

9.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

This section presents the final version of the summary Table 2-1, updated to incorporate the changes described in section 9.1.

**UNIVERSITY OF CALIFORNIA, BERKELEY
SOUTHEAST CAMPUS INTEGRATED PROJECTS FINAL FOCUSED EIR
9.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
Impact AES-IP-1: The Integrated Projects would not create new sources of light or glare that could have adverse impacts on day- or night-time views.	LTS	<u>Mitigation Measure AES-IPE-1:</u> The proposed addition of up to seven capacity events at the California Memorial Stadium would not be scheduled for evenings or nighttime until after implementation of lighting improvements.	LTS
Impact AES-IPE-2: The Integrated Projects would alter the visual character of the California Memorial Stadium, but the changes would not be substantially adverse.	LTS	<u>Mitigation Measure AES-IPE-2:</u> Prior to completion of schematic design for renovation and retrofit of the CMS, the campus would complete guidelines for new advertising signage at the CMS which respects the historic character of the Stadium and the architectural design of original and new elements, in accordance with provisions of the March 2005 design guidelines, to be reviewed with the campus Design Review Committee before finalized. These guidelines will be implemented as part of the final CMS retrofit design.	LTS
Impact AES-IPE-3: Proposed improvements to Piedmont Avenue would alter their visual character, but the changes would not be substantially adverse.	LTS	<u>Mitigation Measure AES-IPE-3:</u> Prior to implementing significant changes to Piedmont Avenue, the campus will prepare a landscape master plan for at minimum the portion of Piedmont Avenue contiguous with the Campus Park, to be reviewed with the campus Design Review Committee, the City of Berkeley Planning Commission, and the city of Berkeley Landmarks Preservation Commission before it is finalized. The master plan will be implemented as part of the Piedmont Avenue improvements.	LTS
Impact AES-IPW-4: The Integrated Projects would alter the visual character of the Campus Park in the southeast, but the changes would not be substantially adverse.	LTS	None required	LTS
Impact AES-IPE-5: Construction of the Maxwell Family Field parking structure could substantially adversely affect the visual character of Gayley Road.	S	The impact of the Maxwell Family Field parking structure on the visual character of Gayley Road is considered significant and unavoidable.	SU
Impact AES-IPE-6: Program improvements to the CMS could substantially adversely affect limited scenic vistas from the Panoramic Hill neighborhood.	S	The impact of program improvements to the CMS on limited scenic vistas from the Panoramic Hill neighborhood is considered significant and unavoidable.	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CULTURAL RESOURCES			
<p>Impact CUL-IP-1: The proposed Integrated Projects would alter the vicinity and context of the following primary historical resources: Bowles Hall, and the Panoramic Hill historic district. The projects would not cause a substantial adverse change in the historical significance of these resources.</p>	LTS	None required	
<p>Impact CUL-IP-2: The proposed Integrated Projects would alter the physical context of the following secondary historical resources: the International House, the Piedmont Houses, Wurster Hall, and the former Zeta Psi Fraternity (Archaeological Research Facility 2251 College Avenue). The projects would not cause a substantial adverse change in the historical significance of these resources.</p>	LTS	None required	
<p>Impact CUL-IP-3: Changes proposed north of the CMS, including the proposed Maxwell Family Field parking structure, creek element, grand stair and north plaza, and south of the CMS, including a new utilities building and south plaza, would alter the setting of the CMS. This would not cause a substantial adverse change in the historical significance of the CMS.</p>	LTS	<p>Mitigation Measure CUL-IPE-3: As suggested by the campus Design Review Committee, the creek would be designed so that it is compatible with the naturalistic landscape design of the site. It may be possible to adjust the design so that it is compatible with the Roman classical character of the CMS. The newly exposed portion of the creek will be limited in size so that it is located mostly on site zones which were previously altered so that they lost their integrity, and so that it does not compete visually with the remaining historic site features such as the stairs which go up from Memorial Arch to the east side of the CMS on Stadium Rim Way. Final design will be reviewed and approved by the campus Design Review Committee.</p>	LTS
<p>Impact CUL-IPE-4: The grade under the east side of the CMS would be excavated to allow construction of new programmatic spaces, altering the original configuration of the CMS. This would not cause a substantial adverse change in the historical significance of the CMS.</p>	LTS	None required	

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Impact CUL-IP-5: New exterior lighting would be installed within the CMS and on the entire Integrated Projects site. This would not cause a substantial adverse change in the historical significance of any resource.	LTS	None required	
Impact CUL-IPW-6: The site design for and construction of the Law and Business Connection building would alter the physical context of the Piedmont Houses. This would not cause a substantial adverse change in the historical significance of these resources.	LTS	<u>Mitigation Measure CUL-IPW-6:</u> The existing landscape of the Piedmont Avenue Houses could be recorded to the standards of HALS.	LTS
Impact CUL-IPE-7: Construction of the first phase of seismic retrofit and program improvements to the CMS, including the SAHPC, would cause a significant adverse change in the historical significance of the CMS.	S	<u>Mitigation Measure CUL-IPE-7a:</u> The landscapes could be recorded to the standards of the Historic American Building Survey and Historic American Landscape Survey (HABS and HALS), with the documentation approved and accepted into the HABS and HALS repository (with copies at the College of Environmental Design Documents Collection or the Bancroft Library). <u>Mitigation Measure CUL-IPE-7b:</u> The SAHPC roof terrace could be designed so it is visually distinct from the north and south courts of the CMS and compatible with the characteristics of the CMS and site.	SU
Impact CUL-IPE-8: Construction of the second and third phases of seismic retrofit and program improvements to the CMS, including construction of the press box, the east seating structure, changes to the seating bowl, and potential signage and scoreboard changes, would cause a significant adverse change in the historical significance of the CMS. (S	reprinted from section 4.1) <u>Mitigation Measure AES-IPE-2:</u> Prior to completion of schematic design for renovation and retrofit of the California Memorial Stadium, the campus would complete guidelines for new advertising signage at the CMS which respects the historic character of the CMS and the architectural design of original and new elements, in accordance with provisions of the March 2005 design guidelines, to be reviewed with the campus Design Review Committee before finalized. These guidelines will be implemented as part of the final CMS retrofit design.	SU
		<u>Mitigation Measure CUL-IPE-8:</u> The CMS could be documented to HABS standards prior to construction of Phase 1.	

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<p>Impact CUL-IPE-9: Construction of the parking structure at Maxwell Family Field would cause a significant adverse change in the potential historical significance of a concrete grid form building restroom at the site.</p>	S	<p><u>Mitigation Measure CUL-IPE-9:</u> Prior to completion of schematic design for the parking structure below Maxwell Family Field, the campus would complete a historic structure assessment of the grid form building. If the building is deemed significant, it would be documented to HABS standards prior to construction of the parking structure. Further, reuse of concrete grid forms from the building elsewhere on campus or in the project would be encouraged.</p>	SU
<p>Impact CUL-IPW-10: Demolition of the College Avenue Houses and the Calvin Laboratory would constitute a significant adverse effect to three historical resources and landscape elements associated with them.</p>	S	<p><u>Mitigation Measure CUL-IP-10a:</u> The University could undertake or sponsor the relocation and rehabilitation of the College Avenue Houses. They could be moved to a site owned by the University or could be sold or donated to another owner. It would be possible to rehabilitate them for their current use or as housing. If the two houses were sited together in an appropriate manner, it would be possible to rehabilitate them to meet the criteria consideration for moved buildings of the National Register. This would mitigate the impact to a less than significant level for the houses.</p> <p><u>Mitigation Measure CUL-IP-10b:</u> The houses, the Calvin Laboratory, and their associated landscapes could be recorded to the standards of the Historic American Building Survey and Historic American Landscape Survey (HABS and HALS), with the documentation approved and accepted into the HABS and HALS repository (with copies at the College of Environmental Design Documents Collection or the Bancroft Library). Demolition of the houses or Calvin Laboratory would remain a significant unavoidable impact.</p>	LTS

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<p>Impact CUL-IPW-11: Construction of elevators would diminish the historical integrity of the four Piedmont Avenue Houses, causing an impact on these historical resources.</p>	S	<p>Mitigation Measure CUL-IP-11: The elevator additions could be redesigned in a number of ways that would ensure that they do not combine the four buildings into two buildings. Elevators could be built on the interior of each house; a separate elevator could be built on the rear (west) side of each house; or new programmatic space in the Law Business Connection could be linked to the houses so that wheelchair access would not be required to all levels of the houses because of equivalent facilitation. An additional alternative would be to change the programmatic assignment of the buildings so that accessibility is not required. These mitigations would conform to the SOI's Standards and would avoid entirely or reduce the impact to a less than significant level.</p>	LTS
<p>Impact CUL-IP-12: Landscape changes to Piedmont Avenue, including the new pedestrian way to Piedmont Avenue and the California Memorial Stadium on the south side of the Law and Business Connection building, and changes to pedestrian crossings on Piedmont Avenue itself, would change the character of the landscapes of the Piedmont Avenue Houses and the Piedmont Avenue landscape. This would potentially cause a substantial adverse change in the historical significance of these resources.</p>	S	<p>Mitigation Measure CUL-IPW-12: Before executing the work the University could document the existing landscapes to HALS standards with the documentation approved and accepted into the HALS repository (with copies at the College of Environmental Design Documents Collection or the Bancroft Library).</p> <p>(reprinted from section 4.1) Mitigation Measure AES-IP-3: Prior to implementing significant changes to Piedmont Avenue, the campus will prepare a landscape master plan for at minimum the portion of Piedmont Avenue contiguous with the Campus Park, to be reviewed with the campus Design Review Committee, the city of Berkeley Planning Commission, and the city of Berkeley Landmarks Preservation Commission before it is finalized. The master plan will be implemented as part of the Piedmont Avenue/Gayley Road improvements.</p>	SU
<p>Impact CUL-IP-13: Ground-disturbing activities within the Integrated Projects have the potential to destroy historical archaeological resources within the project area, but continuing best practices would reduce this impact to less than significant.</p>	LTS	None required.	

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Impact CUL-IP-14: Ground-disturbing activities within the Integrated Projects have the potential to destroy any extant prehistoric archaeological resources that may lie beneath the project area but continuing best practices would reduce this impact to less than significant.</p>	LTS	None required.	
GEOLOGY, SEISMICITY AND SOILS			
<p>Impact GEO-IP-1: The Integrated Projects could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death resulting from seismic-related ground failure, including liquefaction. Given the continuing campus best practices and the compliance with applicable regulations, a significant increase in the risk to people or the environment is not anticipated.</p>	LTS	None required.	
<p>Impact GEO-IP-2: The Integrated Projects could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death resulting from landslides. Given the continuing campus best practices and the compliance with applicable regulations, a significant increase in the risk to people or the environment is not anticipated.</p>	LTS	None required.	

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Impact GEO-IP-3: The Integrated Projects could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on-or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. Given the continuing campus best practices and the compliance with applicable regulations, a significant increase in the risk to people or the environment is not anticipated.	LTS	None required.	
Impact GEO-IP-4: The Integrated Projects could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating risks to life or property. Given the continuing campus best practices and the compliance with applicable regulations, a significant increase in the risk to people or the environment is not anticipated.	LTS	None required.	
Impact GEO-IP-5: The Integrated Projects could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death resulting from rupture of a known earthquake fault. With appropriate design, the risk of injury or death can be minimized; however a risk of structural damage requiring repair after the earthquake will remain.	S	<u>Mitigation Measure GEO-IPE-5:</u> The proposed addition of up to seven capacity events at the California Memorial Stadium would not be scheduled until after completion of seismic improvements at the CMS.	SU
Impact GEO-IP-6: The Integrated Projects could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death resulting from strong seismic ground shaking.	S	<i>(reprinted from above)</i> <u>Mitigation Measure GEO-IPE-5:</u> The proposed addition of up to seven capacity events at the California Memorial Stadium would not be scheduled until after completion of seismic improvements at the CMS.	SU
HYDROLOGY AND WATER QUALITY			
Impact HYD-IPE-1: Implementation of the Integrated Projects East would not violate any water quality standards.	LTS	None required.	
Impact HYD-IPW-2: Implementation of the Integrated Projects West would not violate water quality standards.	LTS	None required.	

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<p>Impact HYD-IP-3: Implementation of the Integrated Projects would not significantly deplete groundwater supplies or, degrade groundwater levels quality, or interfere substantially with groundwater recharge.</p>	LTS	None required.	
<p>Impact HYD-IP-4: Implementation of the Integrated Projects may create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	S	<p><u>Mitigation Measure HYD-IP-4a:</u> In addition to Continuing Best Practices HYD-2-c, HYD-4-a, HYD-4-b, and HYD-4-e, the drainage map for any component of the Integrated Projects shall be reviewed by the project engineer to verify that where the project has increased the drainage area to any particular storm drain, that drain has sufficient capacity to receive the estimated increase in flows without flooding. The adequacy of existing capacity may be determined by consultation with the City, empirical evidence, or existing studies. If capacity is not sufficient, then potential flow to that storm drain must be reduced to below capacity by increasing pervious surfaces or incorporating swales or other means of detention/retention.</p> <p><u>Continuing Best Practice HYD-IP-4-b:</u> In implementing CBP HYD-4-e, an analysis of the final project design will be completed, in coordination with UC Berkeley EH&S, to ensure that there is no net increase in runoff in either the Strawberry Creek or Derby Creek watershed. Should the analysis show that an increase in runoff is expected, changes to the project design will be made to meet these criteria. These changes may include: further reduction of impervious area within the affected watershed, reduction of the effective imperviousness within the affected watershed (draining additional area to planters, for example), or implementation of elements to retain and infiltrate the excess runoff.</p>	LTS

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<p>Impact HYD-IPE-5: Groundwater pumping during the construction phase of the Maxwell Family Field parking structure may result in temporary changes in groundwater levels near the project area and therefore may impact groundwater discharge to Strawberry Creek.</p>	S	<p><u>Mitigation Measure HYD-IPE-5:</u> Streamflows in Strawberry Creek shall be monitored before, during, and immediately following construction-phase groundwater pumping for the Maxwell Family Field parking structure. If baseflows in the creek decline by more than five percent as a result of pumping, then pumping shall cease until measures to mitigate effects are implemented. Appropriate mitigation measures may include adjusting the pumping schedule to reduce impacts to below five percent reduction, or supplementing streamflow (possibly with pumped creek water, but not with domestic water) to compensate for streamflow losses.</p> <p><u>Mitigation Measure HYD-IPE-5-b:</u> During the post-construction period, water from the operation of de-watering systems, if any, will be re-infiltrated down-gradient from the project. State permits (including RWQCB) will be obtained, as necessary, for the infiltration system.</p>	LTS
<p>Impact HYD-IPE-6: Implementation of the Integrated Projects East could substantially alter existing drainage patterns of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation or flooding on- or off- site.</p>	S	<p><u>Mitigation Measure HYD-IPE-6:</u> An engineering analysis shall be completed prior to construction that daylights Strawberry Creek showing that design flows would not cause substantial post-construction erosion or siltation or exceed the capacity of the restored channel, and the recommendations of the analysis shall be incorporated into the project design. Maintenance measures implemented on other open-channel reaches on the campus to reduce the potential for channel blockage, such as installation and regular maintenance of trash racks on culverts or storm drains, shall be incorporated into the project.</p>	LTS
LAND USE			
<p>Impact LU-IP-1: The Integrated Projects would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.</p>	LTS	None required.	
NOISE			

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact NOI-IP-1: Implementation of the Integrated Projects could increase vehicular traffic in the area, but would not result in a substantial permanent increase in ambient levels due to increased vehicular traffic on local roadways.	LTS	None required.	
Impact NOI-IP-2: Heating, ventilating, and air conditioning equipment associated with the Integrated Projects would not result in operational noise levels in excess of local standards because of mitigation measures incorporated into the project.	LTS	None required.	
Impact NOI-IP-3: Construction of the Integrated Projects facilities could expose nearby receptors to excessive ground-borne vibration but the mitigation measures described below would ensure this impact is less than significant.	LTS	None required.	
Impact NOI-IP-4: Operation of a new parking structure at Maxell Family Field and relocation of the field from ground level to the roof of the new parking structure would not cause a substantial increase in permanent, periodic or intermittent noise levels at sensitive residential receivers in the area.	LTS	None required.	
Impact NOI-IP-5: The projected increase of up to seven nighttime and/or day-time capacity events at CMS would cause a substantial periodic increase in ambient noise levels in the project vicinity.	S	None available beyond measures incorporated in project as proposed.	SU
Impact NOI-IP-6: Noise resulting from demolition and construction activities in the Integrated Projects West and Integrated Projects East areas 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.	S	None available beyond measures incorporated in project as proposed.	SU
PUBLIC SERVICES - EMERGENCY ACCESS			

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact PUB-IPE-1: Implementation of the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LTS	None required.	
Impact PUB-IPE-2: Expanded capacity use of the CMS would not result in inadequate emergency access.	LTS	Mitigation Measure PUB-IPE-2: Capacity uses of the CMS, defined as events with over 30,000 anticipated to attend, would be coordinated with police and fire service providers a minimum of six months in advance.	LTS

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact PUB-IPE-2 (continued)	LTS	<p><i>(reprinted from section 4.8) Continuing Best Practice TRA-IPE-10: The University shall continue to cooperate with the City of Berkeley, other agencies, or outside service providers to implement some or all of the following strategies during special events at the CMS:</i></p> <ul style="list-style-type: none"> ▪ Roadways surrounding the CMS shall be closed to through traffic. ▪ Police officers shall be present at roadway closure locations to direct pedestrian and vehicular traffic. ▪ Parking on streets in the vicinity of the CMS shall be prohibited. ▪ Emergency vehicles would be stationed on Stadium Rim Way. ▪ BEAR Transit shall operate shuttles between the CMS and other destinations such as Downtown Berkeley BART station, Telegraph Avenue, and major parking facilities. ▪ Bus staging areas shall be provided for AC Transit and County Connections in the vicinity of the CMS. ▪ Non-related events shall not be scheduled for Greek Theater simultaneous to special events at the CMS. ▪ Due to street closures and high pedestrian volumes in the surrounding areas, Maxwell Family Field parking structure shall be accessed to and from the north on Gayley Road only; egress would also be to the north. Manual control would direct garage traffic at Hearst Avenue / Gayley Road / LaLoma Avenue, Gayley Road / Stadium Rim Way, and Stadium Rim Way / Maxwell Family Field parking structure driveway intersections. ▪ To the extent possible, prohibit truck traffic to and from the loading docks at Maxwell Family Field parking structure immediately preceding or following special events at the CMS. ▪ Promotional material for special events shall encourage the use of transit, carpooling and other alternative travel modes. 	LTS

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TRANSPORTATION AND TRAFFIC			
<p>Impact TRA-IP-1: The all-way stop-controlled Stadium Rim Way/Gayley Road intersection would degrade from LOS C to LOS F during the AM peak hour and from LOS D to LOS E during the PM peak hour.</p>	S	<p><u>Mitigation Measure TRA-IP-1:</u> The University shall design and install a signal at the Stadium Rim Way / Gayley Road intersection before the Maxwell Family Field parking structure is completed and in use. With the implementation of this mitigation measure, the intersection would operate at LOS B during the AM peak hour and LOS C during the PM peak hours.</p>	LTS
<p>Impact TRA-IP-2: The proposed Integrated Projects would contribute to the future, cumulative projected unacceptable delay at the all-way stop-controlled Stadium Rim Way / Gayley Road intersection, which is projected to operate at LOS F during both AM and PM peak hours regardless of the proposed project. The project would increase the intersection volume by 18 percent during the AM peak hour, and 11 percent during the PM peak hour.</p>	S	<p><u>(reprinted from above) Mitigation Measure TRA-IP-1:</u> The University shall design and install a signal at the Stadium Rim Way / Gayley Road intersection before the Maxwell Family Field parking structure is completed and in use. With the implementation of this mitigation measure, in the future projected cumulative condition the intersection would operate at LOS C during the AM peak hour and LOS D during the PM peak hour.</p>	LTS
<p>Impact TRA-IP-3: The proposed Integrated Projects would contribute to the future, cumulative projected unacceptable delay at the all-way stop-controlled Durant Avenue/ Piedmont Avenue intersection, which is projected to operate at LOS F during the AM peak hour regardless of the proposed project. The project would increase the intersection volume by 8 percent during the AM peak hour. The mitigation would, if implemented with review and approval of the City Traffic Engineer, reduce this impact to a less than significant level.</p>	S	<p><u>Mitigation Measure TRA-IP-3:</u> Implement 2020 LRDP Mitigation Measure TRA-6-b. With the implementation of this mitigation measure, the intersection will operate at LOS B during both AM and PM peak hours.</p> <p>Because the mitigation is outside the jurisdiction of the Regents and could only be implemented at the discretion of the City of Berkeley, the impact remains potentially significant and unavoidable.</p>	Potentially SU
<p>This impact was identified in the 2020 LRDP EIR (LRDP Impact TRA-6-b). The Integrated Projects would trigger this impact. The 2020 LRDP EIR mitigation measure would continue to mitigate this impact.</p>			

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<p>Impact TRA-IP-4: The proposed Integrated Projects would contribute to the future, cumulative projected unacceptable delay at the all-way stop-controlled Bancroft Way/Piedmont Avenue intersection, which is projected to operate at LOS F during both AM and PM peak hours regardless of the project. The project would increase the intersection volume by 8 percent during the AM peak hour. The mitigation would, if implemented with review and approval of the City Traffic Engineer, reduce this impact to a less than significant level.</p> <p>This impact was identified in the 2020 LRDP EIR (LRDP Impact TRA-7). The Integrated Projects would trigger this impact. The 2002 LRDP EIR mitigation measure would continue to mitigate this impact.</p>	<p>S</p>	<p><u>Mitigation Measure TRA-IP-4:</u> Implement 2020 LRDP Mitigation Measure TRA-7. With the implementation of this mitigation measure, the intersection would operate at LOS B during both AM and PM peak hours.</p> <p>Because the mitigation is outside the jurisdiction of the Regents and could only be implemented at the discretion of the City of Berkeley, the impact remains potentially significant and unavoidable.</p>	<p>Potentially SU</p>
<p>Impact TRA-IPE-5: The proposed design of the Maxwell Family Field parking structure may result in inefficient and unsafe operations.</p>	<p>S</p>	<p><u>Mitigation Measure TRA-IPE-5:</u> The design of the Maxwell Family Field parking structure is in the early phases. More detailed analysis including the simulation of traffic conditions around the new parking structure would be undertaken as part of the project design process and may result in the following measures to improve the efficiency and safety of motorists, pedestrians, and bicyclists in and around the Maxwell Family Field parking structure.</p> <ul style="list-style-type: none"> ▪ Realign the Bowles Parking Lot Driveway to align with the vehicle driveway at Maxwell Family Field parking structure to form a four-way intersection. Stop signs shall be installed on all four approaches and adequate sight distance shall be provided on all approaches. 	<p>LTS</p>

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Impact TRA-IPE-5 (continued)	S	<ul style="list-style-type: none"> ▪ Explore the potential for providing additional driveways either on the west side of the parking structure on Gayley Road (right-turn only or all access allowed) or on the east side of the parking structure on Stadium Rim Way. These potential driveways should enhance access to the Maxwell Family Field parking structure by reducing congestion at the proposed driveway without deteriorating pedestrian and bicycle circulation. ▪ Widen the outbound Maxwell Family Field parking structure driveway to provide one left-turn only lane and one right-turn only lane to reduce the potential for excessive queuing inside the parking structure. ▪ When loading docks at the south end of the Maxwell Family Field parking structure are in use by larger trucks or during peak scheduled truck activity periods, prohibit parking on the portions of Parking Level 1 that will be used by trucks maneuvering to access the loading docks. Vehicles would still be able to access the lower levels of the parking structure. ▪ Design the truck driveway on Stadium Rim Way and the Gayley Road / Stadium Rim Way intersection to accommodate trucks turning. ▪ Install gates at the truck driveway to prohibit vehicles from accessing the parking structure at this driveway. ▪ Relocate handicapped parking spaces on parking level 1 so that trucks would not block access to them. ▪ Provide a flag person to direct large trucks entering, exiting, and maneuvering through the parking structure. 	LTS

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<p>Impact TRA-IP-6: While increasing vehicles on Gayley Road / Piedmont Avenue, the proposed project will increase pedestrian crossings of Gayley Road / Piedmont Avenue with no protected pedestrian crosswalks provided on Gayley Road / Piedmont Avenue between Stadium Rim Way and Bancroft Way. The mitigation would reduce this impact to a less than significant level.</p>	S	<p><u>Mitigation Measure TRA-IP-6:</u> Prior to completion of the Maxwell Family Field parking structure, the University shall design and install a protected pedestrian crossing on Gayley Road between the Haas School of Business and the CMS grand stair. The mitigation would, if implemented, reduce this impact to a less than significant level.</p>	LTS
<p>Impact TRA-IP-7: If the total number of net new parked vehicles at the Maxwell Family Field parking structure exceeds 300, the proposed project may be inconsistent with the 2020 LRDP and result in additional impacts on vehicle circulation or parking. The mitigation would reduce this impact to a less than significant level.</p>	S	<p><u>Mitigation Measure TRA-IPE-7:</u> In addition to the 808 parking spaces constructed in the Maxwell Family Field parking structure, the number of attendant parked vehicles shall be limited to 103 vehicles. The number of attendant parking spaces may be increased if other University operated parking spaces become temporarily or permanently unavailable.</p>	LTS
<p>Impact TRA-IP-8: Construction-related transportation impacts associated with implementation of the Integrated Projects would not be anticipated to exceed baseline levels.</p>	S	<p><u>Mitigation Measure TRA-IP-8:</u> The University shall estimate the amount of construction prior to each phase of construction to assure parking demand from Integrated Projects construction and other ongoing University projects would not exceed baselines established by the 2020 LRDP EIR (equivalent to the approximately one-million square feet that were under construction in 2002).</p>	LTS
<p>Impact TRA-IP-9: Construction phasing and staging may affect emergency vehicle access in and around the Integrated Projects area.</p>	S	<p><u>Mitigation Measure TRA-IP-9:</u> Prior to each stage of construction, the University and the contractor shall consult with the Berkeley Fire Department to ensure that construction phasing and staging would not interfere with providing adequate fire protection and emergency access to and from surrounding areas including the Panoramic Hill neighborhood.</p>	LTS
<p>Impact TRA-IPE-10: Additional weekend or weekday evening events at the CMS would result in significant impacts on the surrounding transportation network.</p> <p>The best practices under <u>Continuing Best Practice TRA-IPE-10</u> shall be continued to reduce the magnitude of the impact.</p>	S	<p><u>Continuing Best Practice TRA-IPE-10:</u> The University shall continue to cooperate with the City of Berkeley, other agencies, or outside service providers to implement some or all of the following strategies during special events at the CMS:</p>	LTS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Impact TRA-IPE-10 (continued)	S	<ul style="list-style-type: none"> ▪ Roadways surrounding the CMS shall be closed to through traffic. Police officers shall be present at roadway closure locations to direct pedestrian and vehicular traffic. ▪ Parking on streets in the vicinity of the CMS shall be prohibited. ▪ Emergency vehicles would be stationed on Stadium Rim Way. ▪ BEAR Transit shall operate shuttles between the CMS and other destinations such as Downtown Berkeley BART station, Telegraph Avenue, and major parking facilities. ▪ Bus staging areas shall be provided for AC Transit and County Connections in the vicinity of the CMS. ▪ Non-related events shall not be scheduled for the Greek Theater simultaneous to special events at the CMS. ▪ Due to street closures and high pedestrian volumes in the surrounding areas, Maxwell Family Field parking structure shall be accessed to and from the north on Gayley Road only; egress would also be to the north. Manual control would direct garage traffic at Hearst Avenue / Gayley Road / LaLoma Avenue, Gayley Road / Stadium Rim Way, and Stadium Rim Way / Maxwell Family Field parking structure driveway intersections. ▪ To the extent possible, prohibit truck traffic to and from the loading docks at Maxwell Family Field parking structure immediately preceding or following special events at the CMS. ▪ Promotional material for special events shall encourage the use of transit, carpooling and other alternative travel modes. 	<p>Depending on the type of events and the expected number of spectators, some or all of these strategies would need to be implemented for special events at the CMS to reduce the magnitude of the impacts.</p>

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance		Mitigation Measures	Significance With Mitigation
	Before Mitigation	After Mitigation		
UTILITIES AND SERVICE SYSTEMS – WASTEWATER AND STEAM/CHILLED WATER				
Impact USS-IP-1.1: Implementation of the Integrated Projects may result in increased demand for wastewater treatment beyond what was considered in the 2020 LRDP EIR, but this increase is not anticipated to result in a significant impact on treatment capacity, or result in the construction of new or altered facilities.	LTS	None required.		
Impact USS-IP-1.2: Implementation of the Integrated Projects may result in increased demand on wastewater collection systems and the construction of new or altered collection facilities, with temporary, potentially significant unavoidable construction-related impacts.	S	Because any improvements to the wastewater collection system to accommodate the proposed project would be located in already urbanized areas, improvements may result in temporary, construction period impacts upon traffic, noise, stormwater, cultural resources, and air. All construction by contractors to the University would incorporate 2020 LRDP mitigation measures and best practices to reduce impacts to the full extent feasible.		SU
Impact USS-IP-2.1: Implementation of the Integrated Projects could result in in-created demand for steam heating, but this increase is not anticipated to result in a significant impact on capacity, or result in the construction of new or altered facilities.	LTS	None required.		