
(p. 3-1 to 3-2 of the Integrated Projects EIR)

The University's objectives for the implementation of the Integrated Projects include the following:

- I. Provide seismically safe facilities for students, staff and visitors.
- II. Plan the Integrated Projects to promote and inspire relationships vital to the health of the University: between athletics and academics, among academic units, and between the University and the public, including community and neighbors, alumni, prospective students, and donors.
- III. Enhance remarkable historic places, and create extraordinary new spaces, in the southeast campus.
- IV. Facilitate access to, between, and through the Integrated Projects for vehicles, transit, bicycles, pedestrians, the disabled, and emergency services and vehicles.
- V. Increase the functionality of existing spaces and facilities in the Southeast Campus.
- VI. Consolidate parking, reducing the prevalence of surface parking in the landscape of the southeast campus.
- VII. Implement policies of the 2020 LRDP. Policies to be reflected in the Integrated Projects include, among others:
 - a) Seismic safety policies of the 2020 LRDP: Eliminate poor and very poor seismic ratings in campus buildings through renovation or replacement.
 - b) Collaborative and interactive program policies of the 2020 LRDP: Build a campus that fosters intellectual synergy and collaborative endeavors both within and across disciplines. Create places of interaction at key nodes of activity. Prioritize campus park spaces for programs that directly engage students in instruction and research. Prioritize space on the adjacent blocks for other research, cultural and service programs that require campus park proximity.
 - c) Parking policies of the 2020 LRDP: ~~Increase the supply of parking to accommodate existing unmet demand and future campus growth.~~ Minimize private vehicle traffic in the Campus Park. Locate new campus parking at the edge or outside the Campus Park. Replace and consolidate existing university parking displaced by new projects.
 - d) Stewardship policies of the 2020 LRDP: Plan every new 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. Preserve and maintain significant views, natural areas, and open spaces in the Campus Park.
 - e) Access policies of the 2020 LRDP: Ensure the Campus Park provides full access to users at all levels of mobility.

VIII. Minimize impacts of construction upon existing programs. Select or develop alternative sites that are as convenient and practical as possible and can accommodate the customary practice schedules, field dimensions, field surfacing treatments (natural grass, synthetic turf, etc.), required lighting conditions, training facilities and routines of the teams for the temporary period when CMS West construction prohibits use of existing CMS field. The alternative sites should be close to the Campus Park in recognition of the transportation and time constraints under which the student-athletes work, and the alternative field solutions

should also consider the impacts to other University programs, including intercollegiate athletics.

(p. 3-5 of the Integrated Projects EIR)

TABLE 3-1

Summary of Integrated Projects Net Added Academic and Support Square Footage as a Percent of 2020 LRDP Projections

Integrated Projects Component	Proposed Net New GSF	2020 LRDP new GSF in area	Component as % of 2020 LRDP in area	2020 LRDP net new GSF overall	Component as % of 2020 LRDP overall
CMS Retrofit and Program Improvements	260,000**	Adj Blocks South: 400,000	65%	2.2 million	12%

~~**per Bob Milano,~~ The SAHPC would be ~~158,000~~ **142,200** GSF of this total. Academic and support GSF excludes enclosed event-day spaces, such as the interior broadcast booth at the press box, food service, toilets and concourse areas. The total GSF for all spaces at the CMS, including the SAHPC and event day spaces, would be approximately 400,000 GSF.

(p. 3-15 of the Integrated Projects EIR)

SITE AND CIRCULATION PLAN FOR THE INTEGRATED PROJECTS

One of the primary objectives of the Integrated Projects is the integration of the southeast campus site and landscape with the surrounding campus to improve connection and circulation. Thus the proposed Integrated Projects rely heavily on landscape and site improvements as the conductor for interdisciplinary interaction and connectivity between the Integrated Projects East and Integrated Projects West areas....

(p. 3-21 of the Integrated Projects EIR)

Tree Removal and Replacement. As shown on Figure 3-6, existing trees on site would have to be removed to allow for construction of the new Maxwell Family Field and SAHPC facilities. Several specimen trees may also need to be transplanted. **One very large redwood tree has been successfully transplanted as planned to preserve it on the site adjacent to other large trees in the immediate area.** For every **specimen** tree removed, three new **species trees** would be planted on the UC Berkeley Campus to ensure that the verdant landscape character existing on campus is maintained for future generations.

Site preparation would be conducted to minimize removal and/or damage of specimen trees or plant species to the full feasible extent. Sensitive construction practices would be used to avoid possible damage to trees to be retained, including construction setbacks, installation of temporary construction fencing around individual trees to be preserved, and monitoring by a certified arborist of any required limb removal or disturbance within the dripline of trees to be retained. Grading, vegetation removal and replacement plans, where necessary, would be coordinated with the Campus Landscape Architect. Specimens impacted would be either successfully transplanted or replaced by new planting at a ratio of 3 to 1 in ~~closest available sizes~~ : **two saplings and one mature tree**. As a result, landscaped areas would be restored to the full feasible extent.

New plantings would follow the five landscape character types used to describe the campus open space system in the UC Berkeley Landscape Master Plan. The landscape plan for the Integrated Projects East includes a planting palette that would use native species and plants appropriate to the Berkeley environment that respect the character of the existing and proposed open spaces.

~~If feasible,~~ **Trees would will** be planted within the west plaza above the SAHPC to replace trees lost during construction of the SAHPC, and to help reinforce the “veil of trees” along the east side of Piedmont Avenue and provide shade for plaza users. Trees would also be planted at the south plaza and north plaza. The Gayley Road improvements on the west side of the proposed Maxwell Family Field would include terraced plantings between the proposed bike lane and walkway along the road. The trees planted here would help to visually connect the parking structure to Piedmont Avenue and bring pedestrian scale to the parking structure by partially screening it.

(p. 3-22 of the Integrated Projects EIR)

Along Gayley Road, the design approach would use primarily native or indigenous plants with low maintenance requirements. Replacement plantings below the west plaza above the SAHPC would reflect the naturalistic character of the hillside woodlands existing to the east of Maxwell Family Field thus knitting the athletic facilities into the surrounding landscape. New planting on the west plaza would be more urban while blending with the wooded area below, further integrating the west plaza with the wooded area. In the vicinity of the grand stair, adjacent to Strawberry Creek cascade, plantings would reinforce the connection between Piedmont Avenue and the hillside east of Maxwell Family Field.

The campus landscape architect has completed a master tree planting plan for the campus as a whole, including the area of the Integrated Projects East. Obligations of the entire CMS project for replacement planting are tracked closely. Two replanting projects have already occurred (personal communication with B. Milano, July 2009). Additional replacement planting will occur as construction is completed (personal communication with J. Horner, July 2009).

LIGHTING

California Memorial Stadium Lighting. Modern lighting, integrated into the design for the CMS, is expected to significantly reduce glare at the site over existing conditions. The existing temporary lighting fixtures that are used for night football games are approximately 130 feet above the field on the west side and are approximately 200 feet above the field on the east side because the trucks are parked on the road near the top of the bowl on the east rim approximately 70 feet above the field. As currently proposed in Phase 2 of the CMS project, on the stadium’s west rim, field lighting would be integrated into the roof profile of the press box in a horizontal array, shown in Figure 3-7. These field light fixtures would be

about 100 feet above the playing field. **(Confirmed with HNTB, personal communication with K.C. Smith, July 2009)**

(p. 3-28 of the Integrated Projects EIR on lighting)

The intent is to maintain the pathways through the plaza and along Piedmont Avenue as the primary north to south circulation paths. The stairs that connect the plaza, the SAHPC entries and Piedmont Avenue would be illuminated to encourage use and promote a sense of security. The intent at this time is to provide ~~slightly lower~~ illumination levels **as required by the campus fire marshal** on the path that winds through the wooded area to the west of the SAHPC treating this as a secondary pedestrian path intended to be used for access to the entries on the west side of the SAHPC.

(p. 3-29 of the Integrated Projects EIR on pervious/impervious surfaces)

The new SAHPC would extend towards Piedmont Avenue into the existing wooded area on the CMS west side. As part of the planned improvements, the stormwater would be collected along the western edge of the new SAHPC. Runoff would be collected into a ~~buried "French drain"~~ **controlled drainage** system that filters and also retains the flow, allowing infiltration into the landscape.

Consistent with provisions of the 2020 LRDP EIR, the CMS West project will be designed to achieve no net increase in stormwater runoff. Stormwater flows from the stadium, seating bowl, historic stairs, and the north plaza entrance by the north utility building would be directed towards a stormwater treatment unit located in the north plaza parking lot. The high flows for this system would by-pass the stormwater treatment unit to the Big Inch storm system. Site drainage at the north plaza, above the ASC, grand stairs and ticketing booth will drain into a second stormwater treatment unit located at the sidewalk on Piedmont normally. The high flows for this system will by-pass the stormwater treatment to Little Inch storm system through the storm drain system located on Gayley Road (A. Admal, Bellecci & Associates, December 2010).

Remaining flow would pass either to a connection ultimately going into Strawberry Creek or into several drains set into the curb face of Piedmont Avenue.

(p. 3-31 of the Integrated Projects EIR on circulation plan)

PEDESTRIAN CIRCULATION

NON-GAME DAY

The everyday use of the CMS site is expected and an integral component of the project. The west plaza above the SAHPC on the west side of the CMS, created by the Phase 1 (SAHPC) ~~addition~~ roof, would be accessible and open for use by students and the community during the school week and weekends. There would be retractable gates for securing the ticketed areas during games that would allow daily access by all.

The offices and athlete facilities would also be in use on a daily basis, generating pedestrian traffic and activity within the Integrated Projects East. There would be potential gathering areas for groups with ~~benches~~ **natural turf** and hardscaped areas providing students with study areas and places to sit and

relax. The student assembly areas and academic facilities would be located to maximize the potential for interaction and encounters on the west plaza above the SAHPC and beyond toward campus, reinforcing the connecting routes.

~~Use of the existing stairs inside the stadium wall, up to the main concourse level from existing grade, would be maintained after completion of Phase 1. They would function as they do currently, until they are replaced by the Phase 2 grand stairs. Circulation in and out of the CMS would be unchanged, except at the south end of the concourse where Phase 1 would eliminate existing stairs at three locations where the new structure SAHPC would provide a main concourse level walkway with exit capability at that level. The proposed plaza areas by the north and south arches would also be open for daily use and would provide additional space for gathering and meeting.~~

The north plaza adjacent to Maxwell Family Field would feature the newly daylighted Strawberry Creek flowing through it next to the grand stair. This amenity would cascade down the hill by the steps that lead up through a wooded area north of the Memorial Arch west of Maxwell Family Field. The south plaza area is expected to provide a crossroads for students en route to and from campus. As shown in Figure 3-9, a path is anticipated from Prospect Street across the south plaza down to the new west plaza above the SAHPC and on toward campus. This pedestrian route would be ADA accessible. Sidewalks along the east curb of Piedmont Avenue would remain, and, **in a future phase of the project**, the walkway around the east edge of the CMS, along Stadium Rim Way, would be improved with a change of material and possible elevation difference between the roadway and the walkway. Daily, pedestrians would be able to use the walkways, ramps, and stairs to gain access to the west plaza above the SAHPC.

The design of the Student Athlete High Performance Center (SAHPC) now under construction west of the historic Stadium includes a "living landscape" on the new west plaza above the SAHPC that wraps around to the north, at the base of the historic stadium wall. The proposed grand stair connecting the CMS north entry with Piedmont Avenue and the campus has been widened by an additional six feet at the request of the Campus Fire Marshal. Review by the Campus Fire Marshal has also resulted in the inclusion of a new staircase running from the northwest corner of the SAHPC terrace down to Maxwell Field; this will provide additional exiting capacity, in an emergency, for people inside the CMS to spill out onto Maxwell Family Field; it will also work in the reverse direction, as a regular access point for those attending game day events on Maxwell Family Field to approach the CMS. As it descends the new grand stair will cross a pathway that runs around the western and southern edge of Maxwell Family Field and provide an accessible connection through that area.

Athletic Service Center: The Integrated Projects East proposed including both the loading dock and ticketing to serve the CMS in the Maxwell Family Field Parking Structure. In the interim before Maxwell Family Field Parking Structure is constructed, the CMS West project seeks to address service and loading. If economically feasible, the project would therefore include an Athletic Service Center component. The Athletic Service Center would serve the game day ticketing, loading, solid waste, service, recycling and minimal storage needs for both the SAHPC and the CMS West project.

The Athletic Service Center would consist of a low wall along the northern edge of the grand stair to incorporate an event day ticketing facility and bathrooms, and a loading dock area that would tuck in under the edge of the SAHPC plaza, south of Maxwell Family Field. East of the new stair 10 ticketing windows will be inserted under the SAHPC terrace, facing Maxwell Family Field. East of the

ticketing windows, a small restroom facility, and a loading dock entrance, sloping down under the SAHPC terrace, and accessing both CMS and the SAHPC.

With or without the Athletic Service Center, the design proposes to include oak tree plantings and informal bench seating south of Maxwell Field, to help draw the landscaping up from Piedmont towards the existing oak grove east of Maxwell Field along Stadium Rimway Road. Elm and Redbuds are among the other new trees being considered for the plaza in front of the ticketing area, to extend the existing campus landscape materials onto the site. See Exhibit A, design review materials.

(p. 3-33 of the Integrated Projects EIR on circulation plan)

GAME DAY

Activities and rallies which precede a University of California football game and occur at halftime require large areas for congregation and assembly with wide open pathways for circulation from the adjoining campus. Providing football patrons with a safe and comfortable game day experience is one of the project goals.

Wide concourses would be accessed from the west plaza above the SAHPC up from grade via wide stairways on the west and north as part of the Phase 2 plans. This would provide improved access and less crowded conditions than currently exist. ~~Entrances on grade from the south plaza would be expanded, extending the floor level to the west, improving the exiting. Prior to the implementation of Phase 2, the existing stairs would be used to access the concourse as they do now, from the west plaza above the SAHPC (+408 feet).~~ The east side of the seating bowl, containing the student section, would have a new Lower Concourse (Phase 3) to improve access and provide food service and toilet facilities. Portions of the existing concourse at the top of the seating bowl along Stadium Rim Way would be preserved with the addition of openings into the lower east concourse for light and air. Stairs and elevators are planned to connect these levels. New concessions located on the new lower concourse would be augmented with portable concessions located on the upper concourse level. Improved circulation, with enhanced food service and toilets, would provide patrons with essential game day needs. More convenient access to these facilities would encourage their use and enhance the patron's game day experience and encourage social interaction and activity.

If the Athletic Service Center is constructed, north and west of the Stadium a ticket plaza would extend to the approximate elevation of the existing sidewalk on Piedmont. Pavers lined with benches and trees with tree grates would form a pedestrian walkway at an accessible slope down to Piedmont and up to the ticket window level 6 or 7 feet below the CMS north plaza. From this level an accessible path would connect to the Memorial Arch. See Exhibit A.

(p. 3-33 of the Integrated Projects EIR on circulation plan)

ACCESS FOR PERSONS WITH DISABILITIES

Access for persons with disabilities would be greatly improved in the area of the Integrated Projects East. A series of ramps to the south of the proposed grand stair would create an accessible route from the curb at Piedmont Avenue up to the Memorial Gate and in the CMS. In addition, this point at the bottom of the grand stair would connect across Piedmont Avenue to an accessible route through the Haas School of Business.

A proposed walkway with accessible slopes would make an accessible connection from the ticketing area at the base of the grand stair to the middle and south entrances into the SAHPC building. From the middle entrance to the SAHPC, one would be able to take an elevator to gain access to the ~~CMS Plaza~~ **west plaza above the SAHPC** and up into the CMS and Press Box. Through each phase of the CMS project, ADA vehicle drop-off points would be designated at several locations throughout the Integrated Projects East to ensure stadium access to persons with disabilities while construction activities are occurring. During Phase 1, the vehicle drop-off points would be at the Memorial Gate, along the east rim at the intersection of Stadium Rim Way and Centennial Drive, and at the south gate area in the south plaza parking area. After Phase 1, the drop-off point at the Memorial Gate would not be available due to installation of the north plaza; however, persons with disabilities would access the Memorial Gate entrance from the ramps leading uphill from Piedmont Avenue, adjacent to the grand stair.

Disabled parking access will be only slightly altered as one parking space on Kleeberger lot (northwest corner of Maxwell Field) is relocated to the plaza level (southeast corner of Maxwell Field) near the Memorial Arch.

(p. 3-34 of the Integrated Projects EIR on circulation plan)

BICYCLE CIRCULATION

The proposed landscape design for Maxwell Family Field includes the addition of 5-foot wide bicycle lanes on both the east and west sides of Gayley Road and Piedmont Avenue to further connect the Southeast Campus with the rest of Berkeley and the east portion of campus. In keeping with the goals set forth in the 2020 LRDP, the streetscape design would enhance the character of the street by providing an expanded pedestrian walkway perhaps bordered by a rill of water fed by Strawberry Creek. A seat wall and terraced planting beds beyond would provide a pedestrian scale to the street. These features are shown in the preliminary design drawings for Gayley Road in Figure 3-14 provided later in this chapter. When the Maxwell Family Field parking structure proceeds, bicycle parking and storage facilities would be incorporated in the design adjacent to the new Gayley Road ticketing area. ~~The location of~~ **Additional bicycle storage and shower facilities to accommodate 10 percent of the SAHPC building's peak occupancy will also be located near the south plaza adjacent to I-House with access to walks and streets. The building occupants will have access to the locker rooms and showers located throughout the SAHPC** ~~determined as the design progresses.~~ The LEED Rating System requirement for an institutional building, which is to "provide secure bicycle storage with convenient changing/shower facilities for 5 percent or more of regular building occupants," would be achieved.

EMERGENCY VEHICLE ACCESS

Figure 3-10 shows the emergency vehicle circulation routes proposed for the Integrated Projects East. During game days at the CMS, roads are closed to public traffic, restricting access to authorized vehicles at several points. On game days, emergency vehicles are typically stationed on Stadium Rim Way near Canyon Road to provide quick response to potential emergencies at CMS and neighboring areas, including Panoramic Hill. During game periods, police direct traffic to allow emergency vehicles access out of the area.

Emergency vehicle access would be enhanced in the proposed project, with access around the stadium seating bowl on the east, down the hill to the north and around towards Gayley Road and into a fire lane

on the east side of the Maxwell Family Field parking structure. The fire lane would end in an 80-foot diameter turnaround circle at the Memorial Arch on the north plaza. As shown in Figure 3- 10, the emergency circulation route would continue west along Stadium Rim Way to Gayley Road and then left on Gayley Road to the south, counterclockwise past International House and then left at the first intersection at Bancroft Way. This route would allow for access to within 150 feet of the stadium's exterior wall, as required.

Instead of Bancroft Way, emergency vehicles would have the option of turning left on Channing Way and either turning onto Warring Street or Prospect Street, in order to access the southeast side of the CMS. The south plaza proposed for the south arch at the main concourse level would provide a paved area for an 80-foot diameter turnaround accessed from Prospect Street, providing the access to within 150 feet of this portion of the structure. From this location, Stadium Rim Way connects to the east and back to Centennial Drive via Prospect to Panoramic Way. **In the period before south plaza improvements are completed, the area will allow for a clear fire lane on the city's right of way, with access to the west plaza and from the west plaza to Maxwell Family Field.**

Due to the height difference between the **west plaza level** (the grade level elevation of approximately +408-409 feet) and the roof of the proposed press box elevation (approximately +503-505.6 feet), a total of approximately 95 feet, it would be necessary to ~~stage park~~ emergency vehicles (including fire trucks) on the plaza during game days at the CMS (**source for updates: HNTB, K.C. Smith, July 2009**). This access way connects the fire lanes on the north and south where turnaround circles are indicated. The distance from the existing exterior west wall of the CMS and the fire lane location would be about 18 feet maximum. Because of the structural costs, it is optimal to locate the fire lane 18 feet from the existing exterior wall which rises up approximately 63 feet. There are shorter structural bays below this area.

See updated Figure 3-10.

TRUCK CIRCULATION AND LOADING DOCK

At the conclusion of the Integrated Projects, trucks serving the CMS would have access to the CMS at a proposed underground loading dock, accessible through the proposed Maxwell Family Field parking structure. The loading docks would be accessed through the south end of Parking Level 1, the same level as vehicles that would park at the parking structure. Trucks would enter and exit through a separate driveway on Stadium Rim Way, about 80 feet east of Gayley Road. Trucks would turn around inside the structure to back into the loading dock.

An alternative proposal in the CMS West project would build the Athletic Service Center, with a loading dock accessed from the north driveway firelane off Stadium Rim Way. The available area is narrow, and a truck trailer rig would back into the loading dock. This and other maneuvers may require use of a flag person to ensure operations are safe and efficient.

The International House currently uses the existing parking lot north of the International House for loading in addition to its dock area, and this parking lot ~~would be replaced by a proposed~~ **will be reconfigured to provide a smaller parking lot and** entrance stair for access to the CMS. The size of the loading dock area adjacent to the International House would not be expanded.

For game days, broadcast and delivery trucks usually arrive at the CMS ~~two to three~~ **to four** days before a game. During construction of the SAHPC, it is possible that truck parking would occur at the north,

south, or off site as possible west of the CMS, including possible use of a parking lane on Piedmont Avenue.

(p. 3-37 of the Integrated Projects EIR on parking)

PARKING

During Phase 1 of the CMS project, during construction of the SAHPC, ~~most~~ **a portion** of the Kleeberger parking lot and the parking area at the south plaza would remain open until the commencement of Phase 2 when construction of the north half of the grand stair would occur. During that phase, parking spaces south of Maxwell Family Field would be lost to accommodate the north half of the grand stair and the north plaza, and existing spaces on the east side of the existing field would be lost to accommodate the new field and parking structure. During **a later** Phase 2 of the CMS project, parking at the south end of the CMS would be removed to make way for the south plaza.

Revisions made to the SAHPC project allow parking to remain north of International House; the project formerly expected to remove this lot. After construction of Phase 2 surface parking will remain available east of Maxwell Field for the interim before construction of the Maxwell Family Field Parking Structure. Parking would also remain available on the south plaza. Parking removed from the Stadium environs at the end of this phase would be limited to the informal parking that occurred at the circumference of the Stadium (approximately 121 spaces) and some of the parking from the Kleeberger lot, removed for the grand stair. Parking remains available at the Boalt Lot on the Campus Park: 132 marked spaces and 30 attendant parking spaces occur at this lot. The SAHPC project was revised and at the close of construction will restore parking north of the International House: 13 spaces occur at this lot. Daily parking would remain available east of Maxwell Family Field for approximately 20 vehicles at the close of construction. Further, consolidated parking is available at the Underhill structure which opened in August, 2007 and was at 80% occupancy during peak periods in 2009. Spaces (113) temporarily lost at Witter Field parking lots will be returned to parking uses at the end of the surge period.

(p. 3-46 of the Integrated Projects EIR section 3.5, Design of the Integrated Projects)

PHASE 2 - STADIUM WEST WITH PRESS BOX, NORTH AND SOUTH PLAZAS AND STADIUM RETROFIT, FIELD LIGHTING AND SOUND SYSTEM

Program. One of the Integrated Projects East goals is to provide a safe and comfortable game day experience for football patrons. In the second phase of the CMS project, the major programmatic goals are to improve the seismic safety of the historic stadium, address significant accessibility deficiencies, and begin to address fan comfort and amenities, while continuing to significantly improve the overall appeal of the game day experience and the daily experience in the area.

Design. All elevated portions of the existing CMS structure, that is, all portions of the CMS not sitting on grade, are today at some seismic risk. Phase 2 would entail reconstruction of the west grandstand within the west wall of the stadium with new game day program and fan amenities while retaining the existing bowl shape and the exterior wall. To accomplish this, the project proposes to widen concourses and stairways in lobbies located on the west and north sides of the CMS in order to provide an area with improved access and less crowded conditions. ~~The entrance at grade from the south plaza is slated to be~~

~~expanded in a westward direction, which would also improve access to the area. [Deleted per Milano 7.09]~~

The existing field elevation currently results in sight lines and viewing angles that are not ideal from the lower seating areas, often obstructed by competing teams and support personnel, media, broadcast functions and equipment along the sidelines. Accessible seating locations are especially impacted. Improvement is only possible by lowering the elevation of the playing field 4'-6". Although not discussed in text in the DEIR project description, this component of the project was part of illustrations in the DEIR. See original Figure 3-7, showing existing field elevation at 408 feet, and proposed elevation at 405.5 feet. See revised Figure 3-7, showing proposed field elevation at 403.5 feet.

Entry into the CMS on game day would be from various points around the stadium. The north entry would be located at the north end of the CMS, essentially connecting the Maxwell Family Field parking structure to the CMS. Entry ways are also proposed from the grand stair on the north end of the CMS, an entry on the northwest side connecting from Piedmont Avenue, a VIP entry way into the west-side lobby and a southern entry way via the south plaza. Overall, access to the CMS, to toilet facilities and concessions areas, as well as improved circulation throughout the CMS, would be realized on game day through the proposed actions.

Lighting would be incorporated into the roofline of the horizontal press box on the west side, and on the east, vertical lighting standards would be installed at the bowl perimeter. Stadium lighting is described in more detail above in section 3.4.1. The proposed press box is described in detail below in the "Press Box and University Level Program" section.

Implementing Mitigation Measure AES-IPE-2 from the Integrated Projects EIR, the campus established that new advertising signage would not be placed above the CMS rim, and that any display boards should be deferential to the existing scoreboard tabature at the south and north ends of the CMS, in order to respect the historic character of the CMS. The topic was reviewed with the campus Design Review Committee on April 9, 2009. The existing Stadium provides 5,972 square feet, total, of video display and advertising space; Intercollegiate Athletics would like 12,276 square feet, including areas on the walls around the field. Since the field will be lowered from its existing level, more wall space will be available there that can provide advertising display space. A ribbon band of signage is also proposed along the base of the press box. The project would not alter the length or height of the existing scoreboard tabature but will replace the current electronic scoreboard hardware with new full color displays within the historic structure. The addition of any new signage structures will be considered in an eventual phase of the Integrated Projects. "Advertising should be limited in size, and uniform in location, color, and format". Additional guidelines include the following:

ADVERTISING AND SIGNAGE

Advertising that is permanently mounted in the bowl (including the interior face of the rim wall, at the vomitories, and elsewhere in the seating bowl itself) should be the least obtrusive. The bowl was historically a simple, almost geometrically pure space, with virtually no articulation or texture aside from the vomitories, benches, footboards, and aisles. During games, the fans filled the bowl with a continuous fabric of the crowd, creating an unbroken mass. It would be preferable to make advertising in this zone highly regular (symmetrically distributed within the stadium), of uniform size and divisions, and with modest structure and

frames all in the same material and color. In the bowl, all signage (sections, rows, information and advertising) should ideally be conventional, and not electronic or back-lit, with the exception of required game displays (play clock, game time, score, timeouts).

Because the field-level low grandstand wall is being altered and was always the scene of much activity during games, it would not be inappropriate to locate advertising here. To avoid eroding the simplicity and geometric character of the stadium, this advertising should be uniform, too, with unobtrusive structure and frame like that in the bowl. All advertising here should be the same height. A limited number of back-lit or electronic displays could be accommodated without great impact on the character of the stadium, providing they are arrayed symmetrically to reinforce the character of the bowl.

Grandstand-focused advertising upon the new Press Box can be entirely electronic or back-lit. Its proposed location and proportions lend themselves to the character of the Press Box itself and do not create a separate issue of compatibility with the historic stadium.

Temporary signage is not generally subject to historic preservation considerations if it is truly temporary. Mounting brackets, power, and data connections for temporary signage should be unobtrusive and should not damage historic fabric. The portions that are installed temporarily are not considered part of the property and can be conspicuous without causing an impact.

Signage for the stadium should be regular, uniform, and limited so that it is not a distraction in itself. The signage program should take into account all types of signage, including code-required signs, way-finding, concession signage, Athletics information displays and signage, and donor commemoration signage. A careful and regular signage program that is applied to all signage can reduce the tendency toward competitive escalation in the scale and prominence of displays.

While contemporary graphics are acceptable, the mounting and frames should be subdued in portions of the building that need to be compatible with the historic character. The signage program should take into account any need for more contemporary signs inside Press Box spaces to relate visually to similar signs in the main concourse, bowl, and exterior, where an assertive, contemporary appearance would be problematic. Signage on or close to the historic exterior wall should be especially restrained and should not be back-lit or electronic unless required by code.

Preservation and restoration of the west Stadium wall, stabilized and preserved in place throughout construction work east and west of the façade, would include the following activities:

Before demolition begins, the west wall will be shored, with protection installed on exposed portions which would be vulnerable to damage during construction. The existing elevated stadium bowl and press box will be demolished. The existing wall will be permanently attached to the reconstructed grandstand and supported by it.

The concrete surface of the wall and its design and detailing are character-defining features. The flagpoles and scoreboard tablets are as well. The historic concrete has been tested in a laboratory to determine its composition and its current condition. A cementitious finish coat originally covered the concrete exterior, which has since been painted with an asbestos-containing material (Knapp&Verplanck, November 2010). This paint coat will be abated, removed or covered in place. A finish coat treatment which is appropriate to the historic appearance of the concrete may be used, although it will not necessarily be the same as the historic one. This treatment will be guided by the Secretary of the Interior's Standards for Rehabilitation and publications of the National Park Service, including *Preservation of Historic Concrete, Preservation Brief 15*.

The wall has been surveyed to note visible spalls, cracks, exposed rebar, and other forms of damage or deterioration. Small cracks will be injected with a bonding material appropriate to the strength, composition, and condition of the original concrete. Wider cracks will be cut out to allow a mortar patch. Where the original concrete is spalled or there is a void, a cementitious patch will be installed, with anchors or additional rebar where necessary because of the size of the patch. Rust will be removed from exposed rebar, it will be treated with an anti-corrosive coating, and patching material will be installed to restore the original profile of the concrete.

The existing flagpoles are a mixture of original wood poles, replacement fiberglass units which are a fairly close match, and in two locations, no poles. The original cementitious brackets on which the poles stood all have disintegrated. The original steel straps are generally in good condition. The flagpoles have been surveyed. While the poles are in good to excellent condition, they will still be rehabilitated, with decayed wood or failing fiberglass repaired, and overall repainting. The missing poles will be replaced, probably with fiberglass units which match the size and profile of the original wood poles. Historic drawings and photographs have been obtained to document the design of the original base brackets. These will be replicated, probably in GFRC (glass fiber reinforced concrete) or cast stone/concrete. Currently the brackets are a rough concrete protrusion which have two rebar sticking out of each side of the bracket one on top of another. The exposed rebar has caused staining of the below concrete surface in some conditions. Based on original drawings and a photograph from the Bancroft Library, the brackets will be reconstructed to match the original design.

Arched wall openings, currently blocked by infill development, will be restored. Arches would be restored as close as possible to historic conditions.

Other preservation activities included in the CMS West project as proposed include : Retention and rehabilitation of large iron gridded grill work at window openings on east stairs where grade rises.

Concourse balcony and railings: The HSR shows that the existing railings, which are simple and unadorned steel (mostly of square stock) are the earliest known features at the balconies. It would therefore be appropriate to match their character.

The balconies are adjacent to the concourse, where large numbers of people will congregate during events and close supervision of each attendee will not be possible. The existing railings do not meet code requirements for railing height or spacing of pickets.

The existing railings will be removed and new ones with the code-required height of 42 inches and picket spacing of 4 inches will be installed. The new railings will be simple in detail and will be designed to match the overall visual character of the existing ones as closely as possible while meeting current code requirements.

(p. 3-47 of the Integrated Projects EIR)

SEISMIC IMPROVEMENTS – SEISMIC STRATEGY

The seismic improvements proposed for the CMS project would address the two issues of high seismicity and fault rupture, while respecting the architectural design of the CMS and minimizing cost and complexity. Where new construction is not proposed for the west side of the CMS, retrofitting would be required. The seismic retrofitting plans for the CMS include retrofitting the existing concrete stadium structure with new concrete shearwalls in the radial direction and shotcrete strengthening behind the existing exterior wall in the longitudinal direction. In addition, the structure in the vicinity of the fault rupture zones would be broken up into discrete "blocks" that would be able to safely slide, rotate and tilt in response to fault movement. **Please see Structural Narrative dated 11/09, Exhibit B.**

Seismic corrections to the north and south walls and the west wall would preserve the stadium wall. All seismic reinforcement will be to the interior of the structure. There is no anticipated 'X' bracing on the exterior wall, for instance. The reinforcement would be done on the interior face of the walls using reinforcing steel and sprayed on concrete. The new fault rupture zone structural solutions would all involve work located on the interior of the wall and the CMS.

The retrofit of the CMS and new design of the SAHPC would use the latest UC Berkeley Campus Seismic Spectrum (i.e., chosen earthquake ground motion (bedrock motion) that would be used as an input into the structural design) provided by the University. The stadium retrofit would be designed to a level of "Good" as described by the UC Berkeley Seismic Rating System. The SAHPC would be designed to the 2001 California Building Code which would provide a life-safety level of design (i.e. lives will be protected, but damage to the structure and its contents may not be repairable).

No pile driving is anticipated. No construction methods out of the ordinary level of noise and vibration associated with a major construction project would be used. Precautions would be taken to limit vibrations on the existing structure from construction processes. Whenever possible, drilling would be used in favor of driving for any foundation piles/piers.

The project would not employ the Historic Building Code, but it will be used as a guideline in the planning and implementation of the CMS seismic retrofit and renovation. As mandated by the campus guidelines, the historic aspects of the CMS would be preserved as much as feasible. The exterior formed concrete wall, in particular, would be repaired and preserved in a manner consistent with the historic building recommendations. However, not every existing condition, such as the existing interior stair, would remain unchanged. Conversely, the historic exterior stairs would remain intact.

The seating bowl, considered an historical significant element by some, would be modified to provide accessibility and improved seating comfort, preserving the existing seating configuration intact every third section, except in the location below the press box where it has been disrupted to improve space (comfort) and site lines (view).

(p. 3-48 of the Integrated Projects EIR, beginning with last two paragraphs under Seismic Improvements)

The project would not employ the Historic Building Code, but it will be used as a guideline in the planning and implementation of the CMS seismic retrofit and renovation. As mandated by the campus guidelines, the historic aspects of the CMS would be preserved as much as feasible. The exterior formed concrete wall, in particular, would be repaired and preserved in a manner consistent with the historic building recommendations. However, not every existing condition, such as the existing interior stair, would remain unchanged. ~~Conversely, the historic exterior stairs would remain intact.~~ **do not meet current building code and require repair. More importantly, the foundations for the temporary bracing of the historic stadium wall must be installed where the circumferential stairs are. It would not be feasible to install these foundations elsewhere, nor to demolish only parts of the stairs. The circumferential stairs will be rebuilt. The design will closely parallel the existing stairs, with the rise, run, landings and handrails meeting current code requirements.**

The seating bowl, considered an historical significant element by some, would be modified to provide accessibility and improved seating comfort, preserving the existing seating configuration intact every third section, except in the location below the press box where it has been disrupted to improve space (comfort) and site lines (view).

GREEN BUILDING ELEMENTS

Water Conservation. Other sustainability systems are related to water conservation and stormwater drainage and treatment, such as minimizing increases of impervious surfaces, site retention and treatment of runoff. **Alternatives available are being studied for their long range value and benefits. Maintenance costs and water savings potential are being compared, such as waterless urinals vs. gray water ultra low flush fixtures, ultra low flow and/or dual flush toilet fixtures. An underground storm water collection and storage tank would be expanded and developed to collect and store rainwater from roof drainage in addition to site run off. This water may be used for landscape irrigation, cleaning and stadium wash down, among other reuse opportunities. (Source: K.C. Smith, HNTB, 7/09)**

(p. 3-49 of the Integrated Projects EIR)

STADIUM SIZE AND CAPACITY

One net result of seismic, code and program improvements would be a lower seating capacity at the improved CMS, reducing the current capacity of approximately 72,000 spectators **(including fewer than 200 accessible seats)** by more than 10,000. The proposed seating count, including the proposed University Level, is estimated at ~~60,675~~ **60,020 at the end of all Stadium work, which includes 795 accessible spaces and companion seats; upon completion of Stadium West project, seating capacity is estimated to be 63,200 with 632 accessible spaces and companion seats.** Currently, there are about 200 to 250 daytime occupants of the stadium's offices, weight rooms and other spaces. The University anticipates that the proposed CMS project would result in about 700 daytime users, including the 450 athletes who would use the SAHPC.

STADIUM INTERIOR: PROGRAM

Within the proposed CMS project, the programmatic functions would be vertically layered. The new athletic facilities would be provided in the SAHPC at the west, above which would be the new west plaza

(~~Grade Plaza~~ Level). The game day functions would occur at the concourse levels. Figures 3-7 and 3-8, which show sections of the west and east sides of the CMS, help demonstrate the relation among proposed stadium uses at each proposed level of the CMS.

On the east side of the CMS, which is shown in ~~Figure 3-8~~ Figure 3-7, the vertical layering of program functions would be as follows:

- .. Lower Concourse and Concessions Level (el. ..+453 feet)
- .. Street Concourse Level (at grade of Stadium Rim Way)
- .. Upper Deck Level (el. ..+485 feet)

~~Figure 3-8~~ Figure 3-7¹ shows a stadium section (west side) at the 50-yard line. The vertical layering of program functions would be as follows:

- .. Student Athlete High Performance Center (below grade)
- .. ~~Grade Plaza~~ Level .. Main Concourse Level
- .. Stadium Club Level
- .. Stadium Club Mezzanine Level
- .. ~~Broadcast~~ Camera Level
- .. Press Level
- .. University Level (including an outdoor deck)

See revised Figure 3-7.

(p. 3-50 of the Integrated Projects EIR)

STADIUM INTERIOR: GAME DAY AMENITIES

Changes within the existing CMS are proposed to improve the safety and enjoyment of stadium patrons on game days. A summary of proposed changes to the grade and main concourse levels is listed below:

- .. widened concourses accessed from the west plaza above the SAHPC up from grade by wide stairways in lobbies on the west and north
- .. expansion of the entrance at grade from the south plaza by extending the floor level **(although not currently part of CMS West, this remains part of the overall CMS project and would be implemented in a later phase)**
- .. a new Lower Concourse on the east side of the seating bowl (which contains the student section) that provides food service and toilet facilities
- .. preservation of the existing concourse at the back of the seating bowl along Stadium Rim Way with the addition of openings into the lower east concourse for light and ventilation
- .. new concessions on the new concourse and portable concessions at the Upper Concourse
- .. new top of bowl west side ~~Broadcast~~ Camera Level

Limited areas of upgraded seating are proposed on the west side of the stadium bowl. Upgraded seating would provide more area for each patron with **a limited number of stadium chairs and** widened benches spaced further apart than existing seating. The proposed east Lower Concourse would provide patrons with access to seating for persons with disabilities located at mid-bowl.

PRESS BOX AND UNIVERSITY LEVEL WEST BOWL PROGRAM

The CMS project would include a new two-level elevated press box on the west side. Visual simulations of the proposed press box, based on preliminary conceptual designs for the press box, are provided in Figure 3-13. The press box replacement is a component of Phase 2 seismic upgrade and renovation. Currently, a temporary press box is in service that was designed as an interim facility to replace the seismically unsafe previous press box. In addition to accommodating broadcast and writing press functions, coach's boxes, scoreboard and sound control rooms on the lower level, the structure includes space for premium amenities that contains a club room and designated adjacent outdoor club seating, providing patrons the options of comfort and spectator services. This upper level of the structure has been designed to provide as low a profile as possible.

The Project as currently proposed involves slightly raising the height of the press box from the previously reviewed size, in order to improve sight lines and bring more mechanical equipment inside the structure (rather than placement on the roof). The change was considered warranted as study of sightlines from the broadcast booth showed views would be partially obscured. Overall, the box would be about 30 inches (at the east) and 38 inches (at the west) higher than previously proposed, allowing floor to ceiling heights to increase slightly while maintaining a low but functional profile. See Appendix A, indicating the height change is barely discernable at any distance from the box.

A cantilevered balcony would extend out above the top of the existing historic exterior wall 18 feet. The balcony is envisioned to be constructed with steel trusses extending to support a deck of thick laminated glazing forming a translucent walking surface. This exterior balcony would extend the full length of the press box and extend around the ends overlooking the playing field and providing an extraordinary place to gather with spectacular views to the campus and bay beyond. The lightness of the structure as a whole would be enhanced by a minimalist approach to the framing and wall infill being built of steel and glass of the smallest dimensions.

At a ~~mezzanine~~ level located above the main concourse, an interior club (**the Stadium Club**) with adjacent club seating in the seating bowl, with new wider treads and seats, is proposed. **This space has been divided to include a mezzanine above the Stadium Club level for club space and access and egress to the bowl seating. Elevator access at this level serves expanded accessible seating.** ~~The new seating would be provided with 2 feet 6 inch spacing between the benches.~~ Located on a new elevated section, the seating would allow for a larger club space with views of the San Francisco Bay to the southwest and into the seating bowl in the other direction.

(p. 3-53 of the Integrated Projects EIR)

EXTERIOR PLAZAS

Activities and rallies which precede a Cal football game and occur at halftime require large areas to congregate and assemble. Providing patrons with a safe and comfortable game day experience is one of the project goals. The existing concourse would be accessed from the new west plaza above the SAHPC, up existing stairways from the west, northwest and south, helping to reduce over crowded conditions currently existing. The north plaza, adjacent to Memorial Gate at the north end of the CMS provides a transition and circulation space to Maxwell Family Field and the driveway lane along its east border and up from the grand stair leading to the stadium from campus at the Hass School of Business crosswalk. The north plaza would be located above the **Athletic Service Center, if constructed**, or the future loading dock to be built with the Maxwell Family Field parking structure. Also, in association with the Maxwell Family Field parking structure would be the daylighting Strawberry Creek and the creation of a cascade

following the grand stair down to Gayley Road. The existing drain piping would be interrupted by the excavation of the parking garage that intersects the underground culverts, Little Inch and Big Inch. These improvements would be deferred until the construction of this phase.

Athletic Service Center: The design of the Student Athlete High Performance Center (SAHPC) now under construction west of the historic Stadium includes a “living landscape” on its top plaza that wraps around to the north, at the base of the historic stadium wall. In the interim before Maxwell Family Field Parking Structure and loading dock are constructed, the Project seeks to integrate this plaza with the existing Maxwell Field. If feasible, the Project would therefore include an Athletic Service Center component.

(p. 3-56 of the Integrated Projects EIR)

AIR HANDLING/MECHANICAL EQUIPMENT

There would be a mechanical equipment area included in the south plaza as part of Phase 1, embedded in an embankment and roofed over, screening it entirely from the neighborhood to the east. The walking surfaces in these areas would be repaved in a later phase. Measures would be taken to ensure that all noise from mechanical equipment would be mitigated to meet the City of Berkeley noise ordinance. Where required, sound attenuators would be provided on equipment to meet these measures. Air handling units for the proposed SAHPC would be located inside the building. Wherever possible, mechanical equipment would be hidden from view by architectural enclosures. **The cooling tower hours of operation will be restricted to ensure operation complies with the City of Berkeley Noise Ordinance, and sized to ensure the energy efficiency of the HVAC system. There will be many hours of operation where conditions will only require the pumps to run (no fans) and sound levels will be significantly lower. The fans are specified with low noise fiberglass ‘tuneable’ blades. The cooling tower noise levels will be within the city code levels free standing without any screenwalls or enclosure. Thick concrete walls with air grille openings do, however surround the cooling tower equipment and provide screening and additional noise barriers (HNTB, July 2009).**

ENERGY&GAS

The CMS project would follow 2020 LRDP policies and the UC Green Building Policy, which is included in Appendix D, with the new SAHPC designed to a standard at least equivalent to LEED 2.1 with a goal of equivalency to LEED silver, and designed to outperform Title 24 of the California Energy Code.

A central energy management system would be provided for the CMS, to control heating and cooling, as well as lighting energy usage. This system would also be connected to the campus central system to allow for remote monitoring. The option is available to also have the ability for the campus system to control the building as well.

WATER

In order to conserve water consumption, low-flow fixtures would be provided in all phases of the project, consisting of the following:

- 1.6 gallons/flush – water closets **(possible dual flush)**
- 0.50 gallons/flush – urinals
- 0.5 gallons/minute – lavatories
- 2-5 **1.75** gallons/minute – showers

STORMWATER QUALITY (p. 3-57)

The stormwater treatment for the CMS project would conform to the 2020 LRDP requirements for hydrology and water quality. These requirements are provided in section 4.4.2 of Chapter 4.4, Hydrology and Water Quality. The CMS project would also comply with the requirements of the City/County NPDES permit. The purpose and requirements of the City/County NPDES permit are explained in section 4.4.2 of Chapter 4.4, Hydrology and Water Quality.

SANITARY SEWER

~~Options are being researched to further reduce wastewater for the project. These include the use of waterless urinals, storm water retention, and percolation systems.~~

Sanitary sewer design for the CMS project includes capping and abandoning existing sanitary sewer structures, relocating existing sewer structures, realigning and connecting sanitary sewer pipes to existing University sewer systems. In coordination with the City of Berkeley, the campus expects to direct some portion of SAHPC flows south in an alignment with Piedmont Avenue to Durant Avenue, as discussed at page 4.9-8 of the IP Draft EIR.

The CMS West project will add flows to University sanitary sewer system. Some points in the sanitary sewer system on the Campus Park will be upgraded to accommodate increased flows. Sanitary sewer for CMS West project will connect from the north side of the Stadium, and extend to a Gayley Road sanitary sewer main to the Campus Park system, to be installed by the campus (personal communication with Dan Leary, Bellecci Associates, July 2009).

STEAM OR CHILLED WATER

Chilled water would be supplied through a system at the south plaza mechanical building. The existing steam infrastructure would be upgraded ~~if funding is secured.~~

(p. 3-66 of the Integrated Projects EIR)

3.6 PHASING OF THE INTEGRATED PROJECTS

UC Berkeley expects to complete and submit the focused Integrated Projects EIR to The Regents for their consideration in fall 2006. This focused Integrated Projects EIR makes conservative assumptions regarding construction, to better understand the severity of possible construction related impacts. Although the construction phasing of the Integrated Projects is ultimately subject to fundraising, this EIR predicts a possible construction schedule, which is reflected in **the original document in** Table 3-6 and 3-7. However, because of funding and fundraising constraints, the Integrated Projects could be implemented over the course of the 2020 LRDP time period.

Table A shows the current anticipated schedule for the Integrated Projects East, which have been significantly impacted by litigation delay.

TABLE A
CONSTRUCTION PHASING FOR CALIFORNIA MEMORIAL STADIUM SAHPC AND CMS WEST (ANTICIPATED)

	2011				2012			
	1 qtr	2 qtr	3 qtr	4 qtr	1 qtr	2 qtr	3 qtr	4 qtr
SAHPC Construction								
Surge Facilities Construction, Occupancy & Restoration (R)	<i>Surge space occupied</i>				R			
CMS West Construction								
Surge Field Construction, Occupancy & Restoration	<i>Surge-related field use</i>							R
Home Games			OFF SITE					

INTEGRATED PROJECTS EAST

The Integrated Projects East projects would begin before the Integrated Projects West. The CMS project would be the first Integrated Projects East project and it would occur in three phases. **Updated** Figure 3-16 provides a phasing plan for the Integrated Projects East. In the first phase (Phase 1), the SAHPC would be constructed, including the plaza on the west side of the CMS **above the SAHPC**. The grand stair would be constructed in ~~two periods~~ **the CMS West/Phase 2 project**. ~~The south one half (or more) of the grand stair, along with the complete ADA ramp adjacent to it, would be constructed along with the SAHPC.~~ This would allow ADA access to the plaza and the other facilities at the west side of the CMS.

Along with construction of the Maxwell Family Field parking structure project (Phase 1B), ~~the northern portion of the grand stair would be completed since that work would have been subject to damage or otherwise interfered with the parking structure construction if installed earlier.~~ **the campus would undertake** the daylighting of Strawberry Creek and the construction of the ~~portion of the north plaza by the Memorial Gate and permanent~~ loading dock **would also occur during Phase 1B**. The Gayley Road improvements would occur concurrently with the Maxwell Family Field project.

Phase 2 would include the CMS west improvements, including the press box, north ~~and south~~ plaza and CMS retrofit, field lighting (**field lighting this phase includes installation of east vertical poles**) and sound system. Phase 3 of the CMS project would be the **south plaza and** east stadium seismic and program improvements, including the new concourse and **possibly an** east seating structure with lighting incorporated.

Concurrent with the east stadium improvements, the east curb of Rim Way Road would be shifted eastwards to provide a wider pedestrian circulation path on the west side of a wider street and possibly a sidewalk on the east side, in conjunction with crosswalks. Programmatic goals for Phase 3 are to take the final steps to improve accessibility at the CMS, and address game day comfort and amenities, particularly for the student section on the east side of the CMS.

During construction of Phase 2 /**CMS West** ~~there are two sequencing possibilities:~~

- ~~• Maxwell Family Field and parking structure is under construction or has been constructed.~~
- ~~• Maxwell Family Field and parking structure is not being constructed.~~

~~In this first situation, Phase 2 construction operations occurring inside and at the north, west and south sides of the CMS would be constrained by the SAHPC in place~~ **under construction** on the west side ~~and the parking structure work either underway or completed on the north.~~ Consequently, the Phase 2 work site could be primarily the south side of the CMS, operating in the vacated south plaza. In this period some additional staging could be placed inside the stadium, on the existing field or in other areas of the CMS not being affected by ongoing construction operations. For additional space for storage, staging, ~~and contractor facilities,~~ **and other Stadium uses displaced by construction including team facilities and practice field,** nearby athletics department (or other UC) properties east of the CMS could be used. In all cases, including game days, emergency access and egress would be carefully considered and maintained.

For those operations which could be benefited by tower crane usage, it is probable that a series of **up to four** tower cranes could be set inside the west stadium bowl to provide assistance in concrete, steel and other general building materials handling. Standard cranes could be used for the heavier loads of off-site fabricated materials for the primary structural framing, risers sections and seating being installed over the new north and south seismic foundation blocks and along the stadium's west side. The press box structure similarly would be prefabricated and erected atop the west side of the restored seating bowl. Once enclosed the CMS' interior finish work could progress with significantly less outward expression or impact.

The performance of the work, ~~spread over three or more construction seasons,~~ would likely progress from **the west center and spread north/south simultaneously (per Milano 7.09),** ~~north to west and then to a finish at the south end of the CMS.~~ Careful and timely planning would be required to perform the work, but such is often the requirement of work located in "downtown" worksites, with more site restrictions.

As updated December 2010, the construction staging plan for the CMS West work would occur in three phases: tenant relocation and building abatement (completed); demolition of non game day interiors and installation of shoring while games occur at the CMS in 2010 (completed); deconstruction and reconstruction in a closed stadium, December 2010 through August 2012 (underway).

- The North Tunnel will be the primary point of access for the Project with secondary daily access for trucks at the south end of the stadium at Prospect Street. Both access points will be heavily used during the demolition phases and structural replacement portions of the work, December 2010 through December 2011. After these elements are complete, the use frequency will taper dramatically. Both access points will be used daily throughout the duration of the project.

- The eastern perimeter of the stadium at Rimway road will be the location for temporary facilities, tool storage, parking and material staging. Set up to begin December of 2010, after the conclusion of the home football schedule.

- Installation of up to four tower cranes will take place between March and April of 2011.

- The small parking lot on the south end of the stadium will be used for material laydown and staging in addition to routine access to the project site for delivery and removal of material, December 2010 through August 2012.

- Logistics plans include stormwater pollution prevention, detailed pedestrian protection plans, tree protection plans, crisis management plans, and working hour plans. (source, Webcor, 8.19.09 Preliminary Logistics Plan)

- Existing programs housed in the CMS would be housed in approximately 28,000 GSF of temporary facilities established east of the CMS, at Witter Field and related parking. Facilities would be removed upon completion and occupancy of the SAHPC (approximately winter 2011/12) and parking restored.

Construction of Phase 3 would be performed primarily by gaining access to the worksite from Stadium Rim Way. In that case, the parking lane on the east side of the roadway would be converted to a drive lane and the rim side roadway space converted to a work site. Demolition, earth moving, and new concrete construction would make use of the roadside area. For storage and staging, nearby athletics department (or other UC) properties could be used.

~~In the second case identified above,~~ Where construction of the Maxwell Family Field and parking structure has not been performed (or started), access to construct project Phase 2 could be materially enhanced since the current parking lots and driveways located north of the CMS could be used for storage, staging and to directly access the work areas in the north half of the CMS. Some reduction in time of performance for these sub-phases likely could be achieved by permitting simultaneous work progress to occur on the multiple fronts at the north, south and west.

(p. 4.0-7 of the Integrated Projects EIR)

4.04 CUMULATIVE IMPACT ANALYSIS

Please see Exhibit C for a list of cumulative projects as of December 2010, updating information in this section.

(p. 4.6-21 of the Integrated Projects EIR)

Impact NOI-IP-6: Noise resulting from demolition and construction activities in the Integrated Projects West and Integrated Projects East areas, **as well as noise resulting from activities temporarily displaced into the immediate environs of the Integrated Projects due to construction, such as football practice that would occur upon Witter Field during Stadium construction,** would, in some instances, cause a substantial temporary or periodic increase in noise levels, in excess of local standards prescribed in Section 13.40.070 of the City of Berkeley Noise Ordinance at affected residential or commercial property lines.

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 CMS in the Integrated Projects East area and the various additions and modifications to buildings planned in the Integrated Projects West area, because of their location at the edge of the campus area, would intermittently result in noise levels exceeding limits set forth in the Berkeley Noise Ordinance. Noise levels would intermittently and periodically substantially

exceed existing ambient noise levels at the receiving properties. 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. **Activities temporarily displaced to Witter Field by construction in CMS would employ measures identified below to minimize noise exposures.** However, even after implementation of these continuing best practices and mitigation measures, the noise impact from construction would be *significant and unavoidable*.

IP SEIR Mitigation Measure NOI-6-a: Amplified crowd noise at the temporary location for football practice, Witter Field, would be used consistent with past practice by football for only approximately 45 days of the year, would be limited to Monday through Thursday, and would occur on a number of practice plays within four five-minute intervals within an hour, during no more than two hours each day. The goal in practice is to run 25 to 28 plays within the four five-minute intervals (25 to 28 plays within the total 20 minute period) that include crowd noise; each play may take 15 to 20 seconds. Therefore, the highest possible number of minutes in an hour with crowd noise would be 20 seconds X 28 plays, or just less than 10 minutes within each hour. Practices with crowd noise would occur mornings in the fall, and would only occur after 8 am. Prior to the commencement of this activity at Witter, UC Berkeley would publish a notice of the anticipated hours for crowd noise use.

IP SEIR Mitigation Measure NOI-6-b: During practices as delimited in IP SEIR Mitigation Measure NOI-6-a above, amplified crowd noise would not be piped through south-facing speakers. Any speakers used for crowd noise would be modified with plywood baffles behind each speaker.

IP SEIR Mitigation Measure NOI-6-c: Prior to commencement of football practice that entails the use of crowd noise in the fall, UC Berkeley EH&S staff would test and measure amplified crowd noise equipment and may make recommendations regarding the location of speakers or the equipment amplification levels (including manually controlling amplification levels) to at once accomplish practice goals and reduce impact upon the surrounding neighborhood. The recommendations shall be implemented by UC Berkeley Intercollegiate Athletics staff and UC Berkeley EH&S Staff shall periodically monitor football practices using amplified crowd noise to ensure that its recommendations are being implemented effectively.

[Excerpt of Chapter 4.10]

4.10 PHASING CONSIDERATIONS

As explained in Chapter 3, development of the Integrated Projects would occur in several phases, which could be implemented over the course of the 2020 LRDP time period. The implementation sequence would be dependent on a variety of factors. For example, it is not certain that the University will secure funding necessary to develop the entire Integrated Projects, so it is possible that certain components or combinations of components may be eliminated from the Integrated Projects program. Previous chapters have analyzed the impact of building the Integrated Projects as a whole. Though not required under

CEQA Guidelines, this chapter analyzes the environmental impacts and tradeoffs of different phasing scenarios.

The chapter focuses on proposed phasing sequences of the Integrated Projects East, ~~as illustrated in Figure 4.7-1 through 4.7-3.~~ The Integrated Projects West area is located on the Campus Park where changing construction and implementation schedules largely impact the campus community. Because the Integrated Projects East area is located in the City Environs, where construction and timing are of broader community interest, the discussion focuses on the Integrated Projects East. For the purposes of discussion, specific components are grouped into three phases as follows:

- Phase 1A: Student Athlete High Performance Center (SAHPC), west plaza above the SAHPC, and part of the grand stair.
- ~~Phase 1B: North plaza, Maxwell Family Field and parking structure/loading dock, remainder of grand stair, and Strawberry Creek daylighting + Phase 1A components~~
- Phase 2: California Memorial Stadium (CMS) west -- Stadium retrofit, press box, east and west field lighting, stadium sound system, and grand stair completion. Possibly development of Athletic Service Center. ~~south plaza + Phase 1 components~~
- **Phase 2B (or 3B): Maxwell Family Field and parking structure, Strawberry Creek daylighting**
- Phase 3: Stadium east -- New concourse and east seating structure + Phase 1 and 2 components

The impact analysis will be based on the standards of significance applied in previous chapters, as well as unanticipated impacts that could result in the unique circumstances of different phases.

4.10.3 PHASE 2: STADIUM WEST -- STADIUM RETROFIT, PRESS BOX, ALL FIELD LIGHTING, STADIUM SOUND SYSTEM, AND ~~SOUTH PLAZA~~ + PHASE 1 COMPONENTS + POSSIBLE ATHLETIC SERVICE CENTER

PRINCIPAL CHARACTERISTICS

Phase 2 would include the CMS west retrofit, press box, stadium sound system, stadium lighting on the east and west sides, ~~and the south plaza~~, in addition to previous components in Phase 1. **Phase 2 may also include the Athletic Service Center.** ~~The development of the south plaza at the current site of an existing surface parking lot is also included in this phasing scenario. In other words, this phasing scenario encompasses the development of all Integrated Projects East components except the stadium east improvements.~~

This section will also address potential impacts of a different phasing approach, in which the Maxwell Family Field and associated parking structure and loading dock are not developed prior to beginning construction on the Phase 2 components. It is possible that these projects could be delayed until after the stadium west components are constructed, in order to facilitate construction staging at CMS. Stadium improvements could be completed more rapidly if staging were to take place at the Kleeberger parking lot, and this would not be possible if the Maxwell Family Field components were completed or under construction at the time of Phase 2 commencement.

IMPACT ANALYSIS

Development of only Phases 1 and 2 would not create unique conditions relating to the interaction of built and omitted components of the Integrated Projects East. ~~Some of~~ ~~However,~~ if the Maxwell Family Field components could be included in the Athletic Service Center while others could be were delayed or omitted entirely, ~~several significant impacts would arise in the development of Phase 2.~~ Impacts and mitigation measures relating to the development of Phase 1 and 2 components can be found in previous chapters, while impacts resulting strictly from not developing some project components can be found in the No Projects Alternative section of Chapter 5.

AESTHETICS

No unique aesthetic impacts would result from building Phases 1 and 2 as described and omitting the Phase 3 component. However, if the Maxwell Family Field elements were not completed prior to Phase 2 activity, the visual character of the site at the physical boundaries of the Phase 2 area would not be addressed. An alternative design for the edge between built components and the existing Maxwell Family Field site would be needed to improve this aesthetic condition. The transition between the project phases and limits will be sensitively and aesthetically developed. Within the budget limits the improvements will extend into adjacent sites and to street frontage. All areas disrupted by the improvements will be restored or compatibly enhanced.

GEOLOGY, SEISMICITY AND SOILS

No impacts would result from building Phases 1 and 2 and omitting the Phase 3 component. If Maxwell Family Field elements were delayed until after Phase 2, there would be no impact on geology, seismicity, and soils. The seismic impacts of earlier phasing scenarios are eliminated in Phase 2 through seismic retrofit. The location of the proposed Athletic Service Center and the site of the temporary surge facilities required for this scenario are outside the areas identified as susceptible to fault rupture by the University's consultants, and the users of these facilities would not be new users brought to a seismically active site, but rather existing CMS users.

HYDROLOGY AND WATER QUALITY

No hydrologic or water quality impacts would result due to this phasing scenario. Impacts relating to an increase of impervious surfaces and increased runoff volume on the west side of CMS in Phase 1 would have been resolved by placing the Kleeberger surface parking underground in the Maxwell Family Field parking structure, and replacing the surface lot with permeable surfaces in the north plaza and a daylighted Strawberry Creek. Phase 2 would continue to improve these conditions through the installation or expansion of a drainage and water storage system ~~replacement of the south parking lot with a permeable plaza in the south.~~

However, proceeding with Phase 2 before developing the Maxwell Family Field elements would continue to allow water quality impacts described in Phase 1. The earlier development of Phase 1 components would increase impervious surfaces due to the partial loss of the existing wooded area to the west of CMS and the creation of the west plaza hardscape. In this alternative scenario, the improvements associated with the Maxwell Family Field elements that would resolve these impacts would not be built. Therefore, the Phase 2 proposal has been revised to ensure no net increase of stormwater runoff from any phase of the CMS with the improvements as described above at revisions to page 3-29. These changes have been reviewed and endorsed by public works staff of the City of Berkeley (Leary/Bellecci, July 2009). ~~While proposed stormwater treatment in Phase 1A would partially mitigate the impact of increased impervious surface by retaining and reducing peak runoff flows, this alternative~~

~~phasing scenario would result in increased runoff volume, potentially impairing water quality if not mitigated.~~

LAND USE

No land use impacts would result due to this phasing scenario. **The project would not immediately meet a 2020 LRDP objective to “replace and consolidate existing university parking displaced by new projects”. That objective would be met in the future with the construction of the Maxwell Family Field parking structure. Projects that do not embody a particular 2020 LRDP objective do not perforce conflict with the 2020 LRDP. The Integrated Projects embody many 2020 LRDP objectives and do not conflict with an applicable land use plan.** However proceeding with Phase 2 before developing the Maxwell Family Field elements would result in a conflict with the 2020 LRDP. The removal of the parking lot south of CMS would be necessary to construct the south plaza. However, in this phasing scenario, the Maxwell Family Field parking structure would not be built, and the parking lost from the south lot would not be replaced. In addition, parking displaced in Phase 1 would remain unreplaced. Parking in Kleeberger lot would be reduced to accommodate construction staging on the north side of the CMS, and would not be replaced. This pattern conflicts with a policy of the 2020 LRDP, to “replace and consolidate existing university parking displaced by new projects”

TRANSPORTATION AND TRAFFIC

No transportation and traffic impacts would result due to this phasing scenario. However, proceeding with Phase 2 before developing the Maxwell Family Field elements would result in lost parking. The removal of the parking lot south of CMS **in Phase 3** would be necessary to construct the south plaza. However, in this phasing scenario, the Maxwell Family Field Parking Structure would not be built **prior to the CMS project**, and the parking lost from the south lot would not be **immediately** replaced. Parking in Kleeberger lot would be reduced to accommodate construction staging on the north side of the CMS, and would not be **immediately** replaced. In addition, parking displaced in Phase 1 would remain unreplaced. This pattern would result in ~~inadequate~~ **reduced** parking capacity and ~~increased traffic and lower levels of service in the project vicinity.~~ **Upon completion of CMS West, the net loss of parking in the CMS vicinity would be 273 spaces. Until development of the Maxwell Family Field Parking Structure, consolidated parking is available at the Underhill structure which opened in August, 2007 and in 2009 was at only 80% occupancy during peak periods (source: Final Technical Memorandum, Nelson/Nygaard Consulting, Parking Supply & Demand Assessment, May 2010, page 9).** The 2020 LRDP contemplates that during the 15-year planning period of the 2020 LRDP that temporary **fluctuations in parking supply may occur on campus, including parking spaces being displaced by new projects until such time as new parking structures can be built. Revised state CEQA guidelines and University policy promote closer scrutiny of the impulse to expand parking supply. Recent changes to the CEQA Appendix G checklist have eliminated parking shortages as a threshold of significance. Updated campus parking inventories and the decline in the campus drive alone rates indicate reduced campus parking demand such that it is estimated the University parking supply will exceed demand through at least 2014. If the Maxwell Family Field Parking Structure were not built, intersection impacts associated with vehicle trips to and from the parking structure would not occur.**

(p. 5-6 of the Integrated Projects EIR)

5.2 PROJECTS WITH NO NEW PARKING ALTERNATIVE *(Excerpts focus on changed language)*

LAND USE

Non-parking components in this alternative would result in impacts identical to those of the proposed Integrated Projects, since no changes would be made. **The Integrated Projects under this scenario would not immediately meet a 2020 LRDP objective to “replace and consolidate existing university parking displaced by new projects”. That objective would be met in the future with the construction of the Maxwell Family Field parking structure. Projects that do not embody a particular 2020 LRDP objective do not perform conflict with the 2020 LRDP. The Integrated Projects as proposed embody many 2020 LRDP objectives and do not conflict with an applicable land use plan. This alternative would have the same land use impacts as the proposed project.** With regards to the elimination of the parking structure, land use impacts result in a substantial deterioration compared to the project. A stated policy of the Campus Access section of the 2020 LRDP is to “replace and consolidate existing university parking displaced by new projects.”² This alternative would result in the displacement of 611 existing parking spaces (546 marked and 65 attendant)³ and would not replace that parking in a consolidated location, resulting in a conflict with an applicable plan.

TRANSPORTATION AND TRAFFIC

Bicycle and pedestrian improvements would be implemented under this alternative, but it would result in the loss of 611 existing parking spaces that would not be replaced. ~~This would create a new significant parking impact because the alternative would result in an inadequate parking capacity. The additional parking demand estimated in the 2020 LRDP EIR would not be satisfied.~~ Although some existing and future drivers may shift to transit and other travel modes, many would continue to drive. In addition to University employees and students, residents and visitors in the surrounding environs would also experience greater parking difficulties. Parking conditions during special events would also be further exacerbated.

Since the reduction in the parking supply may reduce the number of drivers to campus, this alternative could reduce the expected future congestion at the impacted intersections. However, there is also potential for local traffic congestion to increase, as the result of longer searches for available parking by those who would continue to drive to campus.

Since the reduction in parking supply may increase the number of transit users, the alternative may result in new AC Transit, BART, or BEAR Transit significant impacts. Since the other components of the Integrated Projects would be implemented under this alternative, other impacts would be similar to the proposed project impacts. ~~The alternative represents a substantial deterioration compared to the proposed project.~~

The 2020 LRDP notes that year 2020 parking targets may be adjusted in the future to reflect changes in market conditions and parking demand (2020 LRDP p. 28). At the time of the 2020 LRDP total parking space demand in 2020 was projected to be 9,990 spaces (2020 LRDP p. 14, table 2). Since the time of the LRDP analysis campus drive alone rates have continued to decline and the increasing focus on sustainability and carbon reduction goals have contributed to the use of alternative means of campus access. In 2010, total parking space demand in 2020 was projected to be 5,956 spaces, which represents

a reduction of more than 4,000 projected spaces. In 2009, the California Natural Resource Agency cited UCLA Professor Donald Shoup explaining that parking availability and search behavior is influenced by pricing and parking management; the agency adopted changes to its recommended environmental checklist. Inadequate parking is not itself an adverse environmental impact under CEQA. Updated campus parking inventories and the decline in the campus drive alone rates indicate reduced campus parking demand. If the Maxwell Family Field Parking Structure were not built, intersection impacts associated with vehicle trips to and from the parking structure would not occur. To the extent the Parking Structure increased impacts at area intersections, this alternative would improve transportation and traffic impacts over the proposed project.
