

October 21, 2009

Beth Piatniza
Associate Director
Physical & Environmental Planning
300 A&E Building
UC Berkeley
Berkeley, CA 94720-1382

Re: Anna Head West Student Housing Project

Dear Ms. Piatniza:

The Berkeley Architectural Heritage Association (BAHA) is deeply concerned about the impacts of the Anna Head West Student Housing Project upon historic resources. In this regard we find major flaws in the project's Environmental Assessment.

We are dismayed by the proposed new building's protrusion far eastward into open space of the former Anna Head School campus itself. This would badly disrupt the latter's historic spatial organization, which the University's own Historic Structure Report (HSR) stated is "character-defining," "very significant," and "should be maintained."

The HSR also recommended restoring the full original extent of the once-lengthy front lawn along Channing Way, but the current project would preclude that—and not just because of the proposed new building per se. Most of the original front lawn's western half would become a paved (and very differently shaped) "student plaza." The original front lawn's approximate eastern half would be outside the so-called "project scope boundary." Here the sad present layout—including a row of nine parking spaces where there used to be grass—would remain for the indefinite time being.

A drawing entitled "Site Master Plan" does show changes within the original front lawn's eastern half, directly north of Channing Hall. These would occur, though, at some undefined future time rather than as part of the current project. The drawing labels part of this area as "historic front lawn," but another sizable part of it is unclearly yet suspiciously shown as "transitional landscaping." And it seems that the lawn's northern edge would be sliced off by an arbitrary diagonal of paving (where there originally was border shrubbery adjoining the

Channing Way sidewalk). Neither of these apparent features shows due and serious respect for the Anna Head School's historic landscape pattern and character.

The second paragraph of the Environmental Assessment's page 42 (which is within the checklist's section on cultural resources) admits that the new building's encroachment onto the Anna Head campus would be a significant adverse impact. The third paragraph on the same page says that restoring the lawn area north of Channing Hall "might" help mitigate the impact, yet it immediately dismisses this possibility by saying that the lawn area is "outside the [project] boundary" and that such restoration is "not included in the project." This casual dismissal is patently irrelevant and unjustified. The project "boundary" is arbitrary, and indeed we gather that the area north of Channing Hall may get used as a construction staging area for the project.

Also specious and unjustified is the remark in the third paragraph that the landscape restoration "could not reverse" the impact of encroachment by the new building. Though of course it couldn't fully *reverse* that impact, it obviously would help to compensate for it. And its cost should be quite modest, especially in relation to the impact and to the overall project.

Restoring the historic front lawn area is a necessary and feasible mitigation measure very pertinent to the cited impact. It should be done now, rather than left for some later funding that may never come. Furthermore, the specifics that the Site Master Plan depicts for the area north of Channing Hall should be changed to be truly consistent with this area's original layout and character.

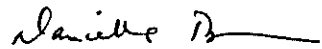
BAHA is also very concerned about the exterior design of the new building. It will be nearly surrounded by historic resources, either immediately adjoining or directly across Channing Way or Haste Street. This unique location calls for a positively contextual approach wherein the new will truly work with what already exists, strengthening the visual coherence of the whole.

However, the proposed design does not seriously relate to any of the buildings around it and in some ways actually clashes with them. In particular, the northeast and southeast corners' prominently jutting cantilevers seem to make willfully brutal contrast with the massing and feel of the Anna Head and other historic buildings. The Environmental Assessment fails to recognize and report these adverse impacts.

Moreover, BAHA is disappointed to find that there is still no genuine master plan that seriously considers the needs and future of the historic Anna Head buildings. The housing project's Executive Architect was supposed to produce last year a master plan for UC's entire property on the block. Yet the only relevant product seems to be the previously mentioned Site Master Plan drawing, which depicts the current housing project and future changes in the above-discussed open area immediately north of Channing Hall but makes no other recommendations.

Meanwhile, the Anna Head School's irreplaceable historic buildings continue to suffer and be at risk from long-deferred maintenance. We strongly urge UC to address this problem promptly and seriously.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniella Thompson", with a long horizontal flourish extending to the right.

Daniella Thompson
President



FACILITIES SERVICES

BERKELEY, CALIFORNIA 94720-1380

October 26, 2009

Daniella Thompson
Berkeley Architectural Heritage Association
P.O. Box 1137 Main Post Office
Berkeley, CA 94701

Re: Anna Head West Student Housing Project

Dear Ms. Thompson,

Thank you for your letter of October 21, 2009, expressing concerns about the future of the Anna Head School and the impacts of the proposed Anna Head West student housing project.

Your letter cites concerns about the impacts of the new project on the spatial organization of the historic site and the visual appearance of the proposed design. The environmental assessment does recognize the significant impact of the encroachment of the project into the historic property of the Anna Head School. Guidance from SHPO and the HSR stressed the importance of preserving significant views of the historic complex, which the project massing respects. The project massing and site plan also respond to the programmatic requirements of the new student housing while attempting to provide as much spatial relief between the new and historic buildings as possible. The proposed building's contemporary style is not unique within the broader, eclectic architectural setting of the Southside, and the scale and massing of the new building frames and reflects the varied sizes of the Anna Head buildings.

The HSR states that the historic site lost much of its integrity when trees were removed and the majority of the site was paved for parking. The project attempts to improve the site by creating usable landscaped outdoor space. The letter questions the use of the term "transitional" in the proposed site plan. This term is meant to describe the landscape design which will transition from historically appropriate plantings near the existing buildings to contemporary landscape plantings near the new student housing. The diagonal paving area proposed on a section of the north lawn may seem arbitrary but it is needed to help guide students toward the street corner for safe crossing.

BAHA's recommendation is to restore the lawn area to the north of Channing Hall as a necessary mitigation to be included in the current project scope. Since the publication of the assessment, it has been confirmed that the project would use the north lawn area as a construction staging area, to be restored with a new lawn after project completion. In addition, the campus is looking at the possibility of removing all of the parking spaces north of Channing Hall, which would allow extended planting and a more gracious setting north of Channing Hall.

BAHA, p. 2

BAHA also urges the campus to address the condition of the Anna Head School complex itself. The campus continues to look for programmatic and funding opportunities that would make renovation of this historic resource possible.

Sincerely,

Beth Piatnitzka

Beth Piatnitzka
Associate Director, Physical and Environmental Planning

Ken Sarachan
Property Owner
2509 Haste Street
Berkeley, CA 94704
PH: 510.704.1140

October 28, 2009

Beth Piatnitza, LEED AP

Associate Director- Physical & Environmental Planning
Capital Projects – U.C. Berkeley
300 A & E Building
Berkeley, CA 94720-1382
TEL 510.643.2082
FAX 510.642.9442
bpiatnitza@cp.berkeley.edu

Dear Ms. Piatnitza,

I am a major property owner in the Telegraph Avenue area. I have serious concerns about the proposed Anna Head West Student Housing Project which is adjacent to properties I own. My concerns, however, regard impacts not only to my own properties, but to the greater Telegraph area, which has been an important economic base for the city of Berkeley, but is in decline. Currently the area is suffering from planning assumptions of both the City and University that the area is only to be developed for students.

I am writing to request more substantial review of this project, which is proposed to replace the surface public parking lot at the south end of the historic Anna Head School site.

I understand that the California Environmental Quality Act (CEQA) mandates that significant project proposals should discuss cumulative environmental impacts, alternative proposals, and serious analysis of mitigations of the impacts. I believe that the impacts of the proposed project cannot be part of a campus plan certified in 2005. This project alone might cause significant further harm to the area, and needs full review.

The problems I see with the current project proposal begin with the following:

- A. The proposed project is not in compliance with provisions of the City of Berkeley's Southside Plan's - Design Guidelines as agreed to by the University of California. The Design Guidelines and Strategic Statement therein were established and defined in order to make certain that new projects are substantially compatible with the scale and massing of buildings in the area – particularly historic buildings.

The proposed project does not substantially comply with the following Residential Subarea Design Guidelines:

1. Setbacks and parking
 - a. The proposed setback does not conform with the neighborhood fabric and does not reflect nor complement adjacent buildings and historic buildings.
 - b. The proposed building does not provide any parking to replace the existing 205 parking spaces on the site.
2. Building Design and Facades
 - a. The design of the new residential building does not reflect and reinforce the proportions, rhythm, and attention to detailing present in the subarea.
 - b. The architectural character of the façade is not consistent with buildings in the area.
 - c. The proposed design does not replicate the architectural elements of adjacent historic buildings which contribute to the architectural character of the subarea.
3. Roof Shape and Lines
 - a. The proposed roof shape does not continue the varied height, profiles, detailing and roof shape of adjacent historic buildings in the subarea.
 - b. The proposed roof pitch and orientation does not complement the design of nearby buildings; particularly historic ones.
 - c. The proposed design does not replicate the distinctive roof forms, profiles, and cornices of nearby buildings, particularly historic ones
4. Materials
 - a. The proposed facade does not utilize materials that provide a sense of continuity with the existing residential structures particularly the wood shingles of the Historic Anna Head School.

B. In addition to the above items, the proposed project does not adequately address the following major concerns and environmental impacts of the project.

1. Parking

- a. The current parking lot provides 205 vital parking spaces that are not being replaced. The Environmental Assessment and Addendum #6 claims that the parking demand would *"utilize on street parking, private parking in the vicinity, or the public Telegraph Channing garage; .."* All of these locations are currently severely impacted and will not be able to provide for the parking demand. The consequences of this will be extremely detrimental to UC students as well as Berkeley businesses and residents.
- b. The current parking lot serves as valuable staging area in the event of disasters. It is the only large paved area in the entire neighborhood that can provide adequate access for emergency vehicles and allow for triage if necessary. A replacement for this disaster ready site has not been proposed nor is available.
- c. The current parking lot is essential to special events in the area including U.C. sporting events, Holiday Fairs, Street Fairs, People's Parks events and other community activities in the area. Tailgate parties, a popular tradition at UC Sporting events will no longer have access to this lot.

2. Bulk, Massing & Height

- a. The bulk, massing, and height of the proposed building will cast shadows across all of the existing buildings along the western property line.

3. Access

- a. The proposed project does not allow for nor provide access to the existing parking area to my property located at 2429-2435 Telegraph Avenue.

4. Housing

- a. There is currently not a housing shortage for U.C. students in the Berkeley Southside area. There are many vacancies in private student apartment buildings where none have occurred before. These vacancies have been caused

because of the increase in housing provided by the U.C. in recent years. Additional housing is not necessary and will result in even more vacancies. Therefore, the project is an unnecessary investment of UC's finite capital resources.

In summary, it is apparent that the environmental impacts created by the Anna Head West Student Housing Project have not been fully studied, nor have appropriate alternatives been fully explored. This project will be detrimental to the health, safety, comfort and general welfare of persons residing, working, or doing business in Berkeley's Southside area. The project should not move forward until these issues are resolved in accordance with California's environmental protection laws.



Ken Sarachan

CC:

Valerie Zylla
Project Manager
UCB Capital Projects
(510) 643-3584
vzylla@cp.berkeley.edu

Dave Fogarty
City of Berkeley
Office of Economic Development
2180 Milvia Street, 5th Floor
Berkeley, CA 94704
DFogarty@ci.berkeley.ca.us



FACILITIES SERVICES

BERKELEY, CALIFORNIA 94720-1380

November 2, 2009

Ken Sarachan
2509 Haste Street
Berkeley, CA 94704

Re: Anna Head West Student Housing Project

Dear Mr. Sarachan,

Thank you for your letter of October 28, 2009, expressing concerns about the impacts of the proposed Anna Head West student housing project.

Your letter cites concerns about the project's compliance with the Southside Plan, loss of public parking, and loss of access to a private parking lot that you own.

The project is a high-density contemporary student housing project. The project specific design guidelines drew from the Southside Plan Design Guidelines, and recommendations from the Anna Head Historic Structures Report and meetings with the State Historic Preservation Office (SHPO). In addition, the project was reviewed by the City of Berkeley Landmarks Preservation Commission, the Planning Commission, and the campus Design Review Committee, which was attended by representatives from the City's planning department. The building height varies, at its maximum of six stories it is in compliance with current R-4 zoning. The massing is lower on the east side and higher on the west in deference to the historic Anna Head structures, as recommended by SHPO. The style of the building is contemporary and compatible within the overall context of the varied architectural styles in the Southside.

The project will not replace the existing 205 public parking spaces. The large underutilized project site has long been identified as a potential student housing site, going back to the campus's 1990 LRDP, with no certain plans to replace parking. During master planning it was determined that replacement parking on site was incompatible with the student housing program. Students in University-provided housing are not permitted to bring cars to campus except in cases of hardship, therefore the project is not expected increase parking demand. The few additional employees associated with the project can park in the nearby Underhill structure. Security of the site is a primary concern and a level of parking either below the housing would open the site to non-residents, creating an on-going security problem.

The University is not obligated to provide public parking. The project site has been a public lot only since November 2008, when it was converted from a permit-required campus parking lot due to reduced demand after the opening of the nearby Underhill Parking Garage. Public parking is available at many lots run by the campus, including the Student Union and Recreational Sports Facility garages.

Sarachan, page 2

Your letter cites a concern about the loss of access to a private parking lot that you own at 2429-2435 Telegraph Ave. Currently there is an opening along the western property line that allows access to your lot. This is a non-conforming condition: the title report for the project site does not identify a legal easement. The project makes no provisions to maintain this access, due to the need to secure the site. You have enjoyed this situation for many years, perhaps decades, at no cost, and considering that you own properties between your parking lot and Haste Street, you have the means to provide your own access.

You also state in your letter that there is currently not a housing shortage in the Southside, based on vacancies in apartment buildings. This is unrelated to the need for more University-provided student housing. The 2020 LRDP established a policy to provide housing for 100% of Freshmen and 50% of continuing and transfer students. Based on current applications, there is a large demand for housing for continuing students, which is the project's target population.

Students want to live in University-provided housing, which includes comprehensive social and academic support programs, in close proximity to campus, with excellent access to public transportation, stores, and services.

I hope that I have addressed your concerns satisfactorily.

Sincerely,



Beth Piatnitzka

Associate Director, Physical and Environmental Planning

Cc: Valerie Zylla, Project Manager, Capital Projects

Dave Fogerty, Office of Economic Development, City of Berkeley

October 29, 2009

Beth Piatnitzza, LEED AP

Associate Director- Physical & Environmental Planning
Capital Projects – U.C. Berkeley
300 A & E Building
Berkeley, CA 94720-1382
FAX 510.642.9442

Dear Ms. Piatnitzza:

The Telegraph Business Improvement District has taken an interest in the campus's proposed development of student housing on what is currently the Anna Head parking lot, and we are generally supportive of the project..

However, we feel that the University must mitigate the loss of the 205 Public Parking spaces on the Anna Head lot. The University's October 2009 Environmental Assessment Report acknowledges that the parking spaces on the Anna Head lot were converted to Public Parking in 2008, and we feel that the mitigation must provide replacement Public Parking.

Generally, TBID has supported many of the campus's projects, and we certainly support additional housing in the area. We have appreciated the opportunities to partner with the campus in a number of projects, and we would appreciate hearing from you in this matter.

Sincerely,

Roland Peterson
Executive Director



FACILITIES SERVICES

BERKELEY, CALIFORNIA 94720-1380

November 2, 2009

Roland Peterson
Executive Director
Telegraph Business Improvement District
2509 Haste Street
Berkeley, CA 94704

Re: Anna Head West Student Housing Project

Dear Mr. Peterson,

Thank you for your letter of October 29, 2009, expressing concerns about the impacts of the proposed Anna Head West student housing project.

Your letter cites concerns about the impact of the loss of public parking on local businesses.

The project will not replace the existing 205 public parking spaces. The large underutilized project site has long been identified as a potential student housing site, going back to the campus's 1990 LRDP, with no certain plans to replace parking. During master planning it was determined that replacement parking on site was incompatible with the student housing program. Students in University-provided housing are not permitted to bring cars to campus except in cases of hardship, therefore the project is not expected increase parking demand. The few additional employees associated with the project can park in the nearby Underhill structure. Security of the site is a primary concern and a level of parking either below the housing would open the site to non-residents, creating an on-going security problem.

We regret the impact of this loss of parking on local businesses. However, the University is not obligated to provide public parking. The project site has been a public lot only since November 2008, when it was converted from a permit-required campus parking lot due to reduced demand after the opening of the nearby Underhill Parking Garage. Public parking is available at many lots run by the campus, including the Student Union and Recreational Sports Facility garages.

The campus Parking and Transportation unit is investigating various improvements to its system and expects to install a dynamic parking management system [Parking Access Revenue Control System (PARCS)] in the near term that will better enable the management of permitted parking and the driver's awareness of parking availability. Real-time availability information is expected to reduce congestion and 'circling' and could direct people to available parking at campus lots.

Peterson, page 2

Thank you for taking the time to provide comments on the project. The University appreciates TBID's general support of the project. I hope that I have addressed your concerns satisfactorily.

Sincerely,

A handwritten signature in black ink that reads "Beth Piatnitzka". The signature is written in a cursive style with a prominent initial "B".

Beth Piatnitzka
Associate Director, Physical and Environmental Planning

October 30, 2009

Beth Piatnitzka, LEED AP
Associate Director
Physical and Environmental Planning
Capital Projects – U. C. Berkeley
300 A & E Building
Berkeley, CA 94720-1382

RECEIVED

OCT 30 2009

RE: Anna Head West Student Housing project

Dear Ms. Piatnitzka:

**PHYSICAL & ENVIRONMENTAL
PLANNING**

This project needs a full Environmental Impact Report (EIR) to study the many Cumulative Impacts of such a massive and detrimental project.

More Housing in a Town with Abundant Vacancies

I attended the very first meeting on this project. I stated to the representatives of the project "you may be building more than you need". One representative replied, "we don't want vacancies". If we are headed for enduring economic troubles, UC students might cease to be a source of ever increasing revenue.

The student dormitories used to have waiting lists. Last year, I believe, there were none. Also, I noted that the dorms were being heavily advertised in Spring or Summer of this year, and I had never seen this before. If there are no longer waiting lists, and you have to advertise the dorms to fill them – this would be an indication of a lack of need for more dorms.

The supply of student-style housing not owned by UC has increased dramatically in Berkeley over the last several years. All of the relatively new projects, (the Gaia Building, the Bachenheimer, the ArtTech, the Berkeleyan, Stadium Plaza, and many more) are serving as high-density student housing complexes. Those most recently completed (Library Gardens, Hillside Village) have never been fully occupied – they have been advertised continuously since completion. Late this summer, both complexes employed "sign twirlers", also known as "human advertising". This form of advertising appears to be a sign of desperation. I saw a plethora of sign twirlers for condo projects right before the condo market crashed.

In August I spoke with the manager of a 45-unit high-density student housing complex located within a half mile of campus. For the **first time ever** this summer, his complex was mostly empty; most of the students moved out in May and the complex did not begin to fill again until August. He still had vacancies when I last spoke to him in September. Similar stories can be heard all over town.

There is a statement on page 2 of the Environmental Assessment, "In response to the shortage of housing available to students within the City of Berkeley, the UC Berkeley 2020 Long Range Development Plan (LRDP), approved by the Regents in **May 2005**, established a policy . . ." (emphasis added). The claim of a shortage of housing seemed reasonable in 2005, but is entirely untrue now.

For the last several years, Berkeley has been a whirlwind of construction of high-density student housing complexes, both UC-owned and privately owned. There is no

evidence of a need for more of them. It is inappropriate for this project to be “tiered off of” a document that was approved in 2005, but is completely out of date now. This project needs a full EIR to study the Cumulative Impacts of reckless and needless construction of high-density student housing complexes within one small (10.5 square miles of land) and historic town with aged sewers and storm drains.

The Assessment on Page 4 concludes: “the Project would not cause any new significant environmental effect not considered in the 2020 LRDP EIR. . . . that no new information of substantial importance, which was not known at the time the 2020 LRDP EIR was certified, has become available”. The 2020 LRDP EIR was certified *in 2005*, at the very peak of the largest real estate bubble in history. In 2005 it was widely believed that:

- housing of all varieties was desperately needed
- real estate values never decline
- the population of California would continue to increase forever
- California’s economy would continue to flourish

I doubt that anyone believes that all of these statements are true now. Yet the Assessment states that “**no new information of substantial importance, which was not known at the time the 2020 LRDP EIR was certified, has become available**” (emphasis added). It is evident to everyone, with the possible exception of the writers of this Assessment, that conditions have changed dramatically since 2005. Berkeley’s environment with respect to housing is entirely altered, and this information could not have been known at the time the LRDP EIR was certified.

When I began enrollment at UC in 1967, neither I nor any of my friends considered living in a dorm, because they were vastly more expensive than living in Berkeley’s interesting older housing stock. Students will eventually realize that Berkeley’s “housing shortage” is a myth – it did exist at one time, but has been over for several years. If the economy continues on the path that it has been on, students will eventually figure out that they can live much less expensively in the now abundant local housing stock.

Detriments to Historic Resources

The first line of the mission statement of the Facilities Services department of the University states, “Facilities Services acts responsibly as a steward of the buildings and landscapes of UC Berkeley; . . .” Yet the proposed massive, blocky and characterless project virtually wraps around the beautiful and historic Anna Head buildings, but includes no plans to restore the historic buildings. Why is the Facilities Services department failing to act responsibly as a steward of the Anna Head structures?

The project also abuts several historic commercial buildings on Telegraph Avenue, towering over them, in apparent contempt for the historic nature of this area. Adding 424 units within a structure much larger than abutting buildings could be detrimental to the foundations or the drainage of the existing historic buildings.

Since Berkeley is an historic town, our sewers and storm water infrastructure were installed long ago and may be subject to failure if forced to take on the burden of another 424 units without being upgraded or repaired. I do not see in the Assessment that upgrading the sewers and storm drains to accommodate this massive increase in impact is part of this project. A thorough investigation of whether the infrastructure of

Berkeley's sewers and storm drains can handle this project should be conducted. Additional investigation should be conducted on whether the infrastructure can handle the Cumulative Impact of this project in connection with all the other planned or proposed projects in the area.

Parking Loss

The loss of the parking lot in an area that already suffers from insufficient parking is not addressed in the Assessment. It speaks only of parking inventory for "campus growth". The public uses the parking lot that would be removed for the project, yet no discussion of this use, or mitigations for the loss, are offered. The impacts of the parking loss should be studied, especially given the proposed AC Transit Bus Rapid Transit (BRT) project on Telegraph Avenue, which would also serve to eliminate parking in the area. The Cumulative Impacts of this project in connection with the probable future BRT project needs a thorough investigation

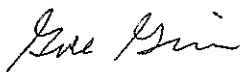
Inadequate analysis

The maneuver of "tiering off" the 2020 LRDP is illegitimate and effectively shuts out the public. Berkeley residents, under siege from relentless construction, have become accustomed to responding to Initial Studies. By using the term "Environmental Assessment" and failing to provide an Initial Study in the usual process, the project has failed to attract a response from the public. People do not understand that this is their only opportunity to weigh in on yet another massive, unneeded housing block. I feel that this is a trick to shut out the citizens of Berkeley from our right to an EIR for projects that are detrimental to our environment.

There is inadequate analysis of the alternatives to this project in the Assessment. Since there are abundant high-density student housing complexes in Berkeley, with several more under construction now (the Trader Joe's project and the Arpeggio, both within a half mile of campus, and 1800 San Pablo, the Essex Berkeley, and Campanile Court, all within 20 minutes of campus by public transit), the No-build alternative, by far the environmentally superior alternative, should be thoroughly investigated.

The Cumulative Impact of inundating a small town with one variety of housing, the market for which has already been saturated, while other examples of the same variety of housing are under construction, and many of the existing examples of this variety of housing contain vacancies – should be carefully studied.

Sincerely,



Gale Garcia
2538 Fulton Street
Berkeley, CA 94704

Attachments:

Article demonstrating that Berkeley's housing shortage is over
Chart showing that vacancies have been increasing in Berkeley and surrounding area

CNA Newsletter

Council of Neighborhood Associations
Berkeley, California

To let neighborhoods know what's coming down before it lands on them

"At this point in my life, I think any development is overdevelopment." *David Brower, Los Angeles Times, 1990*

The Ups & Downs of Berkeley's Population

Does Development Really Lead the Way?

- Gale Garcia

Le Conte Neighborhood Association

In 1950, Berkeley was considered a good place to raise children and a good place to retire. The population, according to the U.S. Census Bureau, was 113,805. I lived for most of the subsequent decade on the 1700 block of Berkeley Way, along with scads of other children. Many families, like my own, lived in rented single-family homes – large dwellings often housed more than one family. I doubt that any building on the block was unoccupied.

The destruction of beautiful Berkeley houses for cheaply-built apartments began in the late 1950s. This is the basic prescription of "smart growth": destroy small to build big for the imaginary future population growth. Instead of leading to a denser Berkeley (while saving the proverbial open space somewhere else) many families simply moved out, and the population declined.

In 1960, the Census Bureau counted 108,359 Berkeley residents. The Mayor was disturbed, and sent two dozen firemen to find the "missing persons". They found only 456 previously uncounted souls. City Manager John D. Phillips was quoted in the Berkeley Daily Gazette in July 1960, "paradoxically the only areas that gained generally were single-family residential areas, while losses were noted in areas where there had been apartment house construction."

The official Census record for 1960 was later changed to reflect 111,268 persons. I have not been able to uncover why this happened. But even if the revised

figure is accurate, it is still 2,537 fewer people than had lived in Berkeley in 1950.

In 1970, the population count was 114,091. Families had not returned to any great extent, but Berkeley had become a magnet for single young persons. Group-living situations, including communes, flourished in the abundant older housing stock that remained.

Small landlords owned most of these structures. Rents were cheap and restrictions were few. If a problem arose, the landlord could ask the tenant to leave, so most landlords didn't bother to scrutinize the finances of prospective renters or limit the number of residents.

In November 1978, a rent control initiative was placed on the Berkeley ballot. I was a tenant at the time, but voted against

it. It seemed clear that tenants would become feared and hated by the small landlords who had been generously offering their properties for little more than their operating costs. It seemed obvious that historic structures serving as rentals would not fare well. Nonetheless, the initiative was approved by 58% of Berkeley voters.

Rent control was perceived as so draconian that small landlords pulled their units off the market in droves to wait and see how detrimental the new regulations would be.

During the University of California's (UC) fall semester of 1979, newspapers reported vividly about Berkeley's "housing shortage unprecedented since

U.S. Census Bureau population count for Berkeley by year

1950	113,805
1960	111,268
1970	114,091
1980	103,328
1990	102,724
2000	102,743
2007*	101,377

*Census Bureau estimate for July 1, 2007

-continued on page 4

The Ups & Downs of Berkeley's Population... (continued)

continued from page 1



World War II." The Daily Californian of September 7th reported that the Student Housing Office had 6,000 more home seekers in August of 1979 than in August of 1978, yet had 32 percent fewer listings to offer. "For Rent" signs disappeared. UC Chancellor Albert Bowker appealed to local homeowners to lease rooms in their homes to incoming students, or some might have to give up their plans to study at Cal.

In one fell swoop, Berkeley's population dropped by over 10,000 and a housing shortage began. The Census count was 103,328 in 1980 and the shortage would continue for over two decades.

Berkeley's rent control law included "vacancy control", meaning that the rent was frozen – even when a tenant moved out – at the amount charged in 1978 plus the tiny percentage increases the rent board allowed each year. Those units that had been priced below value in 1978 (usually due to the kindness of the landlord) soon became ridiculously under-priced and an extreme liability to the owner. Most of them were eventually removed from the market, and many were held vacant for years.

There was little change in population count, 102,724 in 1990, and little construction for the next decade and a half, until the Patrick Kennedy building binge began. The latter half of the 1990s began the scourge that continues today, big-box housing construction, obliterating everything in its path.

The census count of 2000, at 102,743, is believed to have been an undercount by 4,000-6,000, having omitted some dormitories. But this was right before the dot-com crash, and the entire Bay Area was awash in well-paying tech jobs. It is very likely that Berkeley's population was larger that year, further feeding the common belief in a desperate need for housing.

By 2002, several huge buildings had been completed by Kennedy and other developers. More importantly, The Costa-Hawkins Act had been in full effect for three years. Costa-Hawkins phased in "vacancy decontrol" between 1996 and 1999. Beginning in 1999, a vacant apartment could be rented for whatever price the owner could attract. Many of the units that had been held vacant for years were back on the rental market by 2002.

"For Rent" signs began to reappear on apartments. I still remember the first time I saw one, in February

2002. I stopped in my tracks and gazed in awe. Soon they were everywhere.

I believe all the large apartment buildings currently have vacancies, and in some cases, lots of them. Recently completed Library Gardens and Hillside Village have advertised on Craigslist continuously since they were completed. And now something new – sign twirlers! In May, I saw young men standing on Shattuck Avenue bouncing huge ad signs pointed towards both complexes – a first for downtown Berkeley.



There is no way to determine exactly how many vacancies there are in Berkeley, but it seems evident that there are plenty. The experience of the 1950s and 1960s demonstrates that apartment construction does not necessarily lead to an increase in population. Desirable housing at reasonable prices attracts residents. Ridiculously expensive apartments of extremely low quality are viable only when there's a housing shortage – and we no longer have one. •



The following are excerpts from apartment reviews found at www.apartmentratings.com for Library Gardens:

"Welcome to Hell. . . It is noisy, all of the time. There is no A/C. There is no apartment manager. The walls are thin. All of the appliances in the apartment are cheap and nasty."

"The rent is TOOOOOO expensive for what we have to deal with. They constantly raise it too. Last year we paid \$2490,

Vacant housing units are increasing

From the ABAG website, numbers of vacant units:

City	Census 2000	2007 ACS Estimates
Alameda	1,418 units (4.5%)	2,514 units (7.9%)
Berkeley	1,920 units (4.1%)	3,470 units (7.4%)
Concord	1,063 units (2.4%)	3,069 units (6.5%)
Hayward	1,118 units (2.4%)	5,385 units (11.4%)
Oakland	6,718 units (4.3%)	17,932 units (11.0%)
Richmond	1,419 units (3.9%)	5,111 units (13.1%)
San Francisco	16,827 units (4.9%)	34,770 units (9.8%)

County	Census 2000	2007 ACS Estimates
Alameda County	16,817 units (3.1%)	41,255 units (7.4%)
Contra Costa County	10,448 units (2.9%)	26,014 units (6.7%)
San Francisco County	16,827 units (4.9%)	34,770 units (9.8%)

State of California	Census 2000	2007 ACS Estimates
	711,679 units (5.8%)	1,018,470 units (7.7%)

Vacant single family homes and rental units . Data is from the 2000 census and the 2007 American Community Survey. (www.bayareacensus.ca.gov)



FACILITIES SERVICES

BERKELEY, CALIFORNIA 94720-1380

November 2, 2009

Gale Garcia
2538 Fulton Street
Berkeley, CA 94704

Re: Anna Head West Student Housing Project

Dear Ms. Garcia,

Thank you for your letter of October 30, 2009, expressing concerns about the proposed Anna Head West student housing project. Your concerns are noted.

Your letter cites concerns about the University building new student housing when there appears to be little demand, based on reported apartment vacancies in Berkeley. You also cite concerns about the loss of public parking, potential damage to the City's infrastructure caused by the project, and are critical of the University's process for engaging the community during project development.

The University's 2020 Long Range Development Plan established a policy to increase the inventory of undergraduate beds equal to 100% of entering freshmen and 50% of entering transfer students or continuing sophomores, an increase of up to 2600 beds by the year 2020. The current 10 year capital plan identifies projects to accommodate approximately 900 beds, of which the Anna Head project is one. The remaining housing projects are focused on renovating existing facilities.

There continues to be a high demand for University-provided housing, which provides comprehensive social and academic support programs for residents in close proximity to the campus and its resources. Based on current applications for University-provided housing, there is currently an unmet demand of 350-400 beds among transfer and continuing students, which is the population this Project targets.

Those of us who have been in Berkeley a long time have seen great fluctuations in the local housing market. At the time of the Underhill Area Projects in the late 1990s, for example, students were "couch surfing" and City council members were protesting to urge the campus to build more housing. Campus housing is a programmatic response to student living needs, not altered with every fluctuation of the market.

The project will not replace the existing 205 public parking spaces. The large underutilized project site has long been identified as a potential student housing site, going back to the campus's 1990 LRDP, with no certain plans to replace parking. During master planning it was determined that replacement parking on site was incompatible with the student housing program. Students in University-provided housing are not permitted to bring cars to campus

Garcia, page 2.

except in cases of hardship, therefore the project is not expected increase parking demand. The few additional employees associated with the project can park in the nearby Underhill structure. Security of the site is a primary concern and a level of parking either below the housing would open the site to non-residents, creating an on-going security problem.

The University is not obligated to provide public parking. The project site has been a public lot only since November 2008, when it was converted from a permit-required campus parking lot due to reduced demand after the opening of the nearby Underhill Parking Garage. Public parking is available at many lots run by the campus, including the Student Union and Recreational Sports Facility garages.

In your letter you state concerns about the project's "massive increase in impact" on the City's sewer and storm water infrastructure and recommend a thorough investigation. In planning the project, the University has studied these impacts to determine specific capacity requirements and whether improvements to existing systems are needed. The project incorporates water conservation measures to water consumption and wastewater generation. Storm water run off will be reduced as much of the existing asphalt parking surface is replaced with permeable landscape. The project team will continue to work with the City's Public Works department to address infrastructure impacts.

Your letter states that the "maneuver of 'tiering off' the 2020 LRDP is illegitimate and effectively shuts out the public" and suggests that University has not provided clear opportunities for public comment. The University has published plans that were themselves the subject of long public review, in processes that culminated in 1990 and 2005. The University has participated extensively in the Southside area planning process, where reuse of the site for housing has been a given. For the project specifically, the University held two public meetings, one in December 2008 and one in May 2009, for the purpose of informing the community about the project and to elicit community concerns. Reviews with the City of Berkeley Planning Commission and the City of Berkeley Landmarks Preservation Commission were public meetings. These meetings provided many constructive comments regarding the project's impacts on the historic Anna Head buildings and its relationship to People's Park. The University has voluntarily made the Anna Head West Student Housing Assessment available for public comment and notified neighborhood associations, local businesses, city council members, and others of its availability.

Although the University has in this instance published CEQA documents for public comment and not relied upon an exemption, we also note that the project is an infill urban housing project, qualifying under Category 32 of the categorical exemptions published in the CEQA Guidelines, a list of projects which have been determined not to have a significant effect on the environment and which are, therefore, exempt from the provisions of CEQA.

Thank you for taking the time to provide comments about the project. I hope I have satisfactorily addressed your concerns.

Sincerely,



Beth Piatniza
Associate Director, Physical and Environmental Planning

Doug A. Buckwald
2646 Dwight Way
Berkeley, CA 94704

October 30, 2009

Capital Projects
Physical and Environmental Planning
300 A & E Building, # 1382
Berkeley, California 94720-1382

Dear Beth Piatnitzka,

I am writing in regards to the proposed Anna Head West student housing project.

I believe that you would be in violation of the California Environmental Quality Act (CEQA) if you were to proceed with the project without completing a full Environmental Impact Report (EIR). Equally important, it would be a gross violation of your frequent publicly-expressed commitment to work cooperatively with the Berkeley community in developing your construction plans. In this case, you have done nothing of the sort. In fact, you have acted in ways intended to limit or prevent any meaningful public input into this project.

Also, this project is in direct violation of the guidelines of the Southside Plan, a plan which the university repeatedly claims it adheres to in its construction efforts. In short, the project does not help achieve the goal of locating taller buildings closer to campus, and stepping down building heights towards the south, nearer to the residential neighborhoods. On the contrary, this 6-story high-rise building would be constructed in defiance of that principle. In fact, one wonders exactly which provisions of the Southside Plan the university does follow—other than the ones that comport entirely with its intentions in the first place. The Southside Plan was not intended to be a menu, from which the university would be allowed to pick and choose which elements to obey, and which ones to ignore. Rather, it was based upon compromises that were made to allow development without destroying the quality of life in the area. This project would help degrade the quality of life in the Southside for many residents and businesses.

I believe that a full project-specific EIR is required for the Anna Head West project for the following reasons:

1. It is inappropriate to tier off of the general 2020 Long Range Development Plan EIR because that document (1) is too general. (2) is out of date in a number

of areas, and (3) did not take into account the cumulative impacts of other university and private construction in the area.

2. The 2020 LRDP EIR does not adequately take into account the impacts of increased student density and related student activities at this location. Locating increasing numbers of students in this area has a synergistic effect and increases the likelihood that students will encourage each other to ignore generally-accepted community standards regarding behavior and adherence to laws and regulations, leading to an overall and significant degradation in the quality of life for residents here. Unfortunately, the university has demonstrated that it is unable or unwilling to control the behavior of these students, instead leaving residents to cope with these problems as best they can—or choose to move out.

3. Even though the project will draw many vehicles to its location, there will be no parking spaces provided. In fact, the entire parking lot there will be eliminated—causing a “double whammy” effect: more cars and trucks coming in, fewer parking spaces. This means that the neighbors in adjoining areas will experience further parking scarcity than they deal with now—and this problem is already critical for many residents.

4. The project will bring additional UC employees into the area to provide service to the facilities on the site. There will be no parking provided for these employees, so they, too, will be competing for scarce neighborhood spaces. (I understand this phenomenon all too well, as the employees who work in the Crossroads dining commons currently park throughout the Willard neighborhood, coming out every two hours on their breaks to move their cars. This has made parking a nightmare for those of us who live near Dwight Way.)

5. There will be additional pollution from cars that will be circling to find parking spaces, and trucks idling in the roadways, also unable to access parking spaces. In addition, the facility would cause a significant increase of service vehicles into the area (garbage trucks, recycling trucks, delivery trucks, UC maintenance vehicles, etc.) that would lead to an increase in the air and noise pollution in the area and on adjoining streets. These impacts have not been taken into account yet and must be in a project-specific EIR.

6. The existing student density in the area has already changed the social environment considerably, due to the fact that the students residing in the Southside feel that this area of the city is “their territory”. Many of them openly state that they believe they do not have to obey laws that apply in other parts of the city. Because of that, neighborhood residents here have to deal with nearly endless noise pollution, trash, rude behavior, drunkenness, underage drinking, vandalism, and overcrowded access to services. Increasing this density will exacerbate these conditions even further, to the detriment of all. For one thing, these disturbances always cost the city significant money and time to deal with.

These impacts have not been adequately accounted for, and require a project-specific EIR.

7. The impacts of increased student pedestrians have not been taken into account. When large numbers of students cross at crosswalks, they delay the traffic considerably. This may result in a call for new signals at certain intersections, which would be a significant additional cost to the city, as well as lead to a significant change in traffic patterns and congestion.

8. Students often jaywalk when they are heading to campus, particularly when they are in a hurry. This can be observed on Haste Street east of Bowditch every single morning as the students refuse to head to the crosswalk, but instead cross Haste mid-block. This is a hazardous condition that has not been taken into account at the new site, and this type of mid-block jaywalking would undoubtedly occur there. It is a health and safety hazard. It should be studied in a project-specific EIR.

9. The vastly increased density in the area will result in increased UC use of city services—fire protection and sewer services for example. The increased use of these services will not be compensated, and this impact has not been taken into account. It needs to be studied in a full EIR.

10. The 2020 LRDP EIR is out of date in a number of areas. Principally, the housing availability here has changed markedly, and there will likely not be continued need for a vast increase in residential housing here. Almost every single rental housing property in the north Willard area has vacancies now—at a time of year when there never used to be any vacancies at all. This is illustrative of the trend. Also, the cumulative impact of the new university and residential housing that is already completed has significantly decreased the demand for student housing. The current housing availability needs to be studied in a new EIR.

11. The general EIR was based on predictions of perpetual increases in economic and population growth here, tied directly to growth in university programs. These assumptions must all be reevaluated in light of the current major changes in income levels and job availability, and this should be done in a project-specific EIR.

12. The project is completely out of character with the surrounding buildings and streetscape. First, it is a massive structure that will block sunlight significantly for the residents on the other side of the street (the north side). This extremely negative impact has not been studied adequately, and must be studied in a full EIR.

13. The illustrations in the project design materials provided by the university are misleading in presenting the real impact of this tall and bulky structure. They

employ perspectives that minimize the actual height of the building in a clear attempt to hide this impact from the public. This impact of this height and mass of this structure must be studied in a project-specific EIR.

14. The building will create a significant increase in noise this area, just as the in-fill development at the Unit II residence halls did. The noise that reflects off the surfaces of these new buildings has led to a major increase in noise pollution which results in inconvenience, discomfort and health problems for the nearby residents. This impact must be studied in a project-specific EIR.

15. The design of the building utterly fails to take into account the architecture in the area. It would be completely out of place, and would ruin the environment of the nearby historic and graceful Anna Head building. The impact on this historic structure has not been adequately taken into account. By comparison, the First Church of Christ, Scientist (located at Dwight Way and Bowditch) had its environmental context completely destroyed when the university constructed the high-rise residence halls right next door to it. This kind of impact has not been adequately taken into account yet, and so requires a project-specific EIR.

16. Not only that, the proposed design is a junky, over-busy, cheap, box-like structure that resembles some of the worst buildings that came out of the "modern" housing building boom in the 1960's. These buildings stand out as neighborhood blights wherever they remain now, and this building, should it ever be completed, would instantly join them as a major detriment to the neighborhood. This significant detrimental visual impact must be studied in a project-specific EIR.

17. The businesses on Telegraph Avenue would be negatively impacted by this development. This lot now serves as an important parking facility for the area, and if it is removed, it would be more difficult for shoppers to access the shops.

18. Not only that, the cars that typically park in the lot now would have to find other parking spots, thus decreasing availability in nearby lots that businesses rely on currently.

19. This site serves another important purpose: allowing air flow and sight corridors in an area increasingly dominated by tall cement buildings constructed by the university. In fact, the entire area bordered by Bancroft to the north, College to the east, Dwight Way to the south, and Bowditch to the west has been degraded forever by the university and turned into a tree-voided, unattractive, uncomfortable environment due to overdevelopment that already has taken place. The cumulative negative impacts of this out-of-control development have not been mitigated by the university yet. Adding more detrimental growth to the area would constitute additional harm, and this has not been taken into account yet.

20. The continued practice of lining the streets with massive and tall buildings leads to the phenomenon of "concrete canyons" in which there is darkness much of the day; fewer plants due to the limited access to sunlight; winds that stream through; trapped exhaust from cars and trucks; and uncomfortable noise levels due to the sound reflection and amplification. (I can personally testify to each and every one of these detriments because I have directly experienced them living across from the wall of university buildings that now lines the north side of Dwight Way near College.) These impacts separately and together cause health problems and degrade the quality of life for all nearby residents. These impacts have not been taken into account yet, and must be studied in a project-specific EIR.

In summary, I believe that this project would violate the spirit and letter of the California Environmental Quality Act if it is implemented without the completion of a full Environmental Impact Report. I urge the university to comply fully with the act and take steps to initiate this environmental review process.

Moreover, I urge the university to act in cooperation all affected residents regarding this and all future project designs so that the community is not adversely impacted by them.

Thank you for your consideration of my views.

Sincerely,

Doug Buckwald



FACILITIES SERVICES

BERKELEY, CALIFORNIA 94720-1380

November 2, 2009

Doug A. Buckwald
2646 Dwight Way
Berkeley, CA 94704

Re: Anna Head West Student Housing Project

Dear Mr. Buckwald,

Thank you for your letter of October 30, 2009, expressing concerns about the impacts of the proposed Anna Head West student housing project. Your comments are noted. Your letter cites a multitude of concerns which I will attempt to address as follows.

In your letter you state: "You have acted in ways intended to limit or prevent any meaningful input into this project." The University has held two public meetings to elicit community input on this project: one in December 2008 and one in May 2009, in addition to providing public presentations to the City's Planning and Landmarks Commissions. The Environmental Assessment for the project has been made available for public comment over the last month. Throughout this process, the University has received meaningful public input from community members, the Berkeley Architectural Heritage Association, and the Telegraph Business Improvement District.

The project is a high-density contemporary student housing project. The project specific design guidelines draw from the Southside Plan Design Guidelines, and recommendations from the Anna Head Historic Structures Report and meetings with the State Historic Preservation Office (SHPO). In addition, the project was reviewed by the City of Berkeley Landmarks Preservation Commission, the Planning Commission, and the campus Design Review Committee, which was attended by representatives from the City's planning department. The building height varies, at its maximum of six stories it is in compliance with current R-4 zoning. The massing is lower on the east side and higher on the west in deference to the historic Anna Head structures, as recommended by SHPO. The style of the building is contemporary and compatible within the overall context of the varied architectural styles in the Southside. The perspective representations of the project were professionally prepared simulations in an attempt to portray the project with greater accuracy.

The project meets the overall objectives of the Southside Plan in concentrating high density housing close to campus, public transportation, stores and services, and away from the residential neighborhoods of the Southside. It should be noted that in meetings with the community, the issue of increased student population at this location was not raised by community members. The University made an attempt to meet individually with all of the city council members and those who responded were supportive of this location for student housing. The Telegraph Business Improvement District board was also supportive.

In your letter you state that the University has demonstrated that it is “unable or unwilling” to control the behavior of students in the Berkeley community. The University takes the issue of student behavior in the Berkeley community very seriously, as demonstrated in programs such as the following:

1. *The Student/Neighbor Relations Advisory Council* - established approximately 4 years ago by Chancellor Birgeneau focuses on bringing neighborhood representatives, student leaders, campus and city staff to find creative ways to address the impacts of student parties and public events that generate the need for solutions and options that mitigate the overall impact on the surrounding community.
2. This football season, a new joint UCPD/BPD pilot program was implemented that is designed to respond effectively and promptly to community calls for service after evening football games. The joint patrol team operates out of a mobile command vehicle which is manned until 2:00 am in neighborhoods close to the stadium. The high visibility and proactive outreach by officers to deter negative public behavior and noisy parties has had a positive feedback from neighbors.
3. Move-in, Move-Out: Efforts to decrease debris on City streets when students move out of their residences at the end of the spring semester resulted in a Move-Out Program in 2006. In collaboration with the City of Berkeley and other community partners, the campaign educates students in environmentally-conscious disposal practices and collects and recycles roughly 200 mattresses. Last spring the ASUC Auxiliary joined the efforts and launched the *Bearly-Used Furniture Drive* which collected reusable furniture that was sold back to other students at the start of the fall semester.

The project will not replace the existing 205 public parking spaces. The large underutilized project site has long been identified as a potential student housing site, going back to the campus's 1990 LRDP, with no certain plans to replace parking. During master planning it was determined that replacement parking on site was incompatible with the student housing program. Students in University-provided housing are not permitted to bring cars to campus except in cases of hardship, therefore the project is not expected increase parking demand. The few additional employees associated with the project can park in the nearby Underhill structure. Security of the site is a primary concern and a level of parking below the housing would open the site to non-residents, creating an on-going security problem.

The University is not obligated to provide public parking. The project site has been a public lot only since November 2008, when it was converted from a permit-required campus parking lot due to reduced demand after the opening of the nearby Underhill Parking Garage. Public parking is available at many lots run by the campus, including the Student Union and Recreational Sports Facility garages.

The impacts of increased student pedestrians have been taken into account. The site plan is designed to encourage street crossing at intersections. For that reason, the project does not advocate for mid-block crossings. UC Berkeley completed signal warrant checks at Channing and Bowditch and Bowditch and Haste intersections in April 2008. Results were submitted to City of Berkeley in May 2008; although the decision rests with the City of Berkeley, warrant check results did not indicate the need for signals. The removal of parking at the Anna Head West parking lot will reduce the number of vehicles, reducing the need vehicle traffic at the Channing Way/Bowditch Street intersection. In addition, the University and the City jointly

Buckwald, page 3

conduct traffic warrant studies for intersections in the vicinity of the Campus Park, and if a signal is warranted, the campus and the City have previously successfully reached agreement regarding cost sharing.

In planning the project, the University has studied these impacts to determine specific capacity requirements and whether improvements to existing systems are needed. The project incorporates water conservation measures to water consumption and wastewater generation. Storm water run off will be reduced as much of the existing asphalt parking surface is replaced with permeable landscape. The project team will continue to work with the City's Public Works department to address infrastructure impacts.

You also state in your letter that there is currently not a housing shortage in the Southside, based on vacancies in apartment buildings. This is unrelated to the need for more University-provided student housing. The 2020 LRDP established a policy to provide housing for 100% of Freshmen and 50% of continuing and transfer students. Based on current applications, there is a large demand for housing for continuing students, which is the project's target population. Students want to live in University-provided housing, which includes comprehensive social and academic support programs, in close proximity to campus, with excellent access to public transportation, stores, and services.

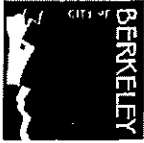
Those of us who have been in Berkeley a long time have seen great fluctuations in the local housing market. At the time of the Underhill Area Projects in the late 1990s, for example, students were "couch surfing" and City council members were protesting to urge the campus to build more housing. Campus housing is a programmatic response to student living needs, not altered with every fluctuation of the market.

Thank you for taking the time to provide comments about the project. I hope that I have addressed your concerns satisfactorily.

Sincerely,



Beth Piatnitzer
Associate Director, Physical and Environmental Planning



PLANNING & DEVELOPMENT

Land Use Planning, 2120 Milvia Street, Berkeley, CA 94704

Tel: 510.981.7410 TDD: 510.981.7474 Fax: 510.981.7420 Email: Planning@cl.berkeley.ca.us

October 30, 2009

Beth Piatnitzka, LEED AP
Associate Director
Physical & Environmental Planning
Capital Projects - U. C. Berkeley
300 A & E Building
Berkeley, CA 94720-1382

**Re: City of Berkeley comments on the Anna Head West Student Housing project
Environmental Assessment**

City of Berkeley staff has reviewed the Environmental Assessment for the Anna Head West Student Housing project. The primary concern is the lack of analysis given to the historical setting surrounding the project. The Anna Head site was appropriately evaluated in great detail, but other historic structures adjacent to the project are not evaluated in the Environmental Assessment (EA).

1. The EA does not mention the historic resources located in the immediate vicinity of the project site. The Woolley House, People's Park, the People's Bicentennial Mural, the Casa Bonita Apartments, the Radcliff Apartments (2515 Channing Way), Epworth Hall and the Samuel Davis House are all adjacent to the project and all are mentioned as secondary resources in the LRDP EIR. The Woolley House is immediately west of the proposed dorm building and pre-dates the Anna Head buildings. The owner of the Woolley House has previously indicated intent to move it to a different nearby location and has initiated the process to do so, but that plan has not yet been implemented.
2. The LRDP EIR has the following Continuing Best Practice Measure:
"If a project could cause a substantial adverse change in features that convey the significance of a primary or secondary resource, an Historic Structure Assessment (HSA) would be prepared. Recommendations of the HSA made in accordance with the Secretary of the Interior's Standards would be implemented, in consultation with the UC Berkeley Design Review Committee and the State Historic Preservation Office, such that the integrity of the significant resource is preserved and protected. Copies of all reports would be filed in the University Archives/Bancroft Library."

In keeping with this CBPM, the University completed an Historic Structure Report (HSR) for the Anna Head building. It did not, however, consider the potential for any substantial adverse impact on adjacent historic properties. Since this area has a significant number of historic resources, it would be valuable to the community to know that possible impacts



PLANNING & DEVELOPMENT

Land Use Planning, 2120 Milvia Street, Berkeley, CA 94704

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to these structures had been considered during the development of this project.

3. While the City understands that the Anna Head building is not part of the scope of this project, we encourage the University to find the means to renovate the buildings and protect them from further deterioration.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Marks", written over a light-colored background.

Dan Marks

Director, Department of Planning and Development



FACILITIES SERVICES

BERKELEY, CALIFORNIA 94720-1380

November 2, 2009

Dan Marks
Director, Department of Planning & Development
Land Use Planning
2120 Milvia Street
Berkeley, CA 94704

Re: Anna Head West Student Housing Project

Dear Mr. Marks,

Thank you for your letter dated October 30, 2009, (received today, November 2, 2009) expressing concerns about the impacts of the proposed Anna Head West student housing project.

Your letter cites concerns about the impact on historic resources adjacent to the project which were not evaluated in the Environmental Assessment, particularly the Woolley House which is immediately to the west of the project.

The Woolley House is a one-story Italianate Victorian dating from 1876 that was moved to its current location at 2509 Haste Street. You may not recall that, at the City's request, it was sold by the University to the owner of 2501 Haste, which is itself a derelict lot that has stood empty at the corner of Telegraph Avenue and Haste Street since November 1990.

In December 1998, the City Council approved a resolution to encourage mixed-use development at 2501 Haste Street. See City of Berkeley Resolution No. 59,832-N.S., dated 1998; see also City of Berkeley Resolution No. 61,954-N.S., dated 2003. The resolution asked the City Manager to "work with the University of California to relocate and preserve the historic house at 2509 Haste Street so that this site can be included in the future mixed-use development, if the owner of 2501 Haste Street can agree on an acceptable price and relocation strategy". The University agreed to sell the property to the owner of 2501 Haste, in a good faith effort that required considerable time and effort to resolve. According to the Berkeley Daily Planet (January 3, 2006), John Gordon has put forth a proposal to relocate and preserve the Woolley House. This development, and presumably the redevelopment of the lot standing empty at 2501 Haste, remains within the purview of the City of Berkeley. It seems if the City is concerned with context for 2509 Haste then the City means to influence the future site of the Woolley house, not the current one.

Regarding secondary resources listed in your letter - People's Park, the People's Bicentennial Mural, the Casa Bonita Apartments, the Radcliff Apartments, Epworth Hall and the Samuel Davis House - none of these are directly adjacent to the project but are part of the general mixed architectural context of the Southside. The Anna Head West parking lot has not been identified as a significant setting for these resources and does not contribute to the historic significance of

Marks, page 2

these properties. There is no reason to believe that changes occurring in the general area of an historic resource detract from the historic significance of the resource.

Your letter also urges the campus to address the condition of the Anna Head School complex itself. The campus continues to look for programmatic and funding opportunities that would make renovation of this historic resource possible.

Thank you for taking the time to provide comments on the project. I hope that I have addressed your concerns satisfactorily.

Sincerely,

A handwritten signature in cursive script that reads "Beth Piatritza".

Beth Piatritza
Associate Director, Physical and Environmental Planning