisfactory agreement can be reached between the developer, University and the Stiles Hall representatives. Although the University believes inclusion of the Stiles Hall site may have benefits in terms of overall project design and layout, the University would like to better understand the developer's assessment of both the design and the economics aspects of including Stiles Hall in the project.

The University's large Unit 3 student housing complex is located just across Durant Avenue to the south. This complex consists of four 9 story towers with approximately 230 beds in each tower and a low-rise dining hall located between the towers. The University is likely to redevelop this site in phases within several years and the need for replacement beds is one of the catalysts for the Stiles Parking Lot site development.

Figure 1



Development of UCB's property in the Southside is guided by the UCB Long Range Development Plan (LRDP), and informed by the City of Berkeley's Southside Plan (Southside Plan). The University owns

roughly 30 percent of the land in the Southside, a majority of which is occupied by student residence halls and apartments. The LRDP stresses the importance of the accessibility of good, reasonably priced housing for the recruitment and retention of outstanding students. The Plan sets forth a policy of increasing university bed spaces for single undergraduates to equal 100% of entering freshman by the year 2020. This Project is targeted toward meeting this need.

The land use approvals for the Project will be provided by the University of California. While constitutionally exempt from local land use regulations, the University has agreed to comply with the City's Southside Plan where possible and the proposed Project is consistent with the Plan. The University will act as the Lead Agency under CEQA for review of all environmental documents prepared for the Project.

No other public entitlements should be required to build the Project. The University will provide plan check and inspection for the Project and the Developer will reimburse the University for these services. The reimbursement amount will be finalized at the time of negotiation of the documentation. Project design, CEQA, financing and lease terms are subject to approval by the University. Community reviews with the City of Berkeley and applicable community organizations will be coordinated with the University. The developer will be required, as part of the Project, to construct both on and off-site infrastructure including all necessary utilities. The University will retain ownership of the Site and make it available to the developer under a long-term ground lease.

THE PROJECT

Project Program.

UC Berkeley's Undergraduate Education Initiative identifies residential life as a critical component of the student academic experience. The residence halls provide an important pedagogical as well as social setting. Equally important, any new residence hall must provide affordable, economical housing for Berkeley students. Although configuration of the new residence halls must support the goals of the Undergraduate Education Initiative, any additional services and amenities in the project should be balanced against increased cost to students.

This project will provide residence hall (dormitory) style bedrooms with group bathrooms on each floor (or wing). Per the Undergraduate Education Initiative, groups of approximately 20 freshmen will form clusters each with a resident advisor. The organization and configuration of the rooms should support this program need. Generous social and shared group academic spaces for these clusters must be provided. Common spaces should include kitchenettes. Two models should be explored: one in which all bedrooms are very small singles; and one in which most bedrooms are designed for two students. In the model with double bedrooms, small singles should be provided for the resident advisors—approximately one single bedroom for every ten double bedrooms. Size and location of group bathrooms should be appropriate--code compliant as well as logical per-floor-plate configuration and numbers of students. The University will consider recommendations on floor and room layouts that reflect the state of art for freshmen dorms among our peer institutions.

In addition to the common spaces associated with the clusters, the building must have a controlled lobby area and shared use spaces accessible to residents. No dining facilities will be included, but building-wide shared use space should include a catering kitchen. The University wishes to maximize the retail space on the ground floor along Bancroft Way. There is no need to provide parking for the student residents or to replace the parking displaced by the project.

Design Guidelines. The Project should reflect an understanding of student culture and market preference. The living environment must facilitate the social, physical and emotional health of the students by providing day lighting and excellent indoor air quality. The Project should strive to attain LEED “Gold” Certification, maximize energy efficiency and water use, as well as have high performance finishes that facilitate low maintenance costs and systems with long life cycles.

The building should have an elegant, modern design with a unique identity that fits into the neighborhood context without attempting to mimic it.

The Site falls within in the City of Berkeley’s Southside planning zone and the Project will be informed by the Southside Plan. The Berkeley campus will be developing project-specific design guidelines for the project as required by the UC Berkeley Long Range Development Plan.

Key Business Terms. The Project will be financed, built and managed by the developer. Because of this structure, the University is seeking developers with a demonstrated ability to finance and complete the construction of high quality student housing in a cost efficient and timely manner. The University expects the Project will be completed and ready for occupancy by fall 2018. A draft Project schedule outline key activities leading up to this deadline is provided in Appendix B. However, we will work to refine the project schedule and the delivery date with the selected development team.

For the purposes of responding to this RFQ, and subject to the on-going discussions described above, developers should assume that the development agreement and associated agreements for the development of the Site will include the general provisions set forth in Appendix C.

SCOPE OF SERVICES AND BASIS OF COMPENSATION

An Exclusive Negotiating Agreement (ENA) will govern design submittals and approvals as well as conditions to "closing" and conveyance of the ground leasehold interest to the Developer. The Developer's obligations under the ENA will include the following:

- a. Manage, hire and coordinate a design team and contractor;
- b. Manage design professionals and coordinate interaction with campus user groups;
- c. Coordinate submittal of plans, contract documents and specifications to the University for review and approval;
- d. Coordinate entitlements (to be obtained from the University) and community reviews;
- e. Provide cost estimates and schedules for the project;
- f. Subject to the University's option to use tax exempt bond financing, arrange or provide construction and interim/permanent financing;
- g. Obtain permits for construction (to be obtained from the University); and
- h. Provide information for CEQA documentation and University project approvals.

Planning Stage: During the Planning Stage of the Project the selected developer will be expected to perform the following services, in consultation and collaboration with UCB:

- a. Refine the project schedule, confirming key milestones and required resources to accomplish the project.
- b. In close consultation with UCB, finalize the project development program.
- c. Prepare an overall site plan showing building placements, landscaping, exterior lighting,

- pedestrian circulation and bicycle/motorized-vehicle circulation, and other necessary elements.
- d. Prepare conceptual building design(s), including elevations, construction materials, and other design elements in consultation with the campus Design Review Committee.
 - e. Prepare conceptual floor plans, demonstrating the general quality of materials, sound attenuation features, energy efficiencies, etc., contemplated for the development.
 - f. Prepare conceptual on and off-site infrastructure plans.

The UCB campus is willing to negotiate a reimbursement agreement with the selected developer for portions of its work during the Planning Stage if the Project does not proceed to the Development Stage. If the University and Developer do reach agreement to proceed on the development of the Site, the developer will be expected to recoup its costs in the Planning Stage from the proceeds of such development.

Development Stage. In the Development Stage, the developer will be expected to be responsible for the design and construction of the Project while continuing to collaborate with UCB. The design of the student housing project and the major business terms of the development agreement and ground lease with the developer will be subject to the approval of The Regents of the University of California.

SUBMITTAL REQUIREMENTS

Please provide the information described below in your submittal of your Qualifications. The responses must follow the order and reference the numbered categories provided below to facilitate the University's review and evaluation of the responses.

1. **Developer Information.** Identify the entity that would be the developer. Include the developer's name; its legal status; employer identification number; address; full names of the developer's officers, their addresses, credit references, and brief biographical summaries. If the developer is a joint venture or partnership, provide the above information for each partner.

Disclose any recent or currently outstanding legal claims against the developer or any key personnel, including the source of such claims, their amount, and status. Disclose any criminal convictions of any key employees other than simple traffic convictions.
2. **Developer team.** Identify other members of the proposed team including design professionals, management group(s), construction contractor(s) and any other applicable groups or individuals required to complete and manage the Project. Describe the qualifications and experience of each with this type of project.
3. **Previous Development Experience.** Developers must provide evidence of having successfully undertaken other projects of this type and/or magnitude. Describe the background and experience of the entity and its principals in undertaking student housing projects of this type and magnitude, including brief descriptions of similar projects completed and under construction; a statement regarding the duration of developer's financial and operational involvement with each such project following completion; and the name, address, and telephone numbers of principal investors, architect, and principal consultants. This should additionally include the cost history of the projects in meeting construction budgets, operating budgets, debt coverage and delivery dates and where they

differed from the pre-construction project pro forma.

The developer should identify and describe awards it has received for student housing projects completed in the last five (5) years. It should show evidence of achieving high quality and affordability within the varying markets it has entered. Additionally, it should note the length of time key leadership and employees have been with the company and for those individuals who will be working on this project.

Additional consideration will be given to those developers with favorable experience working with the public institutes of higher education in the State of California.

4. Financial capability to execute the Project. Provide evidence of the developer entity's financial condition including company and, if relevant, personal financial statements; a statement detailing the different methods of financing the developer is capable of delivering the construction financing. Provide financial and banking references and telephone numbers of contacts for such references, together with written authorization permitting the University to confirm financial information with such references. The University may request a review of such submissions by a Certified Public Accountant or its external auditors.

Provide examples, drawn whenever possible from the project experience described under 3, above.

5. Planning Stage Program. Provide a preliminary outlined plan and schedule to work with the University for the Planning Stage of the Project. The schedule should meet the University's goal for occupancy in fall 2018. The schedule should describe the developer's commitment of staff (by name and qualification) and team. Additionally, the plan should describe the strategy for feasibility research and other elements the developer identifies as critical to the development of the Project. The University is seeking to understand projected developer time lines for team assembly, feasibility studies, architectural design concepts approvals and final design, and possible development start and delivery times based on these factors.
6. Additional responses required. Respond to the following questions, referencing as appropriate your preceding responses:
 - a. Describe the company's past experience in designing projects targeted to meet the needs of freshmen students.
 - c. Describe your experience in developing and constructing mid-rise student housing. This experience should be specific to projects with over \$40 million in construction costs.
 - d. Describe how you have handled projects that have involved (i) major on and off-site infrastructure; (ii) neighborhood/community relations; and (iii) sustainable design and implementation.
 - e. The developer selected will be required to agree to a policy of nondiscrimination against any subcontractor, consultant, employee, or applicant for employment because of race, religion, color, sex, handicap, or national origin. Such nondiscrimination will include: employment, upgrading, demotion, transfers,

recruitment, recruitment advertising, layoff, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Include a statement acknowledging this requirement.

- f. Include a statement acknowledging that UCB anticipates negotiating reimbursement with the developer for the Planning Stage, as described above under "Scope of Services and Basis of Compensation". Identify any terms of such reimbursement you believe would be a prerequisite to your participation.
- g. Include a statement acknowledging the Major Agreement Terms set forth in Appendix C, and those stated within the body of this RFQ. Identify any such terms you believe would make it difficult to consummate a ground lease to develop the Site, and why they would create a difficulty.

SUBMITTAL PROCEDURES

1. Submit your Statement of Qualifications on 8-1/2" by 11" paper. An electronic version must be provided as well. Emphasis should be on completeness and clarity of content. Each of your responses should reference the **Submittal Requirement** section being addressed. Pages should be numbered consecutively. Note: Failure to respond to all requested information may be considered non-responsive and may disqualify a developer from further consideration.
2. Submit ten copies of the Statement of Qualification to J. Kevin Hufferd, Property Development Director, Real Estate Services, University of California, Berkeley, 200 A&E Building, Berkeley, CA 94720-1382 by **4:00 PM Pacific Time, Wednesday, March 18, 2015**. Call (510) 643-5314 or e-mail hufferd@berkeley.edu if you have any questions. Please note that these materials will not be returned.
3. The California Public Records Act limits the University's ability to withhold prequalification information. If a submittal contains trade secrets that a developer does not want disclosed to the public or used by the University for any purpose other than evaluation of the developer's eligibility, each page (both hard copy and electronic) containing such information must be marked with the designation "Confidential". The University agrees that if a "Public Records Act" request is made for disclosure of information so classified, it will notify the submitter of such information so that the submitter will have an opportunity to legally challenge the University's obligation to disclose such information.

REVIEW PROCESS AND NEXT STEPS

The University will conduct an evaluation of all submitted Statements of Qualifications. The evaluation process will identify the developer who, in the University's sole judgment, best meets the University's requirements, and one or more back-up developers.

1. The response to this RFQ and an interview with the University selection committee (if chosen as one of the developer finalists) will be the primary requirements leading up to UCB's selection of a short list of developer candidates ("finalists"). The University reserves the right to require additional information, presentations or meetings with

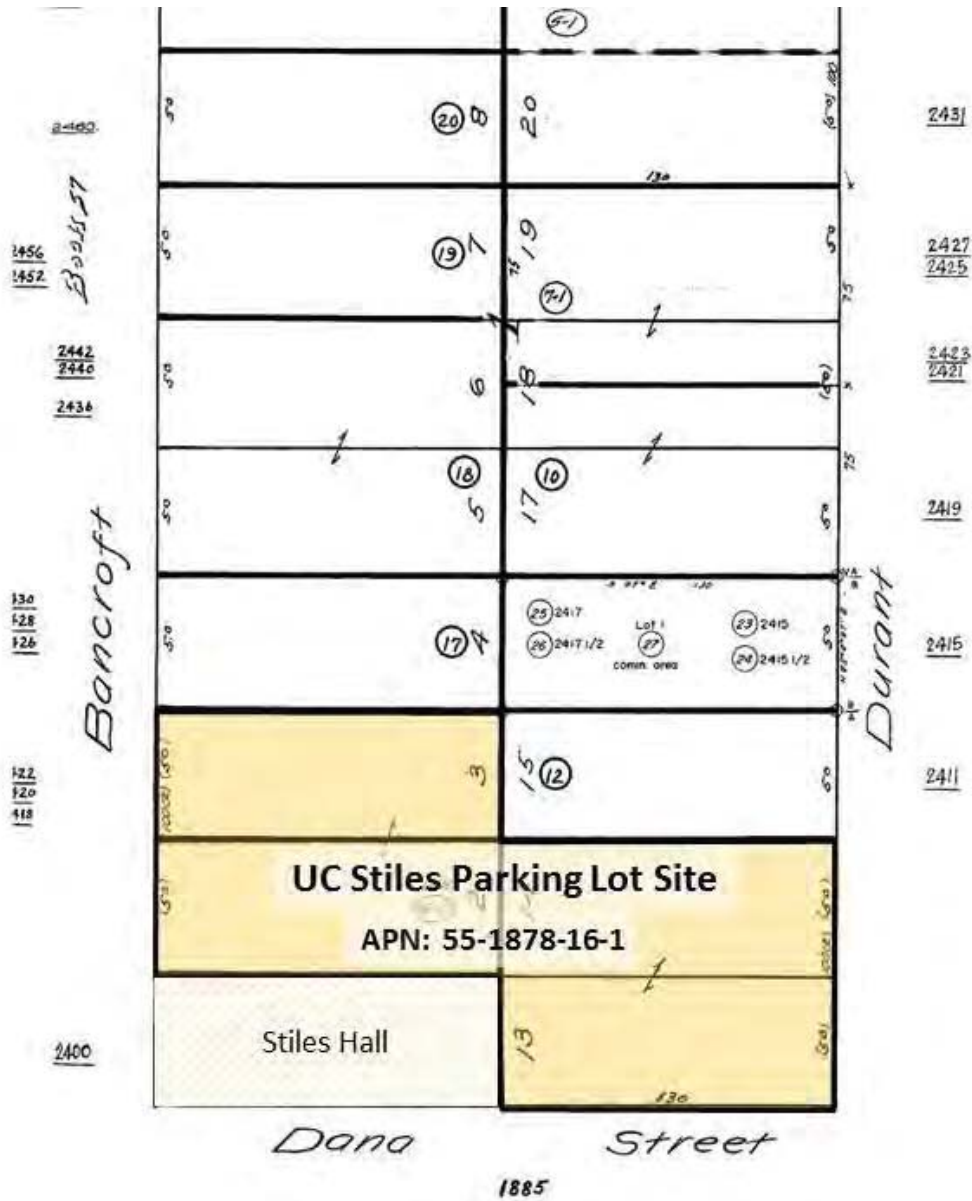
candidates. Additionally, the University will seek information from the developer finalists about the development fee/return they would seek for construction and development of the Project. Further, the University reserves the right to reject any or all Statements of Qualifications and to change or add to the criteria at any time during the selection process.

The University selection committee will review all written Statements of Qualifications, confer with the top candidates (finalists), and select (i) the developer with whom the University will negotiate an agreement for the Planning Stage of the Project and for the development of the Development Stage of the Project, and (ii) one or more back-up developers with whom to negotiate should negotiations with the selected developer fail or the selected developer fail to perform. Approval by UCB and The Regents of the University of California to continue with the Project will be conditioned upon the success of the negotiations.

2. The submittals will be evaluated with a focus on the following areas of response:
 - a. Evidence of previous experience.
 - b. Demonstrated financial capability to finance the construction.
 - c. Demonstrated flexibility of the team in planning and design and in working with University requirements.
 - d. Demonstrated experience in the construction of relatively large student housing projects.
 - e. Demonstrated commitment to meeting schedules and campus requirements, compliance with local, state and federal law, and providing infrastructure and other off-site facilities for the campus.
 - f. Demonstrated ability to build projects cost efficiently and on budget.

3. During the Planning Stage UCB will negotiate a development agreement and license agreement and ancillary documents whereby the University will make the Project Site available to the developer. The University reserves the right to terminate planning and subsequent negotiations with the selected developer if the University determines that it is not in the University's best interest to continue negotiations, and to enter into negotiations for such development with a back-up developer selected through this solicitation. The University reserves the right to negotiate the development with any of the back-up developers selected through this RFQ.

APPENDIX A
PROJECT SITE

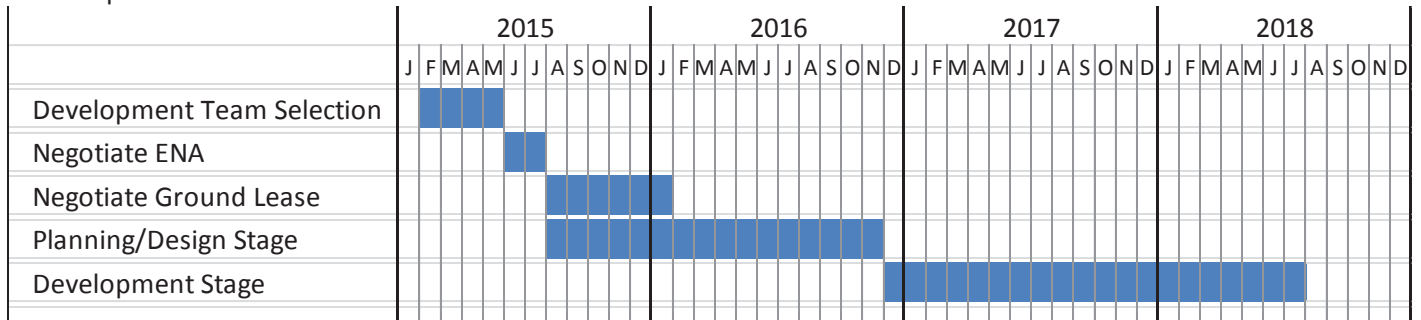


APPENDIX B

CONCEPTUAL PROJECT SCHEDULE

Stiles Parking Lot Housing Project

Conceptual Schedule



APPENDIX C
KEY BUSINESS TERMS

1. The Site will be licensed "as is" in its present condition and subject to applicable governmental and University regulations. A license agreement will be granted to the developer for access to the property, for a construction and lay down area, and for infrastructure work. The Project Site is located within Alameda County, within the City of Berkeley. University projects are subject to California Administrative Code Title 24 and the California Environmental Quality Act (CEQA). The University is the lead agency for compliance with CEQA. The required environmental documents for the development of the Project Site(s) will be prepared and processed, consistent with the Project. Mitigation measures required of the developer will be discussed with the developer during the CEQA process and will be incorporated as required.
2. The parties shall agree upon a development schedule with a date for delivery of the project. Any delay in delivery beyond this date will obligate the developer to pay liquidated damages assessed on a per person basis covering the cost of comparable temporary housing, and any necessary transportation to and from campus, for the period during which the Project Improvements remain unavailable.
3. Following execution of the development agreement, the developer will commence, at its own expense, the construction of Project Improvements. All construction will be in compliance with applicable building codes, Federal and State codes, environmental laws and in accordance with plans and specifications approved by the University. The developer shall be liable for the correct inspections according to the various applicable codes.
4. The developer will arrange for all utilities and be responsible for infrastructure development.
5. The developer will defend, indemnify, and hold harmless The Regents, its officers, employees, and agents from and against any and all liability, claims, liens, judgments, expenses, and costs which result from, or in any way arise out of, or in connection with developer's construction of the Project Improvements.
6. The developer will provide proof of insurance at levels acceptable to the University prior to the signing of a development and license agreement. Required coverage will be determined for the start of construction.

ADDENDUM to the

**UNIVERSITY OF CALIFORNIA, BERKELEY 2020 LONG RANGE
DEVELOPMENT PLAN ENVIRONMENTAL IMPACT REPORT**

for

STILES SITE STUDENT HOUSING PROJECT

APPENDIX B

HISTORIC EVALUATIONS



Stiles Hall

Historical Significance Evaluation

KnappARCHITECTS

Introduction

Knapp Architects prepared this report for the University of California, Berkeley. The purpose of this study is to provide a history of the building and an evaluation of whether the building is eligible to the California Register of Historical Resources. This study evaluates the significance, integrity, and character-defining features of Stiles Hall.

Stiles Hall, as referred to in this report, is the building at 2400 Bancroft Way; it is the third location of the organization that is also known as Stiles Hall. Since its creation, the enterprise of Stiles Hall has operated separately from the University of California, but caters to its student population. This relationship has come to define the activities and purpose of this organization. Stiles Hall was found in this report not to be individually eligible to the California Register.

Methodology

The information contained in this report was compiled from site observations, background documents, and archival research. Observations of the building were recorded through digital photographs and written descriptions. Documents, including historical photographs, primary and secondary resources were obtained from the following repositories:

The Bancroft Library, University of California

Doe Library, University of California

San Francisco Public Library

City of Berkeley Planning Department

The evaluation of significance and integrity of the building was completed using the California Register Criteria, which are closely based on the National Register of Historic Places Criteria.¹ The two registers' Criteria provide standards of documentation that have been utilized statewide and nationally, respectively, to evaluate historic resources.

Description

Designed by Miller & Warnecke, Stiles Hall was constructed in 1950-1951 as the third location of the organization, and the third building named Stiles Hall. Situated on the corner of Bancroft Way and Dana Street, it is located just south of the campus.

Stiles Hall was constructed in the International Style, with reinforced concrete and glass its primary materials. The design of the building illustrates the three principles of this style: expression of volume rather than mass, emphasis on balance rather than symmetry, and lack of ornamentation. The building is comprised of the combination of a large two-story main volume measuring approximately 76' x 37' (rectangular box) with three smaller attached Volumes. The smaller Volumes are also two stories tall, but are slightly shorter than the main volume. Volume

¹ U.S. Department of Interior, National Park Service, *How to Apply the National Register Criteria for Evaluation*, (1995), <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>.

Frances Linsley, *What is this place?: An Informal History of 100 Years of Stiles Hall*, (Berkeley, CA: The Hall, 1884), 4.

Stiles Hall

1 and 3 are approximately 27' x 12' and Volume 2 is 22' x 33'.² Volume 1 and 2 are attached to the north face of the Main Volume. Volume 1 is flush with the Main Volume on the east side. Volume 2 is slightly shorter than Volume 1 in the north-south direction, but extends beyond the Main Volume on the west end. Volume 3 is attached at the south end of the west side of the Main Volume. Volume 3 is not flush with the Main Volume on the south façade, it is slightly recessed.

Exterior

Overall the building has a smooth concrete finish, painted light tan. The only variation is corrugated metal siding on Volume 3. Volume 3 is finished in corrugated metal siding on the entire west face, and second story of the north and south face. The facades are simple overall, varying between solid masses and horizontal bands of ribbon windows extending the width of the facade. The horizontal bands are created by ribbon windows alternating with wide bands of smooth concrete. An interior courtyard is located on the western side of the building. This space is defined by the building on three sides, with a concrete garden wall on the fourth side. The garden wall is covered with ivy like other portions of the exterior of the building. The courtyard is paved with square concrete patio stones. Two small deciduous trees are planted near the northwest corner of the courtyard, and one is centered along the western edge. The East façade faces a parking lot, and is comprised of the east face of the Main Volume and Volume 1. This façade is currently covered with ivy, but is otherwise blank. There are no windows or doors on this façade.

The north façade faces Bancroft Way, and is comprised of the north façade of Volume 1 and 2. The building features concrete steps and a ramp with metal railing. A series of one by two glass block windows align vertically on the north face of Volume 1. The entrance is located on Volume 2, just west of Volume 1. The entry features a single-leaf, metal and glass door, with side light and transoms. Windows on the first story are comprised of full height, metal windows. On the second story the windows are comprised of alternating narrow, metal casement windows and fixed, metal windows.

The west façade faces Dana Street, and is comprised of the west face of the Main Volume, Volume 2, and Volume 3. The west face of Volume 2 does not feature any windows, but is currently covered in ivy. The west face of the Main Volume features six bays on the first story. Each bay is defined by round columns, with three, fixed windows with a transom, with the exception of the fourth bay from the north that features a single-leaf, glass and metal door in the center. On the second story is a series of horizontally divided, three-light, fixed windows. These same patterns continue on the first and second story of the north façade of Volume 3.

The south façade faces a parking lot, and is comprised of the south face of the Main Volume and Volume 3. On the first story of Volume 3 is an eight-light, fixed metal window. On the first story of the Main Volume are two entrances, with single-leaf, wood doors. On the second story is a series of horizontally divided, three-light, fixed windows.

² The length and width of the volumes was measured using the google earth ruler tool, to provide approximate dimensions. The length is the north-south dimension. The width is the east-south dimension.

Stiles Hall

Exterior Views



View looking southwest.



View looking southeast



View looking east/southeast.



View looking east.



View looking northeast.



View looking northwest.

Stiles Hall



Interior Patio/Courtyard

Interior

The interior of the building provides spaces to serve the needs of the organization. Some rooms provide multi-functional possibilities, while others serve specific uses such as a food pantry, offices and recreational spaces. The austere quality of the exterior is continued inside, with plaster walls and a lack of ornamentation. In general, each floor has a central corridor with a stairway at both ends, and various rooms along the perimeter. Interior finishes include carpet, composite tile and laminate flooring, and plaster or acoustic tiles on the walls and ceilings. The spaces are simple with minimal adornment, with the exception of baseboards. Typical doors are single-leaf, composed of wood and glass.



Entrance and stairs, view looking north



First story corridor, view looking south

Stiles Hall



First floor lounge, view looking southwest



Food pantry, view looking south



Second floor lounge, view looking north



Typical Office

Historical Context

The history of Stiles Hall is directly tied to the incorporation of the Young Men's Christian Association (YMCA) chapter on UC Berkeley's campus in 1884. The University of California YMCA started with 5 members in 1884, holding meetings in a "professor's campus room."³ The following year a room on campus was acquired that specifically served the YMCA. The organization was quiet for two years, with renewed interest starting in 1887. In the following years, discussion of a new space to accommodate the growing organization persisted, but went unaddressed due to a lack of funding until 1891.⁴

In 1891, the widow of Anson Gale Stiles, a prosperous businessman with many civic interests, envisioned a memorial to her husband on the University grounds. Mrs. Stiles offered the University \$25,000 to initiate funding for the construction of the building. The original Stiles Hall

³ Frances Linsley, *What is this place?: An Informal History of 100 Years of Stiles Hall*, (Berkeley, CA: The Hall, 1884), 4.

⁴ Frances Linsley, *What is this place?: An Informal History of 100 Years of Stiles Hall*, (Berkeley, CA: The Hall, 1884), 4-5.

Stiles Hall

was an 1893 Romanesque mansion, located at the current location of the Haas Pavilion at Allston and Dana Streets (which was not yet part of the campus). According to the Articles of Incorporation the building was to be used by the YMCA, YWCA and other religious associations. It also stated that the building could serve to accommodate other student organizations as long as they did not conflict with the religious uses of the building.⁵ When the University plans for development encroached upon the original building, Stiles Hall moved in 1932 to a small Victorian house located where Lower Sproul Plaza is today. The Victorian house was in the path of construction of Sproul Plaza, so in the late 1940s, fundraising began again for a new home for Stiles Hall. The “new” Stiles Hall opened in March of 1951.⁶

While the programs offered at Stiles Hall have varied through the years, since its infancy, its objective has been to offer programs that benefit the students and the greater community. Its early activities were directly tied with the national agenda of the YMCA. In the 1920s and 1930s, its programs focused on international issues, serving as home base for student work in foreign countries, raising funds for missions in Japan and China, and providing a center of outreach for foreign students on campus. The on-campus work continued until the establishment of the International House in 1930.⁷ The International House was a national movement founded by Harry Edmonds in New York.⁸

Stiles Hall’s efforts during the 1930s were not limited to work abroad. It also assisted African American families seeking housing in Berkeley who were being harassed and threatened and was a key agency in eliminating racially segregated admission practices of local swimming facilities.

During the 1940s, Stiles Hall played a variety of roles in advocacy for relocated Japanese-American students. Its projects varied from collecting athletic equipment for children in the relocation centers; to sending letters and copies of the Daily Californian; and in December of 1944, four students from Stiles Hall went to Topaz to counsel students in the camps.

After the construction of the new building in 1951, Stiles Hall separated from the YMCA; the exact date is unknown. As individual religious institutions set up centers along Bancroft Way, Stiles Hall shifted to other social justice matters. During the 1960s, when political student groups and public speakers were banned from the campus, Stiles Hall continued to operate as an open forum, providing a meeting space for student groups that were political in nature. It was also a key agency in bringing both the Rev. Dr. Martin Luther King, Jr. and Malcolm X to Berkeley for speaking engagements prior to the Free Speech Movement.⁹ In the 1970s Stiles Hall began to offer one-to-one “Big Brother”-type companionship programs. These programs included

⁵ Frances Linsley, *What is this place?: An Informal History of 100 Years of Stiles Hall*, (Berkeley, CA: The Hall, 1884), 6.

⁶ International House, “History,” *International House, University of California, Berkeley*, accessed January 18, 2015, <http://ihouse.berkeley.edu/about/history.php>.

⁷ Frances Linsley, *What is this place?: An Informal History of 100 Years of Stiles Hall*, (Berkeley, CA: The Hall, 1884), 49.

⁸ The International House at Berkeley was the second to be constructed. Today the International House is a multicultural residential center for student from 70+ countries, providing programs and training in global matters.

⁹ Jo Freeman, *At Berkeley in the ‘60s*, (Indiana University Press: Indianapolis, IN, 2004), 54-55.

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interracial companionship and elderly companionship.¹⁰ In more recent years, Stiles Hall has continued to offer these programs, providing students with opportunities to serve in the community. Stiles Hall still serves the students of UC Berkeley through the UC Berkeley Food Pantry based in the building, and providing a place for gatherings off campus.¹¹

Today the mission of Stiles Hall as stated is to help low-income, inner-city youth to stay in school, to engage University of California students in meaningful community service, to promote lasting interracial understanding, especially among future community leaders, and to remain a center for real community, hope and democratic values.

Other off-campus organizations that cater to UC Berkeley students in the vicinity include the International House, programs of various religious institutions, and other social justice groups.

Building permits indicate that since its construction in 1951, minor alterations have been completed. Exterior work included construction of a concrete ramp for accessibility in 1977, and repair of concrete spalling above the windows on the west façade in 1987. Interior alterations included remodeling of the first story bathroom in 1998. These alterations removed the stalls, and upgraded the bathroom to meet accessibility requirements.¹²

Miller and Warnecke

Miller and Warnecke was formed by a partnership between Chester Herbert Miller and Carl I. Warnecke. The Oakland-based firm was active from 1917 until 1951 when Miller retired. Among their works was the St. Andrew Missionary Baptist Church (1920), Castlemont High School, Oakland (1929), and the Main Library in Oakland (1951). Although the firm is best known for work in the Tudor style, its designs followed the trends in architecture through the decades.¹³

Neither Miller nor Warnecke attended college, but instead learned architecture through apprenticeship in various architecture offices. Warnecke was offered a scholarship to attend the Ecole des Beaux Arts in Paris in 1914, but was forced to return to the Bay Area with the outbreak of World War I.¹⁴

After Miller's retirement, Carl Warnecke continued to practice architecture into the 1950s, but spent most of the 1960s traveling.¹⁵

¹⁰ "Stiles Hall," *Daily California* (University of California, Berkeley), September 25, 1974.

¹¹ Carol Ness, "Stiles Hall: a 'living room' with a committed fan club," *Berkeleyan* (Berkeley, CA) March 4, 2009.

¹² City of Berkeley, *Building Permits for 2400 Bancroft Way*, On file at Berkeley Permit Services, Berkeley, CA.

¹³ "Miller and Warnecke, Architects (Partnership)," *Pacific Coast Architecture Database (PCAD)*, Accessed January 28, 2015, <http://pcad.lib.washington.edu/firm/2530/>; "Miller and Warnecke," Edificionado, accessed January 28, 2015, <https://edificionado.wordpress.com/?s=warnecke>.

¹⁴ "Chester Herbert Miller (architect)," *Pacific Coast Architecture Database (PCAD)*, Accessed January 28, 2015, <http://pcad.lib.washington.edu/person/1656/>; "Carl I. Warnecke (Architect)," *Pacific Coast Architecture Database (PCAD)*, Accessed January 28, 2015, <http://pcad.lib.washington.edu/person/3366/>.

¹⁵ Examiner Clipping files for Carl I. Warnecke. On file at the San Francisco Public Library, History Center.

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Carl Warnecke's son John Carl Warnecke, worked in his father's firm until 1947, when he established a solo practice, best known as John Carl Warnecke & Associates.¹⁶ John Carl Warnecke was a renowned architect, known for his modern designs. He has numerous works in the Bay Area including the "Unit" Dorms at UC Berkeley, but he does not have any association with this building.

Significance

Stiles Hall does not appear to be individually significant under California Register Criteria 1, 2, or 3.

While Stiles Hall has served an important role providing various social services and service opportunities to the students at UC Berkeley, through the decades many of Stiles Hall's programs have been transferred to other groups and locations. The organization was not unique as a student-oriented group based near the campus; in the vicinity of campus, many student-centered groups have participated in initiatives influencing local or regional history, and the building has not been the venue for unique initiatives that rise above the level of significance of other off-campus facilities. The Stiles Hall program evolves continuously to best serve its purposes, and linkage to this particular building is not critical to its history.

During the 1960s, various nationally recognized individuals spoke at Stiles Hall, including Martin Luther King, Jr. and Malcolm X. These speeches were among many given by these individuals across the country during the Civil Rights movement. These speeches are not notable within the larger context of the Civil Rights movement, and therefore this property is not significant under Criterion 1.

Although Martin Luther King, Jr. and Malcolm X are important individuals within the Civil Rights movement, these speeches and Stiles Hall itself do not convey the importance of these two figures. Therefore, this building is not significant under Criterion 2.

Stiles Hall was designed by the architecture firm Miller and Warnecke. While it was a noted architecture firm in the Bay Area, multiple resources attribute the 1920s as the height of its practice.¹⁷ In addition, the firm executed designs based in styles that were popular at the time. Miller and Warnecke are best known for their work in the Tudor style, but also have buildings within their body of work designed in the Craftsman and Post-Modern styles.¹⁸ Stiles Hall is not a significant building within their body of work.

Stiles Hall successfully illustrates the basic principles of the International Style. However, Berkeley is home to numerous modernist designs, including Wurster Hall (1964) designed by

¹⁶ "Warnecke, John Carl, and Associates, Architects (Partnership), *Pacific Coast Architecture Database (PCAD)*, Accessed January 28, 2015, <http://pcad.lib.washington.edu/firm/1151/>.

¹⁷ "Miller and Warnecke, Architects (Partnership)," *Pacific Coast Architecture Database (PCAD)*, Accessed January 28, 2015, <http://pcad.lib.washington.edu/firm/2530/>; "Miller and Warnecke," Edificionado, accessed January 28, 2015, <https://edificionado.wordpress.com/?s=warnecke>.

¹⁸ "Miller and Warnecke, Architects (Partnership)," *Pacific Coast Architecture Database (PCAD)*, Accessed January 28, 2015, <http://pcad.lib.washington.edu/firm/2530/>; "Miller and Warnecke," Edificionado, accessed January 28, 2015, <https://edificionado.wordpress.com/?s=warnecke>.

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Donald Olsen. Among the examples of the International and Modernist styles, Stiles Hall does not stand out as an exemplary example. Therefore, Stiles Hall is not significant under Criterion 3 for its design.

Integrity

Because it is not historically significant, Stiles Hall cannot be evaluated for integrity, but this paragraph provides information on changes to the building since its completion. Stiles Hall remains in the vicinity of its historic location, in a commercial area near the university campus. Since its construction, it appears the building has had minimal alterations. According to building permits alterations have been limited to exterior repairs and accessibility upgrades. In addition, this building has continuously operated as Stiles Hall, since its construction in 1951.

Conclusion

Stiles Hall was built in 1951, providing the organization of Stiles Hall new, modern facilities. While the building has had few alterations since its construction, the building does not appear to be significant under California Register Criteria 1, 2, and 3. It therefore is not eligible for listing and would not be considered a historical resource under CEQA Guidelines Section 15064.5.



DANA STREET

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BANCROFT WAY

University of California - Berkeley Campus

Cross Section Mural by Lou Silva Draft Report

Murals are considered to be any large scale painting executed directly on permanent surfaces such as walls or ceilings of a building. The history of murals can be traced through the ages from prehistoric cave paintings to ancient empires of Egypt and Rome to the frescos of the Italian Renaissance. In the twentieth century notable murals fell into three major phases:

- Abstract expressionism: emerged from easel painting by Cubist and Fauvist painters in Paris.
- Mexican Mural Movement: developed from the revolutionary movement in Mexico. Includes works by Jose Clement Orozco, Diego Rivera, and Rufino Tamayo.
- Works Progress Administration's Federal Art Project: mural movement that developed from federally funded works across the United States¹.

According to an unofficial list, the city of Berkeley is the home to nearly eighty known murals.² While these murals vary in scale and visibility, this number illustrates the prominence of this type of art in the city. Among them is the mural, *Cross Section*, located on the west façade of the Musical Offerings and University Press Books was painted by Lou Silva in 1970. *Cross Section* depicts the California physical environment traversing through the ocean, mountains, forest and the desert.

Lou Silva was born in Providence, Rhode Island in 1951. Displaying a talent for art at a young age, he attended various master classes and sessions to refine his skills. In 1970 he arrived in Berkeley. In Berkeley, he started his career by doing graphics for the *Berkeley Barb* and the *Berkeley Tribe*, posters for musical bands, and eventually murals.³

Cross Section is characteristic of Silva's other works in Berkeley, through its naturalistic depictions of landscape and animals. Another mural attributed to Lou Silva is aquatic scenes on the south façade of the Mitchell Brothers O'Farrell Theatre at 895 O'Farrell Street, San Francisco.

Murals that have been determined eligible or listed in the National Register of Historic Places were determined eligible under Criterion A for association with significant events in history or Criterion C as the representation of the work of a master and possess high artistic values. Murals that have been listed include:

- The *Detroit Industry Murals*, Detroit Institute of Arts, Detroit, Michigan by Diego Rivera (1932-1933)
 - The *Detroit Industry Murals* have been listed as National Landmarks for their under Criteria A and C. The murals are considered to be among the country's top artworks depicting industry, and are often considered one of the most complex works depicting this subject matter. Diego Rivera is

¹ The Editors of Encyclopaedia Britannica, "Mural Painting," Encyclopaedia Britannica, Britannica.com, last modified December 17, 2014, <http://www.britannica.com/art/mural-painting>.

² Brett Weinstein, "The Murals of Berkeley: From the Historical to the Systerical," Murals of Berkeley, last modified 2015, <http://berkeleymurals.org/>.

³ Richard Brenneman, "Muralist Marks a Vidid Life on Local Walls," *The Berkeley Daily Planet* (Berkeley, CA), April 23, 2004.

Cross Section Mural by Lou Silva Draft Report

considered one of the most prominent artists of the 1920s Mexican mural program, and is noted for his exceptional technique and compositions.

- *The Epic of American Civilization Mural*, Baker Library- Dartmouth, Hanover, New Hampshire by Jose Orozoco (1933-1934)
 - *The Epic of American Civilization Mural* has been listed as a National Landmark, significant under Criteria A and C. Jose Orozoco was considered to be a prominent artist in the Mexican mural movement, and his subject matter portrayed the negative reactions to the violence of recent wars, nationalism and rapid industrialization, illustrating the power of murals to portray opinions. This mural is also considered significant for Orozoco's technique and application of true fresco.
- *Chicano Park Murals in San Diego*, San Diego, California by Various Artists (1970s)
 - The *Chicano Park Murals in San Diego* have been listed in the National Register of Historic Places under Criterion A and C. The painting of these murals is closely tied with the Chicano Civil Rights Movement in San Diego. The murals were completed by numerous artists and represent the Chicano Civil Rights Movement.

Lou Silva's *Cross Section* is not associated with a significant movement in mural art, nor is the subject representative of significant events in history. The mural is a blending of various natural environments and wildlife in California, and it does not convey a deeper message or association that is significant to local, state, or national history. Therefore it is not significant under Criterion A.

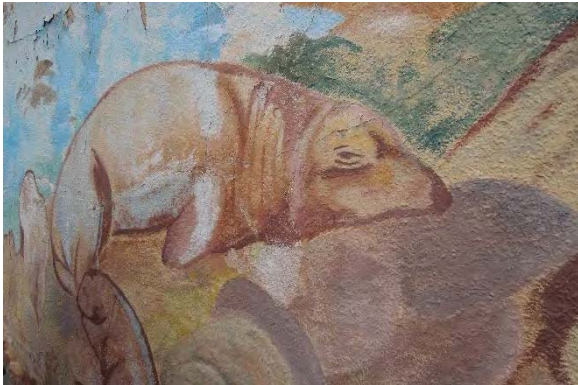
This mural was designed by the local artist Lou Silva. While Silva has other documented works throughout the Bay Area, this work does not distinguish him from other local mural artists in the area. The animal and nature subject matter of *Cross Section* is characteristic of Lou Silva's work, but does not stand out amongst his other known works. Therefore this mural is not significant under Criterion C.

Due to the mural's location on an unprotected building façade, the work has been subject to weathering, vandalism and damage by cars. The mural shows moderate to severe signs of deterioration, through washed out appearance, blistering and missing patches of paint. Due to the high level of deterioration, the design and craftsmanship has been compromised. .

Cross Section Mural by Lou Silva Draft Report



Animals



Cross Section Mural by Lou Silva Draft Report

Artist Signature



Example of Weathering and Damage

