

## 3.0 REVISIONS TO THE DRAFT EIR

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Revisions have been made to the Draft EIR as a result of comments received on the document and staff-initiated changes. Staff-initiated changes include recent project design modifications.

This chapter provides the location, chapter or section number, title, and page number from the Draft EIR, and shows the complete sentence(s) where the change was made. Text added to the Draft EIR is shown in underline format, and deleted text is shown in ~~striketrough~~. The comment letter and number are shown in brackets [Comment A-1] at the end of the sentence where the change to the Draft EIR text has been made.

This chapter, in combination with the Draft EIR, and the responses to comments constitutes the Final EIR. Due to the nature of the text changes that are presented below, the changes are cited individually rather than in a reproduction of the entire Draft EIR. This presentation of revisions to the Draft EIR is consistent with *State CEQA Guidelines* Section 15162 detailing required Final EIR contents.

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### SECTION 2.0

See revised Table 2.0-1 at the end of this section

## SECTION 4.0

### Section 4.3

#### *Section 4.3, Biological Resources, page 4.3-1–4.3-2:*

The project site is located in the San Francisco Bay Area, which is characterized by a Mediterranean climate with moderately warm, dry summers and mild, wet winters. More specifically, LBNL is situated on approximately 200 acres on the western slopes of the Oakland-Berkeley Hills. Roughly one-half of LBNL is within Strawberry Canyon and has a south-facing orientation; the balance is within Blackberry Canyon and has a west-facing orientation. The Main Campus of the University of California, Berkeley, is located west of LBNL and the Hill Campus<sup>‡</sup> is located to the north, east, and south of LBNL. ~~Regional open space, including the 2,000-acre Tilden Regional Park, lies to the northeast.~~

#### *Section 4.3, Biological Resources, page 4.3-49*

U.S. Fish and Wildlife Service (USFWS). 2003. Draft Recovery Plan for Chaparral Species in Northern California. U.S. Fish and Wildlife Service (USFWS). 2005a. Official Species List for Lawrence Berkeley National Laboratories Long Range Development Plan. Alameda County, California. January 31.

U.S. Fish and Wildlife Service (USFWS), Threatened and Endangered Species System, *Proposed and Candidate Species as of 02/08/05*. Available online at: [http://ecos.fws.gov/tess\\_public/TESSWebpageNonlisted?listings=O&type=both#I](http://ecos.fws.gov/tess_public/TESSWebpageNonlisted?listings=O&type=both#I), 2005b.

U.S. Fish and Wildlife Service (USFWS). 2005d. Endangered and Threatened Wildlife and Plants; Proposed Designation of Critical Habitat for the Alameda Whipsnake. Federal Register Vol. 70, No. 2000, October 18, 2005.

U.S. Fish and Wildlife Service (USFWS). 2006. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Alameda Whipsnake; Final Rule. Federal Register Vol. 71, No. 190. October 2, 2006.

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<sup>‡</sup> ~~The Hill Campus is an 800-acre portion of the University of California, Berkeley. The Hill Campus extends from Stadium Rim Way to Grizzly Peak Boulevard, is primarily designated as open space, and includes a 300-acre Ecological Study Area and the Botanical Garden.~~

## Section 4.5

### *Section 4.5, Geology and Soils, page 4.5-12–4.5-13:*

Following major earthquakes the LBNL Damage Assessment Team, composed of engineers and the ~~Department of Environmental Health and Safety~~ Environment, Health and Safety Division (EH&S) safety specialists, will inspect buildings for structural and other infrastructure damage.

## Section 4.7

### *Section 4.7, Hydrology and Water Quality, page 4.7-5:*

The entire western portion of the CRT project site and some of the eastern portion is currently undeveloped hillside land dominated by non-native vegetation and eucalyptus trees, although other tree species are present, especially to the south closer to Cafeteria Creek. A small section of the eastern portion of the CRT site consists of existing parking areas, access roads, and buildings. These land uses could contribute small amounts of pollutants commonly found in urban runoff such as oil, grease, and metal brake dust. These paved areas are bordered by curbs on the down-slope side, limiting the amount of run-on to the CRT project site. ~~The entire CRT project site is subject to the best management practices (BMPs) as detailed in the LBNL Storm Water Pollution Prevention Plan (SWPPP) to control the quality and quantity of stormwater runoff.~~ Steeply sloping open space areas on the site have the potential to contribute sediment (turbidity) to receiving waters, although there is no outward indication of instability on these vegetated slopes.

LBNL uses only one type of herbicide, which is used locally (no broadcast spraying) to prevent re-sprouting of cut eucalyptus trunks. Pesticide use is restricted to non-flying insects within buildings (no spraying), and rodents are controlled by non-pesticide methods (trapping). Only licensed contractors are hired to administer pesticides and herbicides in compliance with all applicable regulations. LBNL ~~Department of Environmental Health and Safety~~ Environment, Health and Safety Division reviews these practices annually.

## Section 4.13

### *Section 4.13, Utilities, Service Systems, and Energy, page 4.13-3:*

LBNL currently pays EBMUD for assessed sewer services. The University has also contributed to the City of Berkeley's sewer upgrade program, which is intended to increase wet weather flow capacity and decrease I/I conditions. The City of Berkeley's I/I correction program was initiated in 1987 and includes rehabilitation or replacement of 50 percent of the City's existing system over 30 years, as well as

installation of 12 miles of new sewer lines to accommodate overflow conditions by the year 2007. ~~By 1999, over 25 percent of the planned replacement and rehabilitation had been completed and 10 miles of the proposed 12 miles of new sewer lines had been installed.~~ As of 2006, over 50 percent of the City sewer collection system has been replaced and rehabilitated and 12 miles of new relief sewer lines had been installed. An interceptor line along Adeline Street, completed in 1992, now conveys wet weather flow to EBMUD's storage and treatment facilities. The City's I/I correction program allows for a 20 percent increase in the base wastewater flow due to changes in land use or population (City of Berkeley 2001 and City of Berkeley 2008).

Wastewater from LBNL's western portion, including the CRT project site, generally flows into sub-basin 17-013 by way of the Hearst Monitoring Station. The sanitary sewer lines on Hearst Avenue are relatively new and in good condition, and they flow directly into the interceptor on ~~Shattuck Avenue~~ Oxford Street. Sub-basin 17-013 is not currently constrained during peak wet weather flows, and it is expected to have future wet weather capacity to meet LBNL's growth needs during the term of the 2006 LRDP (LBNL 2007).

***Section 4.13, Utilities, Service Systems, and Energy, page 4.13-5:***

EBMUD's Policy 8.01 requires that customers use non-potable water for non-domestic purposes when it is of adequate quality and quantity; available at reasonable cost; not detrimental to public health; and not injurious to plant life, fish and wildlife to offset demand on EBMUD's limited potable water supply.

***Section 4.13, Utilities, Service Systems, and Energy, page 4.13-12:***

LBNL submitted a request to EBMUD to prepare a water supply assessment (WSA) for growth proposed under the LRDP. EBMUD submitted the WSA to LBNL in a letter dated November 23, 2004, and confirmed by EBMUD on February 23, 2006. EBMUD confirmed that the LRDP project's estimated water demand is accounted for in EBMUD's water demand projections, as published in the 2000 Urban Water Management Plan. After the adoption of the 2006 LRDP, and in conjunction with the development of the design of the CRT project, the Berkeley Lab determined that additional water would be needed to serve the growth of LBNL under the 2006 LRDP. In order to address the project-specific water demand for the CRT project, the Berkeley Lab presented its revised estimate of 80 million gallons of water needed per year through 2025 (compared to about 61 mgy, which was the previous estimate under the 2020 LRDP) to EBMUD. EBMUD has indicated that it can provide this volume of water to LBNL from its existing supply sources (O'Hearn 2007). Therefore, the proposed project, in conjunction with other growth at LBNL, would not result in a demand for water that would require EBMUD to develop new water supply sources. Furthermore, no improvements to water supply mains are necessary to serve the CRT project or

the projected growth at LBNL. Therefore, the proposed project would not result in environmental impacts from the construction of water infrastructure improvements. The impact would be less than significant.

EBMUD has requested that LBNL include requirements for the project to incorporate WaterSmart technology and design standards in the landscape and building design. At a minimum, EBMUD recommends that landscape design be designed to a water budget as described in the State Model Water Efficient Landscape Ordinance in Division 2, Title 23, California Code of Regulations, Chapter 2.7, sections 490 through 485. According to EBMUD recommendations, provisions should be established to monitor the water budget for compliance after project completion.

EBMUD reviews new water service applications for compliance with EBMUD Water Service Regulation Section 31, Water Service Requirements. As discussed above, the proposed project would not require new or expanded water resources. EBMUD has recommended implementation of Section 31 water efficiency requirements for non-residential service. These identify specifications for toilets, urinals, showerheads, lavatory and kitchen faucets, cooling towers, commercial refrigeration, outdoor landscaping, and irrigation. Although not required to mitigate a potentially significant impact, LBNL will, as recommended, coordinate the development of the CRT project closely with EBMUD to incorporate the most water-efficient appliances and fixtures practical, even if not specifically noted in Section 31.

The proposed project would generate wastewater from restrooms and cooling tower blowdown. The combined wastewater source would generate on average approximately 6,000 gpd, with up to 21,000 gpd during peak periods, at buildout. Depending on the irrigation demands at the project site, the CRT facility could be a potential candidate for recycled water through a satellite treatment system. The combined wastewater source could be treated through a satellite treatment system to be located in the vicinity of the CRT facility to meet irrigation demands, thereby offsetting demands for potable and cooling water. EBMUD has recommended that LBNL coordinate the development of the CRT project closely with EBMUD to determine the feasibility of providing recycled water to the project area. Although implementation of a recycled water system is not required to mitigate a potentially significant impact, LBNL will continue to coordinate with EBMUD to assess the feasibility of such a system and ultimately to install one if feasible.

## SECTION 6.0

### *Section 6.0, Alternatives, page 6.0-11*

#### **Relationship to Project Objectives**

~~Alternative 3~~ Alternative 2 would achieve some of the key project objectives identified for the CRT facility project. Specifically, implementation of ~~Alternative 3~~ Alternative 2 would achieve the following: (1) provide an integrated an appropriately designed facility for advanced research in computational science and engineering; (2) foster interaction and collaboration between the project and UC Berkeley programs; (3) provide adequate space to accommodate next-generation computing equipment and allow for regular upgrades to such equipment; and (4) ~~project provide~~ provide a reliable power source for the project's computer equipment needs. The reduction in the height of the building would reduce convenient access to other Lab scientific facilities, and the reduced office space would only partially achieve the project's objective related to providing adequate space for research programs.

## SECTION 10.0, ACRONYMS AND ABBREVIATIONS

COPC chemicals of potential concern

HAZ Hazards and Hazardous Materials

HPC High Performance Computing

SCAQMD South Coast Air Quality Management District

LTS Less than Significant

MM Mitigation Measure

NI No Impact

PS Potentially Significant

VIS Visual

**Table 2.0-1  
Summary Table of Significant Impacts, Mitigation Measures, and Level of Significance after Mitigation**

<b>Environmental Topic and Impact</b>	<b>Level of Significance Before Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance after Mitigation</b>
<b>4.1 Aesthetics</b>			
<b>Impact VIS-1</b> Construction activities associated with the project would create temporary aesthetic nuisances for adjacent land uses.	Potentially Significant	<b>Mitigation Measure VIS-1</b> LBNL and its contractors shall minimize the use of on-site storage and when necessary store building materials and equipment away from public view and shall keep activity within the project site and laydown areas.	Less than Significant <u>with Mitigation</u>
<b>Impact VIS-2</b> The proposed project could alter views of the LBNL site but would not result in a substantial adverse effect to a scenic vista or substantially damage scenic resources.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Impact VIS-3</b> The proposed project would alter the existing visual character of the Laboratory site but would not substantially degrade the existing visual character and quality of the site and its surroundings.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Impact VIS-4</b> The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>4.2 Air Quality</b>			
<b>Impact AIR-1</b> Construction of the proposed project would generate short-term emissions of fugitive dust and criteria air pollutants that would not adversely affect local air quality in the vicinity of the construction site.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>Environmental Topic and Impact</b>			
<b>4.2 Air Quality (continued)</b>			
<b>Impact AIR-2</b>		<b>Mitigation Measure</b>	
The proposed project would generate long-term operational emissions of criteria pollutants from increases in traffic and stationary and area sources that would not adversely affect air quality.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact AIR-3</b>		<b>Mitigation Measure</b>	
The proposed project would increase carbon monoxide concentrations at busy intersections and along congested roadways in the project vicinity but would not expose sensitive receptors to substantial pollutant concentrations.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact AIR-4</b>		<b>Mitigation Measure</b>	
The proposed project would not create objectionable odors affecting a substantial number of people.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact AIR-5</b>		<b>Mitigation Measure</b>	
The proposed project would not expose maximally exposed individuals to cancer risks exceeding 10 in 1 million.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact AIR-6</b>		<b>Mitigation Measure</b>	
The proposed project would not generate ground level concentrations of non carcinogenic toxic air contaminants that would result in a Hazard Index greater than 1.0 for the maximally exposed individual.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>4.3 Biological Resources</b>			
<b>Impact BIO-1</b>		<b>Mitigation Measure</b>	
Construction of the proposed project would result in the permanent removal of 2.25 acres of vegetation.	Less than Significant	No project-level mitigation measure required.	Less than Significant

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.3 Biological Resources (continued)</b>			
<b>Impact BIO-2</b>			
The proposed project would not result in indirect adverse effects to nearby creeks and seeps subject to U.S. Army Corps of Engineers (ACOE) and the California Department of Fish and Game (CDFG) jurisdiction and also considered to be sensitive plant communities and habitats.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact BIO-3</b>			
The proposed project would not adversely affect special-status nesting birds (including raptors) such that nests are destroyed, they abandon their nests, or that their reproductive efforts fail.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact BIO-4</b>			
Removal of trees and other proposed construction activities during the breeding season would not result in direct mortality of special-status bats. In addition, construction noise could cause maternity roost abandonment and subsequent death of young.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact BIO-5</b>			
Construction of the proposed project would not result in take or harassment of Alameda whipsnake.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>4.4 Cultural Resources</b>			
<b>Impact CUL-1</b>			
The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact CUL-2</b>			
The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.4 Cultural Resources (continued)</b>			
<b>Impact CUL-3</b>		<b>Mitigation Measure</b>	
The proposed project would not disturb any human remains, including those interred outside of formal cemeteries.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>4.5 Geology and Soils</b>			
<b>Impact GEO-1</b>		<b>Mitigation Measure</b>	
The proposed project would construct a research facility within the Hayward Fault zone but would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to rupture of the Hayward Fault.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact GEO-2</b>		<b>Mitigation Measure</b>	
The proposed project would expose people and structures to substantial adverse effects related to seismic ground shaking.	Potentially Significant	In addition to damage assessment of the CRT building structural elements (which is covered in the LBNL Master Emergency Program Plan), assessment of stormwater conveyance systems and hydromodification vaults shall be conducted by the Damage Assessment Team following earthquakes strong enough to cause damage.	Less than Significant with Mitigation
<b>Impact GEO-3</b>		<b>Mitigation Measure</b>	
The proposed project would not expose people and structures to substantial adverse effects associated with seismic-related liquefaction or landslides.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact GEO-4</b>		<b>Mitigation Measure</b>	
The proposed project would not result in substantial soil erosion or loss of topsoil.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact GEO-5</b>		<b>Mitigation Measure</b>	
The proposed project is not located on a geologic unit that may be unstable or could become unstable as a result of the project.	Less than Significant	No project-level mitigation measure required.	Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.5 Geology and Soils (continued)</b>			
<b>Impact GEO-6</b>			
The CRT building would not be located on expansive soils.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>4.6 Hazard and Hazardous Materials</b>			
<b>Impact HAZ-1</b>			
The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>4.7 Hydrology and Water Quality</b>			
<b>Impact HYDRO-1</b>			
Development of the project site would increase the area of impervious surfaces (i.e., pavements and hardscapes, building roofs, and compacted soil surfaces) and would result in increased peaks and duration of stormwater flows, potentially contributing to erosion and/or siltation in Strawberry Creek.	Potentially Significant	<b>Mitigation Measure HYDRO-1</b> Using the Bay Area Hydrology Model, calculations shall be provided following approval of the final project design to show that the proposed hydromodification vaults are sized appropriately to control flows such that 'flow duration control' is provided between 10-percent of the two-year recurrence storm and the 10-year recurrence storm.	Less than Significant <u>with Mitigation</u>
<b>Impact HYDRO-2</b>			
Development of the site would alter surface drainage patterns on the site and could result in increased peak flows and induce flooding in downstream reaches.	Potentially Significant	<b>Mitigation Measure HYDRO-2</b> The hydromodification vaults or stormwater pipe system shall be oversized to allow detention of peak flows for the 25-, 50- and 100-year design storms and release at a rate no greater than the pre-development condition, or equivalent separate facilities will be incorporated to provide such control. Final design calculations showing no increases in peak runoff for the 25-, 50-, and 100-year events will be provided to and reviewed by LBNL staff upon finalization of the project design.	Less than Significant <u>with Mitigation</u>

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.7 Hydrology and Water Quality (continued)</b>			
<b>Impact HYDRO-3</b>			
Project construction would not result in increased erosion and sedimentation, the potential release of chemicals to stormwater, or a temporary increase in turbidity or decrease in water quality in surface waterways.	Less than Significant	<p><b>Mitigation Measure</b></p> <p>No project-level mitigation measure required.</p>	Less than Significant
<b>Impact HYDRO-4</b>			
Stormwater runoff from the proposed driveway and other impervious surfaces could potentially contribute to long-term pollutant discharges to surface waters, including Cafeteria Creek, Strawberry Creek, and the Bay.	Potentially Significant	<p><b>Mitigation Measure HYDRO-4</b></p> <p><b>Mitigation Measure HYDRO-4a:</b> An in-line pollution prevention device (such as a Continuous Deflective Separation unit or Stormceptor) shall be installed within the storm drain system to control sediment and floatables from the access driveway and loading dock area in the northern portion of the project site prior to release of stormwater to the storm drain at Cyclotron Road.</p> <p><b>Mitigation Measure HYDRO-4b:</b> If feasible, vegetated swales or a stormwater garden shall be incorporated into the project to maintain water quality of roof runoff and avoid exceeding water quality objectives prior to discharge to creeks. LBNL shall provide calculations showing that design of these features meets recognized criteria for design of water quality Best Management Practices (BMPs). Should it be determined that appropriately sized vegetated swales are not feasible, then alternative Regional Water Quality Control Board-approved methods of treating stormwater runoff, such as in-line pollution prevention devices or infiltration galleries, shall be incorporated into the project. All water quality treatment and source controls shall be summarized in the project-specific Storm Water Pollution Prevention Plan (SWPPP), which will be available to regulatory agencies for inspection.</p>	Less than Significant <u>with Mitigation</u>

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.8 Land Use and Planning</b>			
<b>Impact LU-1</b>			
The proposed project would not conflict with the applicable land use plan or policy (i.e., 2006 LBNL LRDP, and 2006 LBNL Design Guidelines adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>4.9 Noise</b>			
<b>Impact NOISE-1</b>			
Construction activities would temporarily elevate noise levels at the project site and surrounding areas.	Potentially Significant	None available.	Significant and Unavoidable
<b>Impact NOISE-2</b>			
Temporary vibration impacts related to construction activities would not cause a significant impact.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact NOISE-3</b>			
Vehicular traffic associated with the CRT project would result in an incremental, but imperceptible, long-term increase in ambient noise levels.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact NOISE-4</b>			
The operation of heating, ventilating, and air conditioning equipment at the CRT site would not result in a substantial long-term increase in ambient noise levels.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>4.10 Population and Housing</b>			
<b>Impact POP-1</b>			
The proposed project would not induce substantial population growth, either directly or indirectly.	Less than Significant	No project-level mitigation measure required.	Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.11 Public Services</b>			
<b>Impact PUB-1</b>			
The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Impact PUB-2</b>			
The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Impact PUB-3</b>			
The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities in order to maintain acceptable service ratios or other performance objectives, the construction of which could cause significant environmental impacts.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Impact PUB-4</b>			
The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities in order to maintain acceptable service ratios or other performance objectives, the construction of which could cause significant environmental impacts.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>4.11 Public Services (continued)</b>			
<b>Impact PUB-5</b>		<b>Mitigation Measure</b>	
The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>4.12 Transportation and Traffic</b>			
<b>Impact TRANS-1</b>		<b>Mitigation Measure</b>	
The proposed CRT project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system under the Near-Term conditions.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact TRANS-2</b>		<b>Mitigation Measure</b>	
The proposed CRT project would result in increases in transit ridership.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact TRANS-3</b>		<b>Mitigation Measure</b>	
The proposed CRT project would result in increased parking demand that may exceed the available parking supply.	Less than Significant	No project-level mitigation measure required.	Less than Significant
<b>Impact TRANS-4</b>		<b>Mitigation Measure TRANS-4</b>	
The proposed CRT project would potentially result in increased hazards to pedestrians or bicyclists or conflicts with adopted policies, plans, or programs promoting walking or bicycling.	Potentially Significant	Final design of the CRT building shall provide a minimum of 32 bicycle parking spaces to further encourage bicycling and walking to the site.	Less than Significant with Mitigation
<b>Impact TRANS-5</b>		<b>Mitigation Measure TRANS-5</b>	
The construction of the proposed CRT project would temporarily and intermittently result in impacts on vehicles, pedestrians, or bicyclists, and parking.	Less than Significant	<p>LBNL shall include the following in the CTMP prepared for the proposed project:</p> <ul style="list-style-type: none"> <li>For trucks hauling fill material internal to the LBNL site, trucks should use internal truck routes within the LBNL site to minimize disruption to vehicle, bicycle, and pedestrian circulation and parking.</li> <li>Consider stacked parking within the LBNL site or off-site parking for construction workers to minimize parking demand.</li> </ul>	Less than Significant

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<b>4.13 Utilities, Service Systems, and Energy</b>			
<b>Impact UTILS-1</b>			
Implementation of the CRT project would not exceed wastewater treatment requirements of the applicable RWQCB and would not require an expansion of the East Bay Municipal Utility District (EBMUD) wastewater treatment plant or an expansion of the City's sewer conveyance facilities.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact UTILS-2</b>			
The proposed project would result in an increase in storm water flows but would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact UTILS-3</b>			
Implementation of the proposed CRT project would increase the demand for water but could be served by existing resources. The project-related demand for water supply would not result in the need for new or upgraded water facilities.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact UTILS-4</b>			
The proposed project would result in the need for additional chilled water facilities, the construction and operation of which would not result in a significant environmental impact.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant
<b>Impact UTILS-5</b>			
Implementation of the proposed CRT project would increase the demand for electricity and natural gas but would not result in the expansion of existing or construction of new electrical and natural gas facilities.	Less than Significant	<p><b>Mitigation Measure</b> No project-level mitigation measure required.</p>	Less than Significant

3.0 Revisions to the Draft EIR

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>5.0 Cumulative Impacts</b>			
<b>Cumulative Impact VIS-1</b>			
Construction activities associated with the proposed project, in conjunction with other near-term development, would not substantially affect visual resources.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact VIS-2</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would not substantially affect visual resources.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact AIR-1</b>			
The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact AIR-2</b>			
Although the proposed project would result in greenhouse gas emissions, its contribution to the significant cumulative impact associated with greenhouse gas emissions would not be cumulatively considerable.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact AIR-3</b>			
<del>Even though overall cumulative impacts will decrease over time, the proposed project would make some incremental contribution to cumulative cancer risk impacts associated with future development of LBNL and UC Berkeley. The proposed project would not result in a cumulatively considerable contribution to cumulative cancer risk impacts associated with future development of LBNL and UC Berkeley.</del>	<del>Potentially Significant</del> Less than Significant	<b>Mitigation Measure Cumulative AIR-3</b> <del>Because most of the cancer risk from TACs is due to diesel particulate emissions, measures to reduce the risk (beyond regulations already in place that will substantially reduce diesel particulate emissions in the next 20 years) shall include those measures that could reduce vehicle travel to and from the CRT project (LRDP Mitigation Measures TRANS-1d and TRANS-3), and those measures that reduce emissions from construction equipment and the project's emergency generator (LRDP Mitigation Measures AQ-1b and AQ-4a). No project-level mitigation measure required.</del>	<del>Significant and Unavoidable</del> Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>5.0 Cumulative Impacts (continued)</b>			
<b>Cumulative Impact AIR-4</b>			
The proposed project would not result in a cumulatively considerable contribution to cumulative non-cancer health impacts associated with future development of LBNL and UC Berkeley.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact BIO-1</b>			
The proposed project, in conjunction with other reasonably foreseeable near-term projects and long term development, would not result in a significant cumulative impact on biological resources.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact CUL-1</b>			
The proposed project, in conjunction with other reasonably foreseeable near-term and long-term development, would not result in a significant cumulative impact on cultural resources.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact GEO-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would place new structures and introduce an increased population in a seismically active region.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact HAZ-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would result in a cumulative impact related to evacuation along Centennial Drive during emergencies associated with a wildland fire or a major earthquake, but the project's contribution to the cumulative impact would not be considerable.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant

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Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>5.0 Cumulative Impacts (continued)</b>			
<b>Cumulative Impact HYDRO-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would not result in a significant cumulative impact on surface water resources.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact LU-1</b>			
The proposed project, in conjunction with other reasonably foreseeable near-term and long-term development, would not involve a significant cumulative impact related to land use.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact NOISE-1</b>			
Near-term development in the vicinity of the project site would not cause a significant cumulative increase in exterior noise levels during construction.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact NOISE-2</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would not result in a significant cumulative permanent increase in ambient noise levels.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact POP-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would not result in a significant cumulative impact on population or housing.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact PUB-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would not result in a significant cumulative demand for public services.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant

3.0 Revisions to the Draft EIR

Environmental Topic and Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance after Mitigation
<b>5.0 Cumulative Impacts (continued)</b>			
<b>Cumulative Impact TRANS-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would degrade intersection levels of service.	Potentially Significant	<b>Mitigation Measure</b> Further mitigation is not feasible.	Significant and Unavoidable
<b>Cumulative Impact TRANS-2</b>			
Construction traffic associated with the proposed project and other near-term projects would not result in significant congestion on city streets.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact TRANS-3</b>			
The proposed project, in conjunction with other reasonably foreseeable near-term and long-term development, would not substantially affect transit, parking, or pedestrian and bicycle circulation.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant
<b>Cumulative Impact UTILS-1</b>			
The proposed project, in conjunction with reasonably foreseeable near-term and long-term development, would not result in a significant cumulative demand for utilities and service systems.	Less than Significant	<b>Mitigation Measure</b> No project-level mitigation measure required.	Less than Significant