TO: City of Berkeley Planning Commission and Design Review Committee
FR: Todd Henry, Planner, UC Berkeley
RE: Maxwell Family Field Parking Structure & Replacement Field (Southeast Campus Integrated Projects)

Background: UC Berkeley proposes to construct a parking structure and replace a sports field on an existing UC Berkeley-owned playing field (Maxwell Family Field), at Gayley Road and Stadium Rim Way, adjacent to California Memorial Stadium. The Maxwell Family Field parking structure supports participation in athletic, academic, artistic and clinical programs in the southeast campus and responds to the general campus and southeast campus’ need for additional parking by consolidating parking in a new garage. The project was originally described and reviewed as part of the Southeast Campus Integrated Projects Tiered Focused EIR (SCH# 2005112056) (“SCIP EIR”), as well as in Thematic Responses in the Subsequent EIR to the SCIP EIR prepared for the California Memorial Stadium (“CMS”) Seismic Corrections and West Program Improvements.

To deliver the project, UC Berkeley would enter into a ground lease for the site with a developer. The campus would retain use of the field; however, the parking garage would be owned by a limited partnership/limited liability corporation (LP/LLC) and managed by a private operator. Traditionally, on-campus parking facilities are maintained, managed and operated by UC Berkeley Parking & Transportation, which limits parking use to campus parking permit holders and designated campus visitors during the day. This facility would primarily serve campus uses, but it would also be open for other nearby public uses. It would not issue or accept UC Berkeley-issued campus parking permits. As proposed, the garage would sell parking at a daily market rate or issue special daily permits for special events (e.g., home football games, Greek Theater events). The agreement between the campus and the private owner/operator would include a revenue sharing agreement which would be managed by the Vice Chancellor of Administration and Finance.

Project Overview: The proposed Maxwell Family Field Parking Garage would consist of a two-story parking structure with 450 striped parking spaces on two levels, with capacity to accommodate up to 75 additional vehicles using attended parking. The garage would have one vehicle entrance and exit on Gayley Road and one vehicle entrance and exit on Stadium Rim Way. Electric vehicle charging stations and bicycle parking would be provided.

A replacement sports field, to be approximately 380 feet by 195 feet, would be constructed on the top of the structure, with spectator bleachers on the eastern edge of the sports field to accommodate up to 300 spectators. The existing sports field is generally in use between 6 a.m. and midnight by scheduled intercollegiate sports and recreational sports programming, as well as for informal recreation, intramural sports competitions, club sports, summer youth programs and band practice. It is also used for pre-game festivities on football home game days. The replacement field would be used by the same groups, and use is not expected to change substantially. The new field would be sized to accommodate lacrosse play and competition. In addition, restrooms and a fully enclosed storage building would be provided for use by Intercollegiate Athletics, Recreational Sports, and the Cal Marching Band.

The height of the new structure would be approximately 20 feet from Gayley Road at the southwest corner of the structure and approximately 30 feet from the Gayley Road and Stadium Rim Way intersection northwest of the structure. The replacement field at the top of the structure would be approximately 16 feet higher than the existing
field. The project would include replacing the existing light poles and fencing with new fixtures of equal quality and height to the existing fixtures; however, the height of both would increase by approximately 16 feet because both would be brought up to the height of the replacement field.

New landscaping and sidewalk would replace the existing trees and sidewalk. The existing 48” oak tree at the southwest corner of the existing field would remain; however, up to 26 other trees may be removed and replaced. New landscaping would be provided, include new oak trees at the northwest corner of the site, and would be native and drought tolerant. The project would replace trees according to the campus’ policy for specimen tree replacement by providing three new trees for each one removed. Along Gayley Road, the sidewalk would be between seven and ten feet wide, with seating walls incorporated into the landscape area at wider points in the sidewalk. The sidewalk along Stadium Rim Way would approximately six feet wide and located adjacent to the garage under the field overhang. The façade of the structure along Gayley Road would incorporate a metal screen with integrated landscaping to create a “green screen” on the structure.

The project would include sustainable features in the spirit of the UC Sustainability Policies (e.g., permeable surfaces, fly-ash concrete, bi-level and LED lighting, local and/or recycled materials, natural ventilation where feasible, native/drought tolerant landscaping). As a parking structure, LEED does not apply to this project.

A transportation and circulation study is being prepared to inform the project’s design, per mitigation identified in the SCIP EIR, as well as inform the transportation analysis for the project’s environmental document. Because the project accommodates fewer parking spaces, the project’s potential transportation impacts are anticipated to be less severe than what was analyzed in the SCIP EIR. However, the local circulation impacts may be affected by changes to the project driveways. Based on the draft transportation analysis a new traffic signal may be necessary at Gayley Road and Stadium Rim Way; this signal was identified in the SCIP EIR and would be on University property.

Relationship to the Previous SCIP Project: The Maxwell Family Field project description and design has been modified since the original planning for the SCIP EIR. The following points identify where and how the new project differs from the project that was analyzed previously.

1. **Reduction in the number of parking spaces.** The revised project description includes fewer parking spaces than the project evaluated in the SCIP EIR. The smaller project is reflective of the Panoramic Hill Association Settlement Agreement (PHA Agreement), which limited the number of spaces in the Integrated Projects planning area to 546 spaces (See PHA Agreement, pg 14). The SCIP EIR evaluated a structure that accommodated up to 911 vehicles. The revised Maxwell Family Field parking structure would accommodate up to 525 vehicles (450 striped spaces, 75 attended spaces).

2. **Driveway re-alignment.** The revised project description includes two full-access driveways: one on Stadium Rim Way and one on Gayley Road. This modification was made to improve garage access and circulation, as well as to respond to Integrated Projects East Mitigation Measure TRA-5 (see SCIP EIR, Section 4.8-52), which directed the project to undergo a separate transportation study when its design was more advanced, as well as the PHA Agreement, in which the campus committed “that the movement of vehicles exiting the structure [would] not be exclusively routed eastward up Rimway and Canyon” (See PHA Agreement, pg 14). The transportation analysis for the project’s environmental document analyzes the revised circulation for the parking garage.

3. **Big Inch Culvert.** The modified two-story structure would be constructed without relocation of the Big Inch culvert, which runs under the site. As previously described in the SCIP EIR, the Maxwell Family Field Parking Structure would have included four levels, requiring the Big Inch culvert to be relocated. With
changes to the culvert, the SCIP also envisioned day-lighting of Strawberry Creek, which would not be part of
the project as proposed.

4. **CMS Loading Dock.** The revised Maxwell Family Field project description would no longer reconfigure the
CMS loading dock and Gridiron Way (formerly part of Kleeberger parking lot). This modification was
previously described in the SEIR for the CMS Seismic Corrections and West Program Improvements (See
SCIP EIR Vol 1 pp 3-37 and Vol 2 Appendix C, as well as the Final Recirculated SEIR, pg 36).

5. **Sports Field Size.** The revised Maxwell Family Field project description would modify the size of the proposed
replacement field to accommodate lacrosse play and competition.

6. **Parking Garage Operations.** Although not directly stated, the SCIP EIR implied that the new parking structure
would be a UC Berkeley facility. As currently proposed, the parking structure would be constructed, owned
and operated by a private party, who would ground lease the site from the University Regents. The garage
would be required to comply with University building policies and continuing best practices, many of which
are required mitigation measures in the project’s environmental document. Generally, this change would not
substantially change the project description, because both the original garage and the new garage are meant
to serve programs in the southeast area of campus.

7. **Parking impacted as a result of SCIP.** As proposed and analyzed in the SCIP EIR, implementation of the
Integrated Projects would result in a net increase of 300 parking spaces. As a result of the PHA Settlement,
this was modified to assume that the Integrated Projects would result in a net zero increase in parking in the
planning area, but that up to 546 spaces could be constructed as replacement parking for the spaces that
exists at the time. To date, spaces remain in the Boalt Lot, Prospect Court Lot, Stadium Rim Way Lot,
International House Lot, and Kleeberger Lot. Construction of the garage would result in an interim net
increase in spaces in the SCIP planning area until other projects identified in the SCIP EIR and 2020 LRDP are
completed. The interim net increase (180 spaces) is less than the 300 space net increase described and
analyzed in the SCIP EIR.

8. **Height above Gayley Road.** As described in the Aesthetics analysis in the SCIP EIR, the Maxwell Family Field
parking structure would have a significant and unavoidable impact on the visual character of Gayley Road
due a height increase of 9.5 to 13.5 feet. Preliminary illustrations in Appendix C of the Integrated Projects EIR
(Volume 2) showed the highest elevation of the field at 404.6 feet at the southeast corner. The SCIP EIR also
assumed the field would slope with the existing topography, so that elevations at the southwest corner would
be 402.8 feet and at the northwest corner, 399.2 feet. The currently proposed project would develop the
playing field to a single standard elevation of 404.9 feet, with minor field slope variations to address storm
water.

9. **Setback.** As proposed, the structure would be set back from Gayley Road approximately 10 feet at about mid
field and approximately 40 feet at the northwest corner. The structure would be set back from Stadium Rim
Way approximately 27 feet from the northwest corner and eight feet from the north east corner. The project
described in the SCIP EIR would have had a similar setback at mid field along Gayley Road; however, the
setback along Stadium Rim Way would have been up to about 60 feet along Stadium Rim Way at the
northwest corner.

**Previous Design Review:** The UC Berkeley Campus Design Review Committee considered the project at July, August
and October meetings. In July 2013, the committee reviewed and provided comments on the site’s conceptual design,
including building’s relationship to the SCIP projects. In August 2013, the committee reviewed the project’s schematic
design and suggested a number of revisions to the articulation of the western façade to respond better to Gayley
Road. The committee was generally supportive of the revised design presented in October, with minor comments on the southwestern corner of the structure.

CEQA Review: The project is generally consistent with the objectives and policies of the 2020 LRDP and Southeast Integrated Projects, and an addendum is being prepared for the project. The addendum is expected to be available late October (See: http://www.cp.berkeley.edu/Projects_Info_Notices.htm).

Preliminary schedule: Construction is anticipated to begin in December 2013 and continue approximately 10 to 16 months. The garage would open while completion of the replacement field continued.

Further questions: Please contact Todd Henry with any questions or concerns: (510) 642-1173 or tthenry@berkeley.edu.

Attachments: Project graphics package, including visual simulations.