

5 ALTERNATIVES

This section evaluates alternatives to the Southeast Campus Integrated Projects (Integrated Projects), and examines the potential environmental impacts of each alternative. The relative advantages and disadvantages of each alternative are assessed in comparison to the Integrated Projects as described in Chapter 3.

CEQA Guidelines require that selection of the range of alternatives evaluated in an EIR be governed by a rule of reason. CEQA does not require every conceivable alternative to be evaluated, nor does it require the consideration of infeasible alternatives.¹ Section 15126.6 of the CEQA Guidelines states the factors that may be taken into account in determining the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, other regulatory constraints, and jurisdictional boundaries.

CEQA Guidelines also state that the evaluation of the alternatives must focus on those capable of either avoiding or substantially reducing any significant environmental impacts of the project, even if the alternative would be more costly or would impede, to some extent, the achievement of the project objectives stated in Chapter 3. On the other hand, the evaluation need not address alternatives for which implementation is remote or speculative, and the assessment of alternatives need not be presented to the same level of detail as the assessment of the project.

CEQA Guidelines also require consideration of a “No Project Alternative” in every EIR. In project EIRs, the No Project Alternative is assumed to be one in which no further development would occur within the plan area or on the project site. Such an alternative is considered as the No Projects Alternative for the Integrated Projects.

Another CEQA requirement is that the environmentally superior alternative be designated. If the alternative with the least environmental impact is the No Project Alternative, then the EIR must also designate the most environmentally superior alternative.

The alternatives selected for evaluation in this section, therefore, represent those which have the potential to lessen or avoid the identified significant and unavoidable impacts of the Integrated Projects. Alternatives analyzed in this chapter include:

- No Projects Alternative
- Projects With No New Parking Alternative
- Reduced Size Alternative
- Dispersed Program-Berkeley Alternatives
- Dispersed Program-Albany Alternative

Table 5-1 summarizes the environmental impacts of each alternative in comparison to the Integrated Projects.

TABLE 5-1

COMPARISON OF PROJECT ALTERNATIVES

Impact Factors	No Projects	Projects with No New Parking	Reduced Size	Dispersed Program #1 Berkeley	Dispersed Program #2 Albany
Aesthetics	++	+	++	+	--
Biological Resources	0	0	0	0	--
Cultural Resources	++	+	+	0	--
Geology, Seismicity, and Soils	--	0	0	0	++
Hydrology and Water Quality	--	--	0	0	0
Land Use	0	--	0	--	--
Noise	++	0	0	0	++
Public Services – Emergency Access	0	0	0	0	--
Transportation and Traffic	++	--	+	+	--
Utilities and Service Systems	++	0	0	0	--
++	Substantial improvement compared to the proposed project				
+	Insubstantial improvement compared to the proposed project				
0	Same impact as proposed project				
--	Insubstantial deterioration compared to the proposed project				
--	Substantial deterioration compared to the proposed project				

5.1 NO PROJECTS ALTERNATIVE

PRINCIPAL CHARACTERISTICS

Under the No Projects Alternative, none of the proposed components of the Integrated Projects would take place. California Memorial Stadium (CMS) would not undergo program and seismic improvements, and the Student Athlete High Performance Center (SAHPC) would not be built as proposed. There would be no increase in capacity events at the CMS, beyond the existing up to eight football games annually. Maxwell Family Field would remain as it is, and parking would continue to be located in existing lots. The Law and Business Connection would not be constructed, and program improvements in the Law School and Business School buildings would not take place. Under the No Projects Alternative, the College Avenue houses and Calvin Laboratory would remain in their current location. No landscape or pedestrian/bike improvements would occur on or near Piedmont Avenue or Gayley Road, and no renovations would be made to the Piedmont Avenue houses.

Since the 2020 LRDP identifies a need for 1 million gross square feet of additional built space in the Campus Park and 400,000 gross square feet in the Adjacent

Blocks South, projects similar in program and character to the Integrated Projects could be proposed at a later date.

IMPACT ANALYSIS

AESTHETICS

The No Projects Alternative would not result in significant aesthetic impacts, since no change in the form or character of the project area would occur. The parking structure at Maxwell Family Field would not alter the character of Gayley Road, and views beyond the near ground vegetation would not be significantly altered from Panoramic Hill by a new press box above the rim of the CMS. Therefore the No Projects Alternative would be considered a substantial improvement over the proposed project.

BIOLOGICAL RESOURCES

The No Projects Alternative would not result in significant biological impacts, since no development activity would occur. However, since the Integrated Projects were determined to have no significant effect on biology in the Notice of Preparation, the No Projects Alternative is considered to have the same impact as the proposed project.

CULTURAL RESOURCES

The No Projects Alternative would not result in significant cultural resource impacts, since no development activity would occur. The Integrated Projects would have several significant impacts on cultural resources, including impacts relating to changes to the west of the CMS to allow for construction of the SAHPC, and changes to the seating bowl and rim, and the removal of Calvin Laboratory and the College Avenue houses on the Campus Park. The No Projects Alternative is considered to be a substantial improvement compared to the proposed project.

GEOLOGY, SEISMICITY, AND SOILS

The No Projects Alternative would not result in significant geologic impacts, since no development activity would occur. However, the Integrated Projects would have no significant impact on geology, seismicity and soils. The No Project Alternative would continue to place people at risk given the current seismic condition of the CMS. Therefore, the No Projects Alternative is considered to be a substantial deterioration compared to the proposed project.

HYDROLOGY AND WATER QUALITY

The proposed projects include significant benefits to water quality and stormwater runoff volumes, with the planned consolidation of existing parking areas within a new parking structure located underneath Maxwell Family Field, and increase in pervious surfaces. Under the No Projects Alternative, no improvements would be implemented, and therefore no benefits to hydrology and water quality would be provided. Although there would be no construction impacts under the No Projects Alternative, the proposed projects include mitigation (SWPPP implementation, among others) that reduce construction-related impacts upon water quality and hydrology to a less than significant level. The alternative is considered to be an insubstantial deterioration over the proposed project because existing pervious surfaces would not be replaced with impervious surfaces.

LAND USE

Under the No Projects Alternative, land uses in the project area would not change, and as a result, no significant land use impacts would occur. However, since the proposed project would also not result in significant impacts, the No Projects Alternative is considered the same impact as the proposed project.

NOISE

Under the No Projects Alternative, there would be no change in the noise environment in the Integrated Projects area and its environs or at residential receivers on Panoramic Hill. Since noise impacts associated with the Integrated Projects would not occur, the No Projects Alternative would be considered a substantial improvement compared to the proposed project.

PUBLIC SERVICES—EMERGENCY ACCESS

The No Projects Alternative would not result in more capacity events at the CMS, would not alter existing conditions regarding emergency access, evacuation and response. However, the proposed project would also not result in a negative impact to emergency access, evacuation and response; the No Projects Alternative is considered to have the same impact as the proposed project.

TRANSPORTATION AND TRAFFIC

Under the No Projects Alternative, there would be no change in traffic patterns and transportation circulation in the Integrated Projects area and the surrounding environs. Since transportation and traffic impacts caused by the Integrated Projects would not occur, the No Projects Alternative would be a substantial improvement compared to the proposed project. However, bicycle and pedestrian improvements would also not occur.

UTILITIES AND SERVICE SYSTEMS

Without the addition of any new buildings, the No Projects Alternative would not increase demand for utilities, or result in the need to build infrastructure. Since construction-related utilities impacts associated with the Integrated Projects would not occur, the No Projects Alternative would be considered a substantial improvement compared to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative would not meet any of the objectives set forward by the Integrated Projects because it would not lead to the development of the project. A critical objective of the Integrated Projects -- to provide seismically safe facilities for students, staff and visitors -- would be left unaddressed, and this failure could have unfortunate consequences at facilities in the project area, such as CMS. Other objectives that would not be met with the No Projects Alternative include enhancement of historic places and improved functionality of existing spaces in the southeast campus, accessibility improvements, and implementation of the 2020 LRDP.

5.2 PROJECTS WITH NO NEW PARKING ALTERNATIVE

PRINCIPAL CHARACTERISTICS

This alternative is designed to avoid or mitigate environmental impacts by eliminating the parking program from the proposal. All other aspects of the Integrated Projects would remain, including the removal of surface parking associated with the Stadium improvements. Maxwell Family Field would remain in its current state, since no parking structure would be constructed beneath it. The Law and Business Connection building would be constructed, and the surface parking around the site would be removed.

IMPACT ANALYSIS

AESTHETICS

This alternative would continue to have one significant and unavoidable impact on aesthetics due to impacts to views from Panoramic Hill. Significant impacts to the visual character of Gayley Road would not occur with this alternative. Therefore, this alternative would be an insubstantial improvement over the proposed project.

BIOLOGICAL RESOURCES

This alternative would have no significant impact on biological resources. No biological impacts were found in the Integrated Projects proposal, and this alternative only eliminates the parking component from the proposal. The alternative would have the same impact as the proposed project.

CULTURAL RESOURCES

This alternative would result in significant and unavoidable impacts to cultural resources. Because the proposed CMS improvements would be executed under this alternative, changes to the CMS would remain significant. Cultural resource impacts of the Integrated Projects West would remain, including demolition of Calvin Laboratory and the College Avenue houses. Given that the culvert alignments would not need to be moved to accommodate the Maxwell Family Field parking structure, daylighting of Strawberry Creek likely would not occur. The grid form field or restroom building at the existing Maxwell Field would not be demolished or altered. The alternative would result in an insubstantial improvement over the proposed project.

GEOLOGY, SEISMICITY, AND SOILS

As with the proposed project, this alternative would result in significant unavoidable impacts associated with renovating the CMS over the Hayward fault, and would therefore be considered the same as the project.

HYDROLOGY AND WATER QUALITY

One of the primary water quality benefits of the proposed project is the consolidation of existing parking areas into a covered parking structure. Eliminating the parking areas would accomplish the same goals, and improve visual quality and pedestrian circulation, and therefore the benefits would be the same under the No New Parking alternative. With proper mitigation, no significant water quality or

hydrologic impacts are anticipated as a result of the construction of the parking structure (see discussion in Chapter 4.4), and therefore this proposed alternative does not provide significant hydrologic or water quality benefits over the proposed project.

In addition, however, this plan would likely not include “daylighting” of a portion of Strawberry Creek, given that the culvert alignments would not need to be moved to accommodate the Maxwell Family Field parking structure. “Daylighting” of Strawberry Creek, assuming proper design practices, is potentially a significant benefit of the proposed project. Thus, the No New Parking Alternative is an insubstantial deterioration compared to the proposed project

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. 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.

NOISE

This alternative is designed to avoid or mitigate environmental impacts by eliminating the parking program from the proposal. There were no noise impacts associated with the parking program. Since the proposed project would also not result in significant noise impacts from parking, the No New Parking Alternative is considered to have the same impacts as the proposed project.

PUBLIC SERVICES—EMERGENCY ACCESS

This alternative would present the same impacts as the proposed projects with regard to public services and emergency access, since it only eliminates the parking structure from the Integrated Projects program. However, any possible benefits of a parking structure in an emergency would also not accrue. The No New Parking Alternative is considered to have the approximately the same impacts as the proposed project.

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.

UTILITIES AND SERVICE SYSTEMS

This alternative would present the same impacts as the proposed project with regard to utilities and service systems since it only eliminates the parking structure from the Integrated Projects program.

ABILITY TO MEET PROJECT OBJECTIVES

The No New Parking Alternative would meet most of the project objectives, with the exception of those associated with the parking structure which would remain unaddressed. Objective VI of the Integrated Projects is to “consolidate parking, reducing the prevalence of surface parking in the landscape of the southeast campus.” This goal would be unfulfilled. In addition, benefits of the parking structure such as the daylighting of Strawberry Creek would be lost. The alternative does fulfill the remainder of the project objectives, however.

5.3 REDUCED SIZE ALTERNATIVE

This alternative would avoid or mitigate environmental impacts by reducing the space and programming proposed under the Integrated Projects. The reduction would apply to the SAHPC, the Law and Business Connection building, and the Maxwell Family Field parking structure.

PRINCIPAL CHARACTERISTICS

Under this alternative, both the programming and the square footage of the SAHPC would be reduced but the project would be developed at the same proposed site. As currently proposed, the SAHPC would provide approximately 146,000 gross square feet of new program space,⁴ including new and improved space for training for about 450 athletes⁵ and administration of athletic programs in 13 intercollegiate sports. The project would include weight rooms, sports medicine facilities, locker rooms, meeting rooms, and offices for coaches and other staff. Potential program cuts associated with this alternative might reduce the number of teams served by the facility. Further, a smaller program might reduce the size of the press box above the west façade, setting it lower or below the rim of the CMS; further reduce the seating capacity of the Stadium; and omit the east seating structure from the project.

This alternative would also entail a reduction in the square footage of the Law and Business Connection building. The proposed area of the building is 180,000 GSF, which would be reduced by 20% under this alternative.

The final component of this alternative would be a reduction in the size of the Maxwell Family Field parking structure, which is proposed to accommodate 300 net new vehicles, on five stories.⁶ Instead, the garage would only replace the 611 spaces removed in the construction of other components of the Integrated Projects. This change might allow for a size reduction from five stories to four stories and a small reduction in the structure's footprint.

IMPACT ANALYSIS

AESTHETICS

This alternative would have a significant and unavoidable impact on aesthetics due to the tree removal associated with construction of the SAHPC. However, the size reduction of the SAHPC would likely result in a smaller building footprint, thereby allowing for the retention of some trees that would be removed in the proposed project. A smaller press box within the rim of the CMS would not result in view impacts from Panoramic Hill. This alternative would present a substantial improvement compared to the proposed project.

BIOLOGICAL RESOURCES

This alternative would have no significant impact on biological resources. No biological impacts were found in the Integrated Projects proposal, and this alternative only reduces the size of three components in the same proposed location. The alternative would have the same impact as the proposed project.

CULTURAL RESOURCES

This alternative would have significant and unavoidable impacts on cultural resources. The reduced size of the parking structure would still require removal of the grid form field house, and accessibility and seismic improvements to the CMS would still require changes to the seating bowl. The Law and Business Connection would result in the removal of some or all of the resources on that site. While the footprint of the smaller SAHPC could be reduced, much of the historically-significant landscape and hardscape west of the CMS would still be adversely affected. This alternative would be an insubstantial improvement compared to the proposed project.

GEOLOGY, SEISMICITY, AND SOILS

As with the proposed project, this alternative would result in significant unavoidable impacts associated with renovating the CMS projects over the Hayward fault, and would therefore be considered the same as the project.

HYDROLOGY AND WATER QUALITY

A net reduction in impervious surfaces is planned under the proposed project, which provides a significant benefit to water quality and hydrology over existing conditions. The additional reduction in impervious surface under the reduced-size alternative would provide additional benefits, but as these benefits are already par-

tially realized under the proposed project, they do not represent a difference in anticipated impacts.

Construction activities under the Reduced-Size Alternative would be similar in scale to those in proposed project, and therefore any difference in project size would be negligible in terms of construction impacts.

LAND USE

Under the Reduced Size Alternative, land use would remain similar to the proposed project, and no significant land use impacts would occur. However, since the proposed project would also not result in significant impacts, this alternative is considered to have a similar impact as the proposed project.

NOISE

This alternative would avoid or mitigate environmental impacts by reducing space and programming proposed under the Integrated Projects. The reduction would apply to the SAHPC, the CMS, the Law and Business Connection building, and the Maxwell Family Field parking structure. The Integrated Projects would cause a significant and unavoidable noise impact due to demolition and construction noise. Reduction in the number and types of construction projects would lessen the duration of construction noise and reduce the number of sensitive receivers affected by construction noise as compared to the Integrated Projects. Remaining construction activities at the CMS would still result in a significant and unavoidable noise impact because of the potential for construction noise at the CMS to exceed existing ambient levels and the limits set forth in the Berkeley Noise Ordinance. The Reduced Size Alternative would slightly reduce the seating capacity of the CMS to push the press box structure below the rim. The noise impact resulting from the increase in the number of special events proposed for the Integrated Projects, however, would be substantially the same as for the Reduced Size Alternative. The alternative would be similar to the proposed project.

PUBLIC SERVICES—EMERGENCY ACCESS

The Reduced Size Alternative would present similar impacts to those of the proposed project, since the siting and construction associated with each component would largely remain the same. The CMS would have a slightly smaller capacity for additional capacity uses, but the impact of the alternative would be substantially similar to the proposed project.

TRANSPORTATION AND TRAFFIC

The Reduced Size Alternative would not result in any net new parking spaces. Thus, intersection impacts caused by new traffic in the area would no longer occur; however, impacts resulting from the concentration of parking at a site or intersection would remain. The reduction in the size of each of the projects could result in a shortened construction period when compared to the proposed projects, however since similar facilities would be constructed with similar construction sequencing, construction impacts would continue to be similar to the proposed project but with reduced magnitude. Since this alternative would not significantly modify the program at the CMS, the special events impacts would be

similar to the proposed project. Overall, the reduced size alternative represents an insubstantial improvement compared to the proposed project.

UTILITIES AND SERVICE SYSTEMS

The Reduced Size Alternative would present similar impacts to those of the proposed project, since the siting and construction associated with each component would largely remain the same. Demand for wastewater transport and treatment as well as steam heat would be reduced to a limited degree, but the need for construction for conveyance would likely remain the same, so that impacts of the alternative is similar compared to the proposed project with regard to utilities and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative would fail to meet program area goals in three major components of the Integrated Projects. Though the size and program reductions associated with this alternative would result in a failure to satisfy the project objectives to the degree of the proposed project, many of the objectives could be met to some extent. For example, a smaller Law and Business Connection building would satisfy the objective to promote relationships among academic units and increase program space for the Law and Business Schools, but may not provide the venue for prominent speakers and programs as envisioned by the University.

Reducing the size of the SAHPC and CMS program improvements would similarly cause the project to fall short of completely realizing the project objectives. For example, programs that could not be accommodated in the smaller SAHPC might remain in CMS, where they could impede the progress of program improvements and seismic retrofitting. Because the Stadium's ancillary athletic facilities are deemed below standard for a typical top-tier NCAA Division 1 school, a reduction in the size and program of the SAHPC could limit the ability of the University to attract prospective students and donors. The new press box in the proposed project is envisioned as an extraordinary space; below the rim, the press box and other amenities that are part of the CMS program improvements would be diminished and possibly less attractive.

A reduced-size parking structure at Maxwell Family Field would meet the project objective of consolidating parking and reducing the prevalence of surface parking. It would not, however, meet 2020 LRDP policies to increase parking.

5.4 DISPERSED PROGRAM-BERKELEY ALTERNATIVE

This alternative is designed to avoid environmental impacts by relocating proposed project components to alternative sites in the City of Berkeley or on University property.

- The houses at 2241 and 2243 College Avenue would be moved to the University's Clark Kerr Campus, sited to respect the character of the historic campus.

- The Maxwell Family Field parking structure would not be built, and instead one or more parking structures would be developed in downtown Berkeley, at the Lawrence Hall of Science (LHS) terraces surface lots, at the upper Hearst parking structure surface lot, at the DHS site, or a combination of these. These structures would provide all the parking capacity proposed in the Integrated Projects, including 300 net new parking spaces.
- Finally, the proposed SAHPC would be located at the current site of 2223 Fulton, which would be demolished. This site is adjacent to Edwards Stadium.

Potential sites are shown in Figure 5-1. Other elements of the Integrated Projects program would be constructed as proposed.

PRINCIPAL CHARACTERISTICS

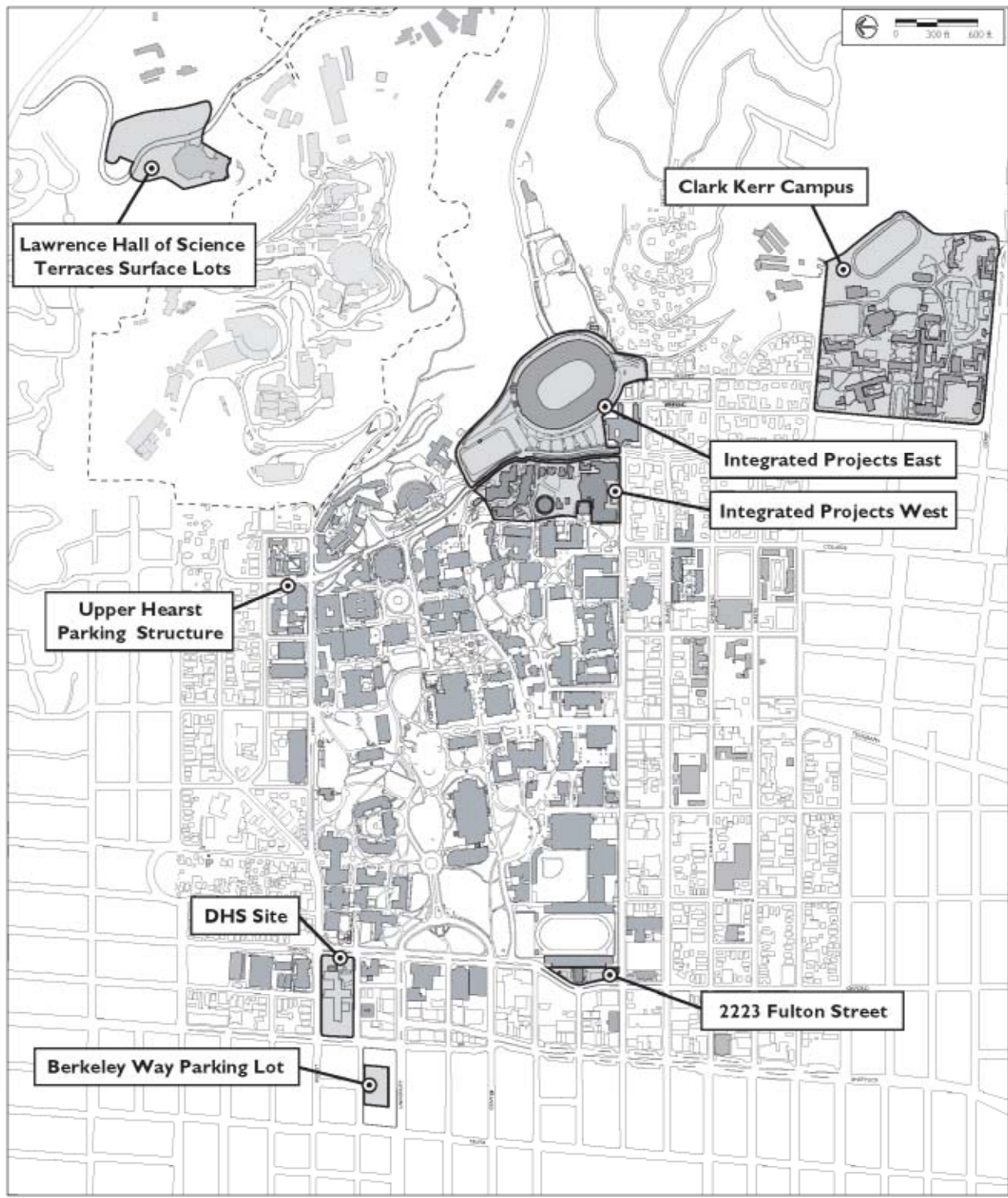
COLLEGE AVENUE HOUSES

This component of the Dispersed Program-Berkeley Alternative would entail moving the two houses slated for demolition to UC Berkeley's Clark Kerr Campus, which is a 50-acre residential campus. It is bounded by Dwight Way to the north, Warring Street to the west, Derby Street to the south, and open space to the east. The Claremont residential neighborhood is adjacent to the campus on its north, west, and south sides. The campus consists of several residence halls, providing housing for 818 students.⁷ Other uses include event space at the Clark Kerr Campus Center, anchored by the Joseph Wood Krutch Theatre,⁸ administrative offices, a dining hall, and a steam plant. Constructed in 1867,⁹ the Clark Kerr Campus is listed on the National Register of Historic Places, and is notable for its Spanish Mission-style buildings.

In 1982 the University executed a Declaration of Covenants and Restrictions with neighboring property owners and a Memorandum of Understanding (MOU) with the City of Berkeley regarding Clark Kerr Campus, both of which commit the university to the 1982 Dwight-Derby Site Plan for a period of 50 years. Amendment of the MOU requires the consent of the Berkeley City Council.¹⁰

PARKING

The second component of this alternative would locate the proposed Maxwell Family Field parking at one or more new parking structures at alternative sites. Two of the proposed sites are in downtown Berkeley, one on property that may be acquired by the Regents at Hearst and Shattuck; the second a property owned by the City of Berkeley at Berkeley Way below Shattuck. One site is north of the Integrated Projects near the intersection of Hearst and Gayley and another would locate new parking to the north and south of LHS. The northern structure would be adjacent to a designated housing study area in the 2020 LRDP. Access to the LHS lots would be from Centennial Drive, which begins just east of the Stadium off Stadium Rimway.



Source: University of California, Berkeley; USGS Oakland West and Oakland East Quadrangles, 1993, Scale 1:24,000

- Lawrence Berkeley National Laboratory Boundary
- UC Berkeley Buildings
- Dispersed Program - Berkeley Sites

FIGURE 5-1
DISPERSED PROGRAM - BERKELEY ALTERNATIVE

Planned parking at a new structure at the current site of Berkeley Way parking lot could be managed for the joint benefit of the City of Berkeley and the University. Currently owned by the City of Berkeley, the Berkeley Way parking lot is a surface lot consisting of approximately 105 parking spaces. The lot fronts on Berkeley Way, with two curb cuts providing access from Berkeley Way. It is set in a block bounded by Shattuck Avenue on the east, Berkeley Way on the north, Milvia Street on the west, and University Avenue on the south. One-, two-, and three-story commercial buildings back up to the lot on the east and south sides, while a multi-family residential structure borders the lot's west side. Across Berkeley Way on the north side, a fire station faces the site. The site is designated medium-density residential in the City of Berkeley General Plan,¹¹ and is zoned "restricted multiple-family residential."¹²

A new structure at Hearst and Shattuck could replace an existing surface parking lot, as part of a larger development proposal for the site at 2151 Berkeley Way, which formerly housed the state Department of Health Services.

SAHPC

The third component of the site alternative would locate the SAHPC next to Edwards Stadium/Goldman Field, at the current site of 2223 Fulton Street. The existing building at 2223 Fulton Street would be demolished and replaced by the SAHPC. Edwards Stadium/Goldman Field is a 22,000-seat recreational facility west of the Campus Park, bounded by Bancroft Way to the south, Fulton Street to the west, Frank Schlesinger Way to the north, and an agglomeration of other recreational facilities to the east. A running track and soccer field are inside the stadium.¹³ The proposed SAHPC would be located at the current site of the Athletic Ticket Office at 2223 Fulton Street, immediately west of the stadium bleachers. 2223 Fulton Street is 51,964 GSF, much of which is dedicated to a variety of East Asian Studies offices, in addition to the Athletic Ticket Office. East Asian Studies is subject to relocation upon completion of the Tien Center building currently under construction. The 2223 Fulton building is in poor condition and has a seismic rating of poor.¹⁴

IMPACT ANALYSIS

AESTHETICS

The relocation of 2241 and 2243 College Avenue to Clark Kerr Campus would not result in significant aesthetic impacts, since the houses are relatively small and would be sited with a respect for the historic and architectural character of the Campus; the structures could in fact enhance the visual interest of the Campus, and their relocation would represent an improvement over their proposed demolition. A new parking structure at Hearst and Shattuck, as part of a larger redevelopment of 2151 Berkeley Way, could be screened by fine new architecture or built underground. Expansion of the parking structure at Hearst and Gayley could largely match the scale and screening of the existing structure. A selection from among these two options would be aesthetically superior to the aesthetic changes to Gayley Road with the proposed project.

The parking structures at LHS and Berkeley Way would both present aesthetic challenges. The LHS site is visible from many public vantages in the Berkeley

area, and is located in a part of campus characterized by open space. The introduction of two sizable parking decks would contrast with the visual character of the environs of the site, resulting in a degradation of the Hill Campus' scenic qualities. The Berkeley Way parking structure would also be visually imposing, since the deck would rise at least one or two stories above the surrounding commercial uses on Shattuck Avenue and University Avenue and the multifamily building on Milvia Street. The new deck would be visible from the east side of Shattuck and points east, and from the south side of University Avenue. The deck would be the tallest structure on the block, resulting in an interruption of the visual cohesion of the block and a significant aesthetic impact.

If the SAHPC were to replace 2223 Fulton, the new building would be more than twice the size of the existing building on site, but the design could be engaging to the west, as proposed by the SAHPC at the CMS site. Therefore, the impact of this alternative SAHPC site would be similar to the proposed site.

As a whole, this alternative would be an insubstantial aesthetic improvement compared to the proposed project.

BIOLOGICAL RESOURCES

A number of special status species are known to exist in the Hill Campus and could be affected by development at the Lawrence Hall of Science site, representing a potentially significant impact. The Hill Campus may also host a number of species of migratory birds, including red-tailed hawk and American kestrel, and biological field surveys would be needed to determine potential impacts. These surveys would be required per Continuing Best Practices BIO-1-a, BIO-1-c, and BIO-4-b of the 2020 LRDP EIR. The SAHPC, Berkeley Way parking structure, Hearst and Shattuck parking structure, Hearst and Gayley parking structure, and College Avenue house relocation components would not pose significant biological impacts; if the LHS parking lot site is omitted, the alternative is similar to the proposed project.

CULTURAL RESOURCES

Under this alternative 2241 and 2243 College Avenue, also known as the Warren Cheney Houses, would be relocated to Clark Kerr Campus. 2241 and 2243 College Avenue were constructed in 1885 and 1902, respectively, and remain on their original sites. They are among the eleven remaining houses constructed under the original Berkeley Property Tract, as design by Frederick Law Olmsted, and 2241 College Avenue is the oldest building in the Tract that is still in its original location.¹⁵ Both of the houses have been found individually eligible for listing on the National Register of Historic Places, and both have been designated City of Berkeley Landmarks. This alternative would relocate the houses to Clark Kerr Campus. Clark Kerr Campus, listed on the National Register of Historic Places, was constructed beginning in 1867 and is predominately built in the Spanish Mission style. The Warren Cheney Houses, however, are in the Victorian/San Francisco Stick style. The addition of these structures to the historically-significant Clark Kerr Campus could result in adverse effects to the historic architectural character of the campus, and would also remove these 19th century houses from their historical setting. Nevertheless, this component of the alternative represents an improve-

ment compared to the proposed project, since the proposal entails the demolition of 2241 and 2243 College Avenue.

Under this alternative, the SAHPC would be sited at 2223 Fulton Street, on the west side of Edwards Stadium. Edwards Stadium was constructed in the early 1930s and is listed on the National Register of Historic Places.¹⁶ The structure, and the west wall in particular, is a good example of Art Deco design, and the SAHPC could obscure the wall virtually in its entirety in this alternative, which may result in an adverse effect on this historical resource. Further, this alternative would still require seismic retrofit and accessibility improvements at the CMS, which would still have impacts on that historic resource. Overall, the alternative would have the same cultural resource impacts as the proposed project.

GEOLOGY, SEISMICITY, AND SOILS

As with the proposed project, this alternative would result in significant unavoidable impacts associated with renovating the CMS projects over the Hayward Fault, and would therefore be considered the same as the project. However, the SAHPC component would be further from the fault. Other elements of the Dispersed Program-Berkeley Alternative would be expected to be designed to conform to the California Building Code standards for seismic and geologic safety.

HYDROLOGY AND WATER QUALITY

In general, the Dispersed Program—Berkeley Alternative is of similar scale to the proposed project, however several key aspects of this proposed alternative have the potential to create additional hydrological and water quality impacts.

The relocation of 2241 and 2243 College Avenue to the Clark Kerr Campus may increase impervious area within that campus, depending on the location of the houses and the required infrastructure to support the relocation (such as access roads). While this relocation may not result in a net increase in impervious area, it may redistribute impervious surfaces such that stormwater drainage capacities near the Clark Kerr Campus might be exceeded. With implementation of the LRDP Continuing Best Practices, it is likely that these impacts could be mitigated to a less than significant level.

Additionally, the LHS parking alternative presents potential impacts that need not be considered under the proposed project. In addition to the expansion of the existing parking area at the LHS to a multi-level garage, the alternative proposes a potential second parking structure within the vacant land nearby. This would create new impervious area within the upper portion of the Strawberry Creek watershed, an area that is very sensitive to changes in stormwater runoff. While the impact may be mitigable depending on the specific design plans, it would most likely present added risk of increased erosion within Strawberry Creek.

The parking structures proposed for downtown Berkeley, the former DHS site, the expansion of the upper Hearst parking,, and the SAHPC building at 2223 Fulton would be located in highly impervious areas. Significant effects to hydrology and water quality for these possible components of the alternative would be unlikely, and even if potential impacts were identified, would be easily mitigable.

With the potential of impacts to Strawberry Creek from the addition of new impervious surface at LHS, the Dispersed Program-Berkeley Alternative would result in a substantial deterioration on Hydrology and Water Quality compared to the proposed project. However, if the LHS site were omitted from the alternative, impacts would be similar to the proposed project.

LAND USE

2241 & 2243 College Avenue Relocation. There are no habitat conservation or natural community conservation plans for Clark Kerr Campus or its environs, so this alternative site would present no significant impacts with regard to that standard. No significant impacts would arise with regard to the division of established communities, since the houses have relatively small footprints and would be sited with respect for their context, surrounding land uses, and circulation patterns. Finally, this component of the alternative would not conflict with applicable plans, policies, or regulations. The 2020 LRDP proposes no significant new development on Clark Kerr Campus;¹⁷ however, the College Avenue houses represent less than 5,000 GSF of additional space, and could be permitted under the LRDP, in consultation with neighbors and the City of Berkeley.

Parking. Expansion of parking at the upper Hearst lot would add new parking in the Adjacent Blocks North, in conflict with the parking location guidelines of the 2020 LRDP, which do not provide for any new parking in this area¹⁸. Additionally, if the roof level tennis courts were converted to parking as part of the alternative, recreation uses would be lost. A parking structure at Hearst and Shattuck, once the site is acquired by the University, would be consistent with campus long range plans.

In the Hill Campus Framework of the 2020 LRDP, an objective is presented to “maintain the hill campus as a natural resource for research, education and recreation, with focused development on suitable sites.” The LHS site is adjacent to existing development and already served by infrastructure. The 2020 LRDP designates the proposed LHS site as a “research” zone suitable for additional development, provided that development is of a modest scale and maintains the visual primacy of the natural landscape.

The site straddles the boundary of City of Berkeley and City of Oakland. The City of Berkeley General Plan designates the Hill Campus, including the LHS site, as open space. The City of Oakland General Plan designates the site as Resource Conservation Area.¹⁹ Development at the site would be the subject of consultation with both the City of Berkeley and the City of Oakland, in accordance with Continuing Best Practice LU-2-b. Because the 2020 LRDP allows for limited development in the Hill Campus and is the only legally-binding plan for the area, this component of the alternative would not conflict with applicable plans, policies, or regulations.

The development of the Berkeley Way parking structure project would not conflict with University plans, policies, or regulations. The 2020 LRDP objective for the City Environs requires the University to “plan every new project to respect

and enhance the character, livability, and cultural vitality of our city environs.”²⁰ The project could comply with this objective with careful attention to design, and could contribute to the vitality of the downtown area by making an increasing number of cultural destinations more accessible. The City of Berkeley General Plan designates this site medium-density residential, and its zoning designation is restricted multiple-family residential.²¹ Because the site is City property, a cooperative agreement would need to be reached to clarify questions of ownership, management, and use of the facility. In addition, the City of Berkeley’s General Plan and Zoning Map would require amendment. Given negative land use consequences for recreation at the Upper Hearst lot, conflicts with the City of Berkeley General Plan at the Berkeley Way lot, this alternative represents a substantial deterioration compared to the proposed project.

SAHPC at 2223 Fulton Street. The siting of the SAHPC would conflict with plans and policies of the University intended to avoid environmental impacts. In the University’s Landscape Master Plan, 2223 Fulton Street and its immediate surroundings are designated for redevelopment into an open space and forecourt to Edwards Stadium. Called Edwards Glade, the space would serve as a “green buffer to the downtown district and provide an improved forecourt to stadium events.”²² Edwards Glade is also included as an initiative in the University’s New Century Plan of 2002, and the proposed alternative would conflict with this plan, as well.²³ While the Landscape Master Plan and New Century Plan do not commit the University to pursuing the projects under the 2020 LRDP, the LRDP does state that space in the Campus Park, such as 2223 Fulton Street, should be prioritized for instruction and research.²⁴ In addition, the site is part of the “city interface” of the Campus Park, and as such is subject to specific requirements in the Campus Park Guidelines, including a 60-foot setback from Fulton Street, a maximum height of 95 feet within 200 feet of the curblin. The maximum depth of the parcel is 150 feet and the minimum depth is 75 feet.²⁵ Considering the proposed SAHPC building area target of 135,000 GSF, it is highly unlikely that the building could comply with the 2020 LRDP Campus Park Guidelines for this site. This component of the proposed alternative conflicts with the environmental goals of the University’s Landscape Master Plan, the New Century Plan, and the 2020 LRDP, and in so doing, presents a substantial deterioration over the proposed project.

NOISE

The significant impacts identified for the Integrated Projects would be the same as for the Dispersed Program – Berkeley Alternative.

PUBLIC SERVICES—EMERGENCY ACCESS

Impacts associated with this alternative would be the same as the proposed project. Construction would still be required in the southeast campus, including at the CMS site; while, construction in the area would be reduced, construction would occur in other locations, resulting in impacts similar to the proposed project in terms of emergency access, emergency response plans, and emergency evacuation plans.

The alternative location for parking structures at the LHS site would present a less than significant impact with regards to the exposure of people or structures to

wildland fire risks. The structure would be located in Hill Campus, which is susceptible to wildfire risks due to the character of its vegetation and topography.²⁶ However, the site is adjacent to existing infrastructure and development and would be protected under existing wildland fire mitigation policies and procedures, such as Continuing Best Practices PUB-2.1-a, b, and c. Mitigation would reduce impacts associated with wildland fires to a less than significant level. Therefore, impacts associated with public services and emergency access would be the same as the proposed project.

TRANSPORTATION AND TRAFFIC

Impacts associated with this alternative would be similar to those of the proposed project. The alternative would result in a loss of 611 parking spaces in the Integrated Projects area, but a total of 911 parking spaces (net gain of 300 parking spaces) at other locations. The parking loss in the Integrated Projects area would reduce the existing congestion in the area and eliminate the significant intersection impacts identified in the immediate Integrated Projects area. However, the new parking facilities would result in more congestion in the immediate vicinity of those facilities and may cause additional intersection impacts.

The dispersed location of the new parking facilities and other components of the Integrated Projects would also cause new impacts on transit operations, especially BEAR Transit as service would need to expand to serve these currently underserved locations. Other impacts under this alternative would be similar to the proposed project, but they would occur over a wider more dispersed area. Overall, the alternative would be an insubstantial improvement compared to the proposed project.

UTILITIES AND SERVICE SYSTEMS

Impacts associated with this alternative would be similar to those of the Integrated Projects. Demand in the southeast campus would still occur with retrofit of the Stadium and construction of the LBC, and would not affect demand for utilities and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

The dispersed program alternative could meet larger objectives of the 2020 LRDP, but would only partially meet the project objectives. Preservation of the College Avenue houses would more fully realize a project objective, to “enhance remarkable historic places.” However, the siting of the SAHPC at 2223 Fulton relinquishes an opportunity to “create extraordinary new spaces in the southeast campus.” Moreover, if the SAHPC at Fulton Street were developed in conformance with the setback requirements of the 2020 LRDP, the program objectives for the building could not be met.

In order for the LHS site to comply with the 2020 LRDP, which requires that the natural landscape retain its prominence in the setting, smaller parking structures would be necessary. This size reduction would preclude the alternative from meeting the objective to replace displaced parking. Also, the LHS site is deep into the Hill Campus -- approximately 1.25 miles on Centennial Drive from Stadium Rim Way to the site, thereby limiting access to the southeast campus project area.

Added parking at the Upper Hearst parking structure would be closer to the vicinity of the Integrated Projects, but the site would facilitate a net gain of approximately 135 spaces only if the roof level recreation were converted to parking.

5.5 DISPERSED PROGRAM-ALBANY ALTERNATIVE

PRINCIPAL CHARACTERISTICS

This component of the Dispersed Program-Albany Alternative would relocate the Stadium to the current site of Golden Gate Fields, as shown in Figure 5-2. The University would purchase this parcel, build a stadium complex on the site, demolish the existing Stadium, and replace it with playing fields and surface parking. The SAHPC would also be constructed on this site, adjacent to a new stadium.

Golden Gate Fields is a horse racetrack complex on the San Francisco Bay in the City of Albany. The complex includes a grandstand, racetrack, stables and parking lots on approximately 138 acres.²⁷ The bulk of the site, approximately 102 acres, lies in the City of Albany, while the stables parcel at the southern end of the site lies in the City of Berkeley. The site is bounded by the Buchanan Street Extension to the north, the North Basin Strip of Eastshore State Park to the south, I-80 to the east, and the Bay to the west. Also north of the parcel are the Albany Plateau, Neck, and Bulb, which are all components of Eastshore State Park. Buchanan Street Extension provides ingress and egress to a large surface parking lot on the site, and access to I-80 is also available at the Buchanan Street exit.

IMPACT ANALYSIS

AESTHETICS

The construction of a stadium at the Golden Gate Fields site would severely impact public views, both from I-80 looking west onto Marin County, Golden Gate Bridge and San Francisco, and from Eastshore State Park looking east into the Berkeley hills. The stadium would also introduce a major source of light that would be visible from many waterfront points in San Francisco, Marin County, Alameda County, and Contra Costa County. Therefore, this alternative represents a substantial deterioration in aesthetic conditions compared to the proposed project.

BIOLOGICAL RESOURCES

The site contains potentially significant biological resources, primarily associated with the San Francisco Bay shoreline environment. Future redevelopment of the site would require a detailed biological field survey to determine potential impacts and mitigation measures. Therefore, this alternative would result in a substantial deterioration in relation to the proposed project.

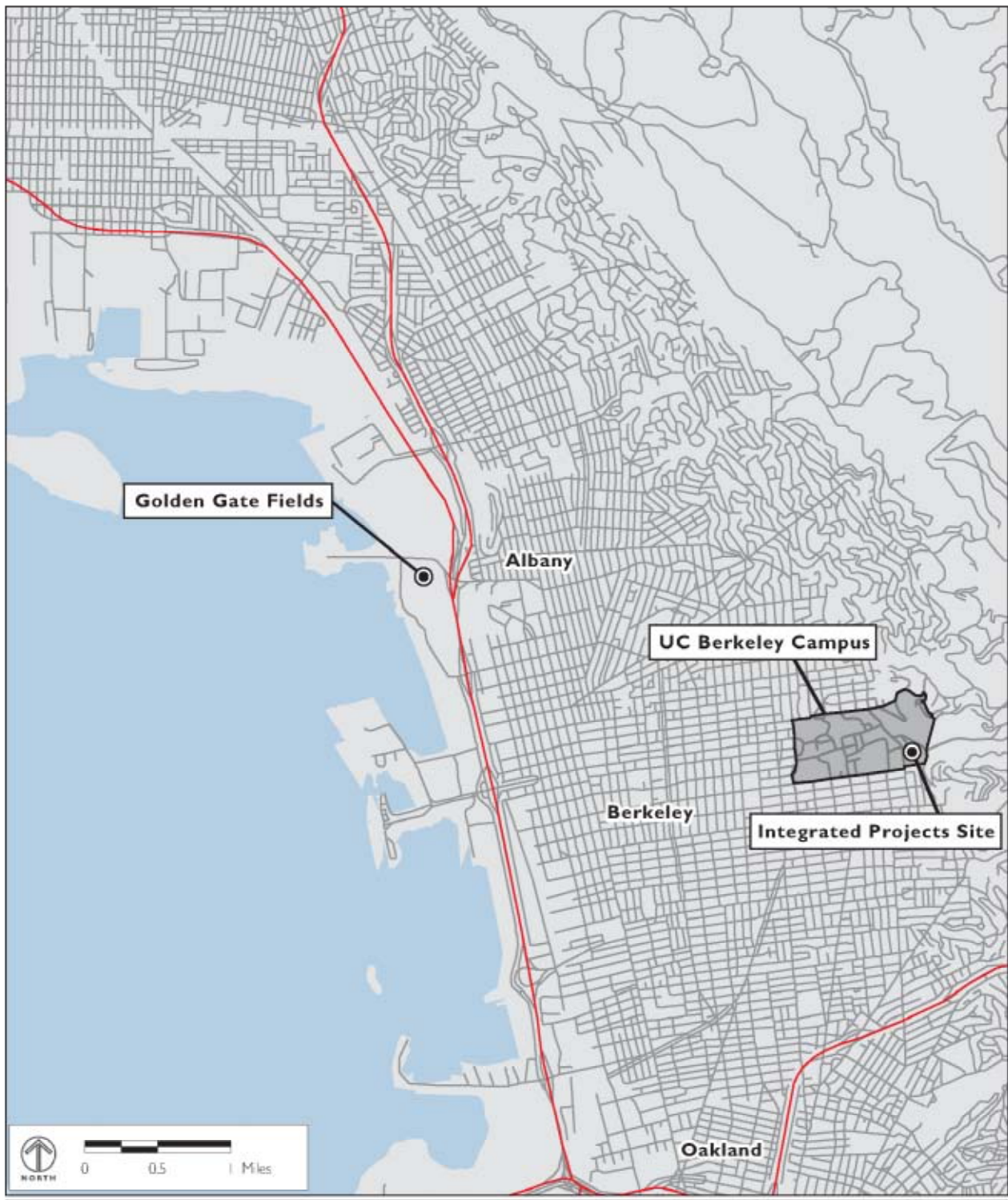


FIGURE 5-2
DISPERSED PROGRAM - ALBANY ALTERNATIVE

CULTURAL RESOURCES

As with the proposed project, at the Albany site, archaeological and/or human remains may be present, potentially dating from the Native American occupation of the Albany Bulb area approximately 1,500 years ago,²⁸ and development of the site would require close attention to resources in the ground. The pier at Fleming Point, which is located to the west and southwest of the grandstand, is identified in the Eastshore State Park General Plan as an important cultural resource. While it is listed on neither the national nor State historic registers, it could qualify for designation,²⁹ and an investigation of its historical significance would be necessary.

More significantly, demolition of CMS would have an adverse effect on historical significance in the Integrated Projects area. Constructed in 1923, CMS is not listed on the National Register of Historic Places, but studies have determined that the structure is eligible for designation.³⁰ Demolition would adversely affect both the CMS and the surrounding landscape. This alternative would be a substantial deterioration in cultural resource conditions compared to the proposed project.

GEOLOGY, SEISMICITY, AND SOILS

Due to the site location along the Bay shoreline, potential geologic constraints include soil stability and liquefaction potential during earthquake events; however, since all structures would be constructed in conformance with the California Building Code, it is assumed that risk of structural damage could be reduced to less than significant levels. Therefore this alternative would be a substantial improvement over the proposed project.

HYDROLOGY AND WATER QUALITY

The area on which the new stadium and SAHPC would be built under the Albany Alternative drains directly to San Francisco Bay under existing conditions. Without detailed plans, the potential impacts are difficult to assess; however, it is likely that the proposed alternative would reduce impervious area at the site, due to a decreased stadium footprint, and assuming a parking structure is used rather than relying solely on surface parking. Even if impervious area were increased slightly, the extra stormwater volume would not constitute a significant hydrologic impact, as culvert capacity is not an issue in areas that are adjacent to the Bay (though tidal constraints may significantly affect project drainage, and would need to be considered in the design). Water quality, however, is still an issue for any project that discharges to the Bay. Because of the relatively low density of the area, however, there would most likely be ample room to treat runoff such that impacts would not be significant, or even would provide a potential benefit over existing conditions.

The existing CMS and surrounding area would be converted to new playing fields and surface parking areas under the Albany Alternative. At the southeast campus, the alternative would not provide the water quality benefit of the consolidation of parking areas in a covered parking structure. If parking area is increased over existing area, significant impacts would occur, though they may be mitigable depending on the magnitude of the increase and the available area to implement stormwater treatment and reduction BMPs.

LAND USE

The project as proposed under this alternative scenario would not divide established communities, since no established communities exist adjacent to the site. North and south of the site are areas of open space in Eastshore State Park, while the Bay lies to the west and the Freeway to the east. Communities have not developed west of I-80.

The relocation of the stadium would conflict with the Location Guidelines of the 2020 LRDP, which stipulates that uses in “Urban East Bay,” including Albany, should be limited to research activities, institutional support services, and University Extension programs.³¹ The development of playing fields and surface parking to replace the CMS, however, would be in accordance with the LRDP.

The University is constitutionally exempt from local land use regulations when using its property in furtherance of its educational mission. However, it is University policy to evaluate proposed projects for consistency with local plans and policies. The parcels that comprise the Golden Gate Fields site are divided between the City of Albany and the City of Berkeley. The parcels with the existing track and grandstand are in the City of Albany. The site has been subject to considerable debate in Albany over what would be an appropriate level of development; the City of Albany General Plan establishes a goal to “achieve a complimentary mix of private and public uses at the Albany Waterfront which provide for the maximum feasible open space, recreation and public access to the waterfront area.”³²

Satisfaction of this goal would be feasible under this proposed alternative. While the stadium would seat many more than the 14,000 that are currently accommodated in the Golden Gate grandstand, the Stadium’s footprint could be significantly smaller than the existing facility. Assuming a design similar to the existing CMS was proposed, the new stadium would occupy approximately 12 acres of the site. Other built components would include the SAHPC and parking structures, but even in sum these uses would not occupy a majority of the site. Space for trails, parkland, and private development would remain and could satisfy the objective of the General Plan. Impacts related to the visual character of the proposed project are addressed in the preceding aesthetics impacts analysis.

The southern stables parcel of Golden Gate Fields is in the City of Berkeley, and falls under the Berkeley Waterfront Master Plan. Allowable uses of the site are hotel, restaurant, and open space.³³ While the University would be required to consult with the City of Berkeley under Continuing Best Practice LU-2-b, the proposed alternative project would not fall under the legal jurisdiction of the City of Berkeley, and would therefore present a less than significant impact in its conformance with legally-applicable plans.

No habitat conservation plan applies to the Golden Gate Fields parcel. However, 265 acres of adjacent land in Eastshore State Park are designated conservation or preservation lands in the Eastshore State Park General Plan.³⁴ Development at Golden Gate Fields could impact these preserved areas, as noted in the biological impacts discussion, but the alternative would not conflict with a habitat conserva-

tion plan or natural community conservation plan. In sum, this alternative would be an insubstantial deterioration in land use conditions compared to the proposed project.

NOISE

The noise impacts upon the Panoramic Hill neighborhood resulting from the proposed increase in number of special events at CMS would be eliminated under this alternative. Furthermore, there would be a benefit to the surrounding area from the standpoint of community noise because noise from existing football games would be eliminated. The construction and subsequent recreational use of a playing field on the site would be a noise-generating source which could have a significant adverse impact on sensitive receptors in close proximity to the field, along Canyon Road and Mosswood Road.

Noise sensitive receivers are located in high-rise multi-family housing across Interstate 80 and north of the Golden Gate Field site. High noise events on the site, such as car rallies in the parking lot, have been a source of complaints in the past to these sensitive receivers. Due to the higher ambient noise levels and greater distances between the site and sensitive receivers, it is likely that noise impacts would be less than at the current location. The noise impact of relocating the stadium to this site would be less than the impacts associated with intensification of the use proposed under the Integrated Projects.

PUBLIC SERVICES—EMERGENCY ACCESS

This alternative would present mostly similar impacts to those of the proposed project. However, demand for services would increase substantially over currently-existing conditions, since the City of Albany would be partly responsible for fire and emergency services and police services. While renovation of the Stadium would result in a decreased seating capacity of approximately 10,000 in a jurisdiction that is equipped to serve more, construction of a new stadium in the City of Albany would result in an influx of as many as 80,000 people on game days and a substantial increase in needed emergency service capacity. Therefore, this alternative would present a substantial deterioration to the proposed project.

TRANSPORTATION AND TRAFFIC

The relocation of the CMS from its current location to the proposed location at the Golden Gate Fields would eliminate impacts associated with the CMS and special events at the southeast part of the Campus Park. Traffic congestion around Golden Gate Fields and the surrounding area would increase significantly. The CMS is currently located in an area well served by BART and AC Transit. Many regular users of the stadium facilities and spectators at special events are students who reside in the surrounding vicinity and walk/bike to the CMS. Since most spectators would not be able to use non-motorized modes to the proposed stadium site, this alternative would result in higher vehicle trip generation for special events and cause more congestion on roadways serving the proposed site. This alternative would cause impacts on traffic and transit serving the project site.

In addition, the relocation of SAHPC and other regular uses to the Golden Gate Fields site would result in additional vehicle trips and shuttle service between

Campus Park and the proposed location during typical weekday conditions. Other impacts under this alternative would be similar to the proposed project since the components of the project would be similar to the Integrated Projects. The alternative would be a substantial deterioration compared to the proposed project.

UTILITIES AND SERVICE SYSTEMS

This alternative would present mostly similar impacts to those of the proposed project. Wastewater would be treated by EBMUD, and given the same capacity demands as the Integrated Projects program, the impact would be the same as the proposed project. It is possible that the carrying capacity of the sewer lines serving Golden Gate Fields would need to be upgraded to service the added capacity of the stadium and SAHPC buildings, given the age of the track facilities and the overall lower demand. Overall, the Albany Alternative would result in an insubstantial deterioration over the project on utilities and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative meets some of the project objectives, particularly providing seismically safe facilities. Because the event space would not be proximate to the UC Berkeley campus it would likely be much more challenging to inspire relationships between the University and others. The alternative would not enhance historic places and create extraordinary new spaces in the southeast campus, as set forth in objective III of the Integrated Projects, or increase the functionality of existing spaces, as provided for in objective V; instead, historic CMS would be demolished. The alternative also falls short in implementing the stewardship policies of the 2020 LRDP. The project would not be a “model of resource conservation,” since the functional CMS would be demolished and replaced by a large new facility, resulting in significant construction waste and resource consumption.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable and feasible alternatives evaluated. As a rule this would be the alternative that results in fewer or no significant and unavoidable impacts.

Of the feasible alternatives described above, the No Projects Alternative is the most favorable in terms of its environmental impacts. However, it does not meet any of the project objectives, and CEQA guidelines require the identification of an additional environmentally superior alternative when the No Projects Alternative is the most mitigating. In this case, the relevant environmentally superior alternative is the Reduced Size Alternative. This alternative would confer benefits in a number of areas, including minor improvements in impacts relating to aesthetics, cultural resources, noise, public services/emergency access, and utilities and service systems, and major improvements in transportation and traffic impacts.

5.7 ALTERNATIVES WITHDRAWN FROM CONSIDERATION

INTEGRATED PROJECTS EAST

CMS EXPANSION ALTERNATIVE

Under this alternative, a new eight story building would be erected at the west side of the CMS. The new facility would be located beneath a new west grandstand. The existing west wall would need to be removed and the new facility would extend beyond the existing wall. The 498,700 GSF building would house athletic facilities and offices, meeting rooms, a two-story, 30,000 GSF multi-purpose event space, and 181,000 GSF of space for partners, including the Law and Business Schools. Because new program space would be included for the Law and Business Schools, the area of the proposed Law and Business Connection building could be reduced. This alternative would include the Maxwell Family Field parking structure component. A loading area would be constructed on the north side of the CMS. Functions of the proposed SAHPC would instead be housed in this structure.

This alternative was deemed undesirable and infeasible due to the extensive loss of historic character of the CMS including loss of the facade, and the necessity of construction staging on the field area, which would require games to be held elsewhere for one to two years.

WEST GRANDSTAND FACILITY ALTERNATIVE

Under this alternative, a new six story structure would be constructed entirely inside the west wall of the stadium. The west grandstand and internal structure would be removed and replaced with a new structure, but the west façade would be preserved and restored. The project would measure 302,700 GSF and would house athletic facilities only, including training facilities, locker rooms, dining areas, and offices for 15 intercollegiate athletic teams. Functions of the proposed SAHPC would instead be housed in this structure.

This alternative was deemed infeasible due to the necessity of construction staging on the field area, which would require games to be held elsewhere for one to two years. The alternative would also fall short of program area objectives for the SAHPC and for the CMS as well, as the program space used for the programs inside the wall would not be available as game day or circulation spaces..

WEST GRANDSTAND/EAST RIM FACILITIES ALTERNATIVE

Under this alternative, a new facility would be constructed inside the west wall of the CMS, similar in program and form to the alternative above but with a reduced area of 261,450 GSF. This west facility would provide space for athletic programs only. The Cal Sports and Olympic Program would not fit in this structure, and would instead be housed in a new 35,000 GSF facility under the east rim of the Stadium. The total area of the project would be 303,500 GSF. Functions of the proposed SAHPC would instead be housed in this structure.

This alternative was deemed infeasible due to its failure to meet program and game day objectives.

INTEGRATED PROJECTS WEST

HAAS HOUSING AND OPEN SPACE ALTERNATIVE

Under this alternative, the footprint of the Law and Business Connection building would be reduced and a plaza would be developed between the building and the College Avenue houses. 80,000 GSF of housing/flex space would be developed at the Law and Business Connection for MBA students of the Hass School of Business. In addition, Piedmont Avenue would be placed below grade and an open space corridor would be developed at grade, providing a pedestrian-friendly open space connection between the East and West components of the Integrated Projects.

This alternative was deemed infeasible due to its failure to address the historic design considerations of Piedmont Avenue.

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