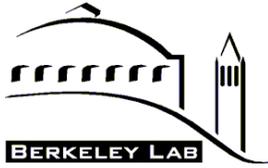


## **Appendix A**

### **Notice of Preparation, Comments, and Scoping Meeting Transcript**

**Notice of Preparation**



One Cyclotron Road, MS76-225  
Berkeley, California 94720

Ernest Orlando Lawrence  
Berkeley National Laboratory

January 4, 2013

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State of California  
Office of Planning and Research  
1400 Tenth Street  
Sacramento, California 95814

**NOTICE OF PREPARATION  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**Project Title:** Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development  
**Project Location:** Richmond Bay Campus, Richmond Field Station  
**County:** Contra Costa

**Project Description:**

The University of California (UC) proposes to establish a new major research campus at properties it owns in Richmond, California, for consolidation of biosciences programs of the Lawrence Berkeley National Laboratory (LBNL) and for development of additional research-related facilities for both LBNL and UC Berkeley. This campus would jointly serve UC LBNL and UC Berkeley. The proposed 2013 Long Range Development Plan (LRDP) for the Richmond Bay Campus (RBC) would guide campus development through 2050. Initial development under Phase 1 would occur through 2018. More information appears in the project description included in the Initial Study attached to this Notice of Preparation.

**Agency Review and Comments:**

In compliance with the State and University of California Guidelines for implementation of the California Environmental Quality Act (CEQA), this Notice of Preparation is hereby sent to inform you that UC is preparing a Draft Environmental Impact Report (EIR) on the RBC 2013 LRDP and Phase 1 development. The EIR will provide program-level analysis of the full LRDP development and project-level analysis of Phase 1 development.

As Lead Agency, UC needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project (anticipated areas of analysis are identified in the attached Initial Study). Please designate a contact person in your agency and send your response to the address below.

**Environmental Review Process:**

UC will be the Lead Agency and will prepare a Program/Project EIR to evaluate and disclose the potential environmental effects of implementing the proposed 2013 LRDP and Phase 1 development. The EIR will include a program-level environmental review of RBC development through 2050 and a project-specific analysis of the environmental effects from construction and operation of Phase 1. The LRDP and EIR would also inform decisions of the state Department of Toxic Substances Control regarding workplans for remediation of legacy pollutants at portions of the RBC site that are subject to a site investigation and remediation order and are proposed for development.

The LRDP EIR will programmatically analyze a series of related actions at the University of California's Richmond properties as part of the RBC 2013 LRDP. The programmatic evaluation will serve as the base environmental review for tiering purposes when implementing the 2013 LRDP. Future projects proposed within the scope of the RBC 2013 LRDP will be analyzed to determine whether there are any impacts requiring further CEQA documentation or whether any documentation is required in addition to the LRDP EIR.

The EIR's project-specific analysis will provide a comprehensive and detailed evaluation of the environmental impacts of implementing the Phase 1 development.

An Initial Study was prepared pursuant to the UC CEQA Guidelines to identify the environmental issues that will be addressed in the RBC 2013 LRDP EIR. The Initial Study is attached to this Notice of Preparation. Copies of the Initial Study are available for review at the main branch of the Richmond Public Library, 325 Civic Center Plaza, Richmond; the UC Berkeley Doe Memorial Library; and online at <http://www.lbl.gov/Community/env-rev-docs.html>.[lbl.gov](http://www.lbl.gov).

Due to time limits mandated by State law, this Notice of Preparation will include a 30-day comment period that extends from January 4, 2013, to February 4, 2013. Comments must be received before 5:00 PM on February 4, 2013, to be considered in the preparation of the RBC 2013 LRDP EIR. They may be e-mailed to [LRDP-EIR@lbl.gov](mailto:LRDP-EIR@lbl.gov) or mailed to:

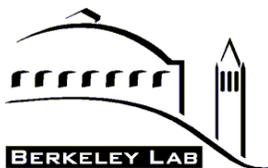
Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

A public scoping meeting for the RBC 2013 LRDP EIR will be held from 7:00 to 9:00 PM on January 23, 2013, at the Richmond City Council Chambers, 403 Civic Center Plaza. The US Department of Energy may use this scoping meeting to fulfill requirements under the National Environmental Policy Act and under 10 CFR Part 1022 regarding floodplain and wetland analysis.

Sincerely,



Jeff Philliber  
LBNL Environmental Planning Group



One Cyclotron Road, MS 76-225  
Berkeley, California 94720

Ernest Orlando Lawrence  
Berkeley National Laboratory

January 4, 2013

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**INITIAL STUDY  
RICHMOND BAY CAMPUS  
2013 LONG RANGE DEVELOPMENT PLAN  
AND PHASE 1 DEVELOPMENT**

I. PROJECT INFORMATION

**Project Title:** Richmond Bay Campus 2013 Long Range  
Development Plan and Phase 1 Development

**Lead Agency:** University of California

**Contact Person:** Jeff Philliber, (510) 486-5257

**Project Location:** 1301 South 46th Street, Richmond, California 94804

II. PROJECT DESCRIPTION

See below.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below may be potentially affected by this project and will be carried forward for full analysis in the 2013 Long Range Development Plan and Phase 1 Development Environmental Impact Report:

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture/Forest Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology/Soils
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards & Haz. Materials	<input checked="" type="checkbox"/> Hydrology/Water Quality
<input checked="" type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Public Services	<input checked="" type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input checked="" type="checkbox"/> Utilities/Service Systems	<input checked="" type="checkbox"/> Mandatory Findings of Significance

IV. DETERMINATION: (To be completed by the Lead Agency)

On the basis of the initial evaluation that follows:

\_\_\_\_\_ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_ ■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

\_\_\_\_\_ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A TIERED ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

\_\_\_\_\_ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental document is required. FINDINGS consistent with this determination will be prepared.

Signature  Date 12-30-12

Jeff Philliber LBNL Environmental Planner  
Printed Name

# **Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development PROJECT DESCRIPTION**

## **Contents**

- 1.0 Introduction
- 2.0 Project Location and Surrounding Land Uses
- 3.0 Existing Site Conditions
- 4.0 2013 Long Range Development Plan
- 5.0 Phase 1 Development
- 6.0 Alternatives

### **1.0 Introduction**

The University of California (UC or the University) proposes to establish a new major research campus, at properties it owns in Richmond, California, for consolidation of biosciences projects and activities managed or led by the University of California Lawrence Berkeley National Laboratory (UC LBNL) and for development of additional facilities for both LBNL<sup>1</sup> and UC Berkeley for research and development focused on energy, environment, and health. The University proposes to rename the properties as the “Richmond Bay Campus” (hereinafter “RBC”).

The University is preparing a Long Range Development Plan (LRDP) in support of the research and academic goals for this proposed new research campus. An LRDP is defined by statute (Public Resources Code 21080.09) as a “physical development and land use plan to meet the academic and institutional objectives for a particular campus or medical center of public higher education.” The proposed RBC 2013 LRDP is being prepared to guide the growth and development of the campus through the year 2050. The University and State law also require an Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA), to be prepared for any new or updated LRDP.

The University is also developing Phase 1 development plans that would involve constructing three buildings and associated infrastructure on the RBC. Two of these buildings would be approximately 110,000 to 150,000 gross square feet (gsf) each, and one of these buildings would

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<sup>1</sup> Lawrence Berkeley National Laboratory is a federally funded research and development center managed and operated by the University of California under a contract with the Department of Energy.

be up to 300,000 gsf for a total of up to 600,000 gsf. These facilities would house the following institutions:

- **Joint Genome Institute (JGI)**, which UC LBNL manages for the U.S. Department of Energy (DOE)
- **Joint BioEnergy Institute (JBEI)**, a multi-institutional partnership led by UC LBNL
- **Advanced Biofuels Process Development Unit (ABPDU)**, which UC LBNL manages for DOE
- **Knowledge Base (KBase)**, a multi-institutional collaboration led by UC LBNL.

In addition, the facilities would house other LBNL biosciences projects and activities, and a conference facility, a dining facility, and various support facilities. Construction of Phase I would commence in 2014 and the buildings would be occupied starting in 2017 or 2018. Development of Phase I would add approximately 1,000 to the average daily population (adp) of the site, increasing the adp from 300 to 1,300.

The LRDP EIR will provide a comprehensive program-level analysis of the RBC 2013 LRDP and its potential impacts on the environment, in accordance with Section 15168 of the CEQA Guidelines. In accordance with Section 15161 of the CEQA Guidelines, the LRDP EIR will also include project-specific analysis of the first phase of development to be built and operated under the RBC 2013 LRDP. The 2013 LRDP would establish RBC growth parameters through 2050; LRDP amendment(s) would be required in order to exceed those growth parameters. Subsequent proposals for specific development at the RBC would be reviewed for consistency with the LRDP, its EIR, and any necessary further compliance with CEQA.

The RBC LRDP is a unique joint proposal of UC LBNL and UC Berkeley. While LBNL and UCB have a close existing partnership and both are managed under the auspices of the Regents of the University of California, the institutions are distinct administrative entities. Upon determination by the Regents to approve the 2013 LRDP and certify the EIR, however, UC LBNL and UC Berkeley expect to establish a joint operating committee to oversee the Richmond Bay Campus and implement the LRDP. The committee would advise the UC Berkeley Chancellor and the LBNL Director.

As of fall 2012, the University has conducted three community-wide meetings related to its planning for the RBC and its LRDP.<sup>2</sup> This Notice of Preparation commences the University's

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<sup>2</sup>While not the topic of this Notice of Preparation, the University recognizes that a key concern voiced at community meetings is whether the RBC will create jobs for the Richmond community. UC LBNL and UC Berkeley expect the new

CEQA process and invites interested agencies and members of the public to comment on the scope of the environmental analysis and evaluations of alternatives. A Draft LRDP EIR is expected to be available for public and agency review in early or mid-2013. The University expects to submit the draft 2013 LRDP and Final LRDP EIR to The Regents of the University of California for their consideration for approval in late 2013. The Department of Energy expects to conduct a National Environmental Policy Act (NEPA) review of this project concurrently and in coordination with the timing of this CEQA process. The LRDP and LRDP EIR would also inform decisions of the state Department of Toxic Substances Control regarding workplans for remediation of legacy pollutants at portions of the RBC site subject to a site investigation and remediation order and proposed for development (see section 3.1, below).

## **2.0 Project Location and Surrounding Land Uses**

The approximately 133-acre RBC site is located at 1301 South 46th Street in the South Shoreline area of the City of Richmond, approximately 5 miles northwest of the UC Berkeley campus and the LBNL site in Berkeley.<sup>3</sup> The properties are bounded on the west by a Pacific Gas and Electric (PG&E) service station, on the northwest by Regatta Boulevard, on the northeast by Meade Street, on the east by South 46th Street, and on the south by the San Francisco Bay. Interstate 580 (I-580) runs parallel to Meade Street along the northeastern boundary of the site.

Land uses surrounding the RBC site include industrial/office uses and a major interstate freeway, with low-/medium-density residential neighborhoods. Regatta Boulevard, along the northern boundary of the RBC, is adjacent to a railroad spur and a business complex developed with one- to two-story buildings. Bio-Rad Laboratories, a private research equipment manufacturing company, is located immediately west of the uplands parcel. The adjacent property to the east is the location of former chemical production operations previously owned by several entities, including Stauffer and Zeneca, and is currently owned by Cherokee Simeon Venture I, LLC.

The Marina Bay residential neighborhood, across Meeker Slough and southwest of the RBC site, consists of a mix of multi- and single-family residences. Low- and medium-density residential uses are also located across I-580, north of the Meade Street boundary of the RBC site.

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campus to be a catalyst for new innovation and clean industries in the area that would generate jobs; and both institutions expect to partner with the City and community to bring job training and opportunity to the area.

<sup>3</sup> The University owns properties in Richmond that total 194.6 acres. The properties are composed of four parcels: a 109.5-acre parcel that contains the currently developed upland portion known as the Richmond Field Station; a recently acquired 23.4-acre developed parcel along Regatta Boulevard immediately west of the upland area; and two submerged parcels in San Francisco Bay made up of 46.1 and 15.6 acres, respectively. Only the Richmond Field Station and Regatta Boulevard parcels would be developed under the 2013 LRDP.

### **3.0 Existing Site Conditions**

#### **3.1 Site Conditions**

The 133-acre RBC site consists of upland areas developed with buildings that are used for academic teaching and research activities and spaces leased by private entities, a north-south oriented planting of eucalyptus trees in the central portion of the site, areas of coastal grasslands, a tidal salt marsh (known as the Western Stege Marsh), and a transition zone between the upland areas and marsh. Grasslands occur in a number of meadows on the RBC site. The Bay Trail is south of the site.

The University purchased the original Richmond Field Station landholdings in 1950. From 1870 to 1950, much of the property belonged to the California Cap Company, which manufactured explosives. The southeast portion of the uplands area was used for explosive materials manufacturing from the 1870s until 1948. Levels of contamination that exceed regulatory agency screening criteria have been found on the site. The primary contaminants of concern include metals, volatile organic compounds, and polychlorinated biphenyls (PCBs). The University is currently conducting an investigation and remediation of the site in accordance with a California Environmental Protection Agency, Department of Toxic Substances Control, Site Investigation and Remedial Action Order No. I/SE-RAO 06-07-004. On-site contamination and remediation is discussed in many reports completed under the Order, and addressed in an earlier CEQA document, all available on the web at [rfs-env.berkeley.edu](http://rfs-env.berkeley.edu).

#### **3.2 Existing On-Site Land Uses**

The two upland parcels are currently developed with approximately 80 one- and two-story buildings, roadways, parking lots, and landscaped areas. The uplands area, which has been the location of a variety of industrial enterprises dating back to the mid-19th century, also contains previously disturbed, currently undeveloped open space. The site is currently developed with 1,050,000 gsf of facilities, including more than 500,000 assignable square feet of research space; the Northern Regional Library Facility (NRLF), which serves as an archive for 7.7 million volumes of lesser-used books for the four northern UC campuses; one of the world's largest earthquake shaking tables; test facilities for advanced transportation research; and a regional laboratory for the US Environmental Protection Agency (US EPA). The University purchased the Regatta parcel (former Price Club site) in 2007, which added 23.4 acres to its Richmond properties. The Regatta parcel is developed with a warehouse building and surface parking. The warehouse building currently housing University archives and other uses

As of late 2012, the RBC site has a daily population of approximately 300 persons.

### **3.3 Transportation, Circulation, and Parking**

The existing main entrance to the RBC site is located at South 46th Street and the junction of Seaver Avenue and Robin Drive, accessed via the junction of Meade Street and Seaver Avenue. The site is accessible via interstate freeways I-80 and I-580. There are three interchanges on I-580 that provide access to the RBC site—Marina Bay Parkway interchange, Regatta Boulevard interchange, and Bayview Avenue interchange. The Regatta Boulevard and Bayview interchanges are both about 0.35 miles from the main entrance and provide the most direct access to and from the freeway. The Marina Bay Parkway and Regatta Boulevard interchanges provide the most direct access between the freeway and the Regatta property. Side-street access to the RBC is provided via overpasses at Bayview Avenue, Regatta Boulevard/Juliga Woods Street, Marina Bay Parkway/South 23rd Street, Marina Way, Harbor Way and others further west. Bay Trail access to the RBC is provided to bicyclists and pedestrians via underpasses/overpasses at Central Avenue, Buchanan Street, Gilman Street, University Avenue, the Berkeley bicycle and pedestrian bridge, and others further south. Bay Trail access to the RBC is also provided to bicyclists and pedestrians along the length of the entire Southern Gateway district in the City of Richmond.

The major vehicular circulation routes within the RBC site include east-west-running Robin Drive and Lark Drive, and north-south-running Egret Way. The primary vehicular entries into the RBC are:

- South 46th Street and the junction of Seaver Avenue and Robin Drive;
- South 46th Street at Building 194;
- Regatta Boulevard near South 34th Street; and
- Regatta Boulevard (multiple locations) for the western property.

Parking is accommodated in several surface lots. There are currently a total of 760 parking spaces on the site. UC Berkeley operates a shuttle bus that runs hourly between the UC Berkeley main campus and the Richmond Field Station.

### **3.4 Utilities and Infrastructure**

The RBC site is connected to the local utility companies for electrical power, natural gas, water, and telecommunications services and to the City of Richmond wastewater system. PG&E provides electricity to the site through multiple overhead 12-kilovolt electrical lines, with both aerial and underground power lines comprising the electrical service infrastructure on the site. PG&E also provides natural gas service to the site through multiple high-pressure gas mains, with underground gas lines serving the larger facilities on site. The East Bay Municipal Utility District

(EBMUD) provides potable and firefighting water via multiple high-pressure water mains, with underground potable and firefighting water lines distributed throughout the site. AT&T provides communications service to the site. Site sanitary sewer discharge flows to the City of Richmond publicly-owned wastewater treatment plant, located approximately three miles to the west on Canal Boulevard.

#### **4.0 2013 Long Range Development Plan**

##### **4.1 Main Features of the LRDP**

The proposed 2013 LRDP addresses sustainability, land use, access and circulation, utilities and infrastructure, and open space and landscaping, and provides a policy and design framework to guide the development of up to 5.4 million square feet of new research, education, and support space at the site. Design principles in the proposed LRDP feature preservation of the site's important natural open spaces including the Bay, marsh, and coastal grasslands. The site plan organizes development into distinctive groupings to promote a sense of community within the site, particularly during initial phases of campus growth.

Building heights across the RBC are expected to vary, with lower buildings at the Bay front edge and taller buildings behind them. Four and five story buildings are expected to be a common building module, with heights of 100 feet providing for a five story building with tall floor-to-floor heights that allow building systems to be easily altered as laboratory uses change over time. Neighborhoods within the campus may also feature iconic buildings that help establish a sense of place. An example would be Sather Tower (the Campanile) at UC Berkeley, which measures 303 feet to the top.

The proposed LRDP demonstrates commitment to sustainability through site design, building design, and infrastructure. As the RBC site is developed, the campus itself would be open to the community, providing community resources such as auditorium, exhibit, and event space for educational programs. The proposed LRDP describes and highlights the multiple connections to the site by road, bicycle, and pedestrian path, and incorporates a robust transportation demand management system to facilitate site access.

The RBC would be the centerpiece of the Southern Gateway district of the City of Richmond, envisioned as a revitalized hub of innovation, and the proposed RBC 2013 LRDP emphasizes connectivity beyond the site, and the importance of the campus as a catalyst for its vicinity.

## **4.2 Anticipated Research Programs**

In the near term, research at the RBC would focus on cleaner biofuel development processes; an advanced understanding of the genomics of plants, microbes, and microbial communities; production of nonpetroleum based essential materials and chemicals; advanced diagnostic equipment and techniques for bioscience; industrial process development; and cancer research. Existing research programs at the RBC site in sustainable transportation and earthquake engineering, among others, would continue; the site would also continue to house important collections of the University library and UC Berkeley museums. In addition, the bioscience programs at the RBC would maintain a close connection to the research conducted on the main campuses of LBNL and UC Berkeley. In the longer term, the RBC research would span the biosciences, energy and environmental sciences and technology, computing sciences, engineering and materials sciences, chemical sciences, climate sciences, and other disciplines. UC Berkeley expects that student research and teaching programs would also occur at the site, as part of the educational mission of the campus.

## **4.3 Campus Population Projections**

The University expects the campus population to increase incrementally over time as the RBC is developed over the approximately 40-year horizon of the 2013 LRDP, from approximately 300 persons in 2012 to approximately 10,000 persons in 2050. Phase 1 development is projected to add 1,000 people.

## **4.4 Building Space Projections**

Total building space on the RBC is projected to increase from approximately 1,050,000 gsf at the present time to 5,400,000 gsf at full implementation of the 2013 LRDP. Of the existing 1,050,000 gsf of building space, about 750,000 gsf would be demolished and about 300,000 gsf would be retained. The retained space includes the US EPA building (46,000 gsf) and NRLF (254,000 gsf). The new building space that would be added to the RBC site includes about 350,000 gsf for the expansion of the NRLF and about 4,750,000 gsf of research, education, and support facilities for occupancy by UC LBNL, UC Berkeley, and partner institutions. UC LBNL and UC Berkeley would explore ways to accommodate existing programs housed in space to be demolished at the site in new space at the RBC.

## **4.5 Sustainability**

The sustainability vision is for the RBC to be a showcase of sustainable design and operations to motivate and inspire staff, the community, the nation, and the world. The RBC would assert and grow the University's reputation as a hub of energy efficiency research and best practices. The

facilities would demonstrate building efficiency technology innovations developed by the University and its industry partners in a fully functional laboratory environment.

In August 2011, the University adopted the most recent update of the UC Sustainable Practices Policy<sup>4</sup>, which set goals to advance environmental practices in eight areas: green building, clean energy, transportation, climate protection, sustainable operations, waste reduction and recycling, environmentally preferable purchasing, and sustainable food service. All projects and operations at the RBC would meet or exceed the goals defined in this, or any successor, sustainability policy.

#### **4.5.1 Energy**

Physical development at the RBC would incorporate principles of energy efficiency in all capital projects, renovation projects, operations, and maintenance within budgetary constraints. In cases where the type of facility, such as a laboratory or data center, is not required to meet code requirements for energy consumption, the project would be required to meet specific energy and carbon performance metrics such as those defined by the “Labs21” (LBNL), “Smart Labs” (UC Irvine), or similar successor programs.

#### **4.5.2 Water**

In order to minimize the use of water to the extent practicable, the RBC would implement measures such as installing water-efficient landscaping and drip or other efficient irrigation systems, using water-efficient fixtures in new construction, and capturing rainwater and storm water for use in irrigation.

#### **4.5.3 Municipal Solid Waste**

The RBC would comply with the UC Sustainable Practices Policy for zero municipal solid waste by 2020.

#### **4.5.4 Materials**

Building materials would be selected to reduce embodied energy, maximize building lifespan, and be recyclable or reusable. Material use overall would be minimized, whether in buildings or in other site operations (e.g., paper), and recycled wherever practicable. Materials would be locally sourced and from renewable sources to the degree feasible, including re-use and recycling of materials from structures proposed for demolition.

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<sup>4</sup> <http://www.universityofcalifornia.edu/sustainability/policy.html>

#### **4.5.5 Transportation**

In addition to providing shuttle access improvements, the RBC would implement a Transportation Demand Management program that would include alternate mode use incentives such as discounted transit passes, parking cash-out, Guaranteed Ride Home, and flexible car share programs.

#### **4.5.6 Landscape**

The RBC would support bio-diversity and habitat conservation through the use of native plant materials wherever possible. In addition, the RBC would utilize low-impact development design techniques and Bay-Friendly landscape design (see [www.stopwaste.org](http://www.stopwaste.org)) and make storm water management a site feature. As described below, natural open spaces would also be maintained.

### **4.6 Land Use Plan**

The proposed 2013 LRDP identifies two land use designations to inform the pattern of development at the RBC: (1) Research, Education, and Support, and (2) Natural Open Space. Definitions for each land use designation are provided below. **Figure 1, LRDP Land Use Plan**, shows proposed land uses under the 2013 LRDP. A possible layout of the site is shown in **Figure 2, LRDP Conceptual Layout**.

#### **4.6.1 Research, Education, and Support**

The Research, Education, and Support land use designation applies to land areas on the RBC site that are either currently developed with facilities that would remain in their present form or be expanded, and areas that would be developed with new facilities. This land use would include approximately 108 acres of the RBC site, which would be sufficient to meet projected program needs. The types of facilities that would be allowed in designated Research, Education and Support areas would include:

- Laboratory, classroom, office, and administration buildings for researchers, faculty, postdocs, students, and non-University public and private entities.
- Product and process development space for private sector startups, small businesses, and industry counterparts that are synergistic with UC Berkeley and LBNL research areas.
- Support infrastructure and facilities for operations, transportation, utilities, renewable power generation, firefighting, security, safety, hazardous materials management, and corporation yard uses including vehicle and materials shops and storage. Support facilities for specialized research programs such as plant and animal research facilities, greenhouses, and clinical spaces.
- Community outreach and education uses including exhibit, lecture, and event spaces as well as conference facilities and meeting rooms focused on public education.

- Amenities such as dining, short-term accommodation facilities (for visiting researchers), retail, and recreation facilities.
- Transportation-related facilities including parking lots and structures; bus and shuttle stops; and roadways/circulation pathways. Parking structures might house transportation administration offices, bicycle support facilities, and utility structures such as distributed central plants.
- Developed open spaces that would be usable by the campus population and visitors, ranging from courtyards, terraces, and quad-like spaces, to walkways, tree groves and recreational fields. Existing landscaping, including non-native eucalyptus trees in these areas, may be removed and replaced. Open spaces in this zone might be paved or landscaped, with or without seating or other site furnishings. They would range in scale from larger areas for outdoor gatherings to smaller spaces for small group interaction or individual reflection. Storm water would be managed within these zones in swales and other landscaping. Small structures such as pavilions or overlook platforms might be located in these areas.
- Transition zones would buffer site buildings from the Natural Open Space areas, allowing for maintenance access and minimizing the transference of non-native species or noise or light intrusions. Permanent structures within 25 feet of the Natural Open Space areas would not be allowed.
- Throughout the RBC, paving would be pervious wherever practicable, stormwater would be carefully managed to protect natural areas, and any planting would consist of native or non-invasive species.

Childcare would not be considered an appropriate use in the Research, Education and Support land use designation; if childcare is proposed for the RBC the LRDP would be amended to identify or create an appropriate zone.

#### **4.6.2 Natural Open Space**

The RBC site includes natural areas such as the San Francisco Bay, Stege Marsh, and coastal grasslands. Human engagement and disruption to these spaces would be limited, with the intent to protect, restore, and maintain these resources in their natural condition. Activities would be limited to access for interpretation, education, maintenance, and research. Improvements in this zone would be limited to minor access roads for maintenance vehicles and limited boardwalks or pathways, consistent with education and conservation goals. Approximately 25 acres within the upland portion of the RBC site and 62 acres within the Bay portion of the site for a total of approximately 87 acres would be designated Natural Open Space to encompass those natural areas that the University plans to protect from development and maintain in their natural condition.

## **4.7 Circulation and Parking**

### **4.7.1 Vehicle Access and Circulation**

Vehicle access would continue to be provided from the existing exits from I-580. The existing ingress and egress points at the site would likely remain as primary or service access points. New points of ingress and egress would be added from the east off of South 46th Street, from the north off of Meade Street, and from the west at multiple locations off of Regatta Boulevard. A calm, mixed use street would potentially extend the existing Lark Drive to connect with Regatta Boulevard east and west. Roadways within the RBC would provide calm, mixed-use streets for internal circulation, direct access to facilities, pedestrians, bicycles, and utilities pathways. Regatta Boulevard would be rerouted to the west to allow the eastern and western portions of the RBC site to be unified. The existing north-south alignment of Egret Way would link the main entrance to the Phase 1 buildings. Phase 1 would utilize all existing roads and would not require any re-routing or new access.

### **4.7.2 Bicycle Circulation**

Bicycle access to and from the RBC would be provided via overpasses at Bayview Avenue, Regatta Boulevard/Juliga Woods Street, Marina Bay Parkway/South 23rd Street, Marina Way, Harbor Way and others further west. Extended Lark Drive would provide bicycle connectivity to downtown Richmond and neighborhoods west of the RBC. Additional bicycle access to the RBC on the Bay Trail would be provided via underpasses/overpasses at Central Avenue, Buchanan Street, Gilman Street, University Avenue, the Berkeley bicycle and pedestrian bridge, and others further south. Bicycle lanes would be provided on any new roads within the RBC site. A bike sharing system may also be implemented both for circulation within the RBC site and for travel to retail and other points nearby during the day.

### **4.7.3 Parking**

Approximately 690 of the existing 760 vehicle parking spaces located in surface parking lots would be removed and, as needed over time, replaced in strategic locations. Surface parking would continue to be provided as a short term measure to serve the first few facilities. Later, parking structures would be constructed to provide for the majority of the approximately 6,000 vehicle parking spaces projected to be needed in the long term. Parking structures would be located at the periphery to support a more pedestrian-friendly, vehicle-free interior district with similarities to a traditional higher education campus. Small surface parking lots would be located adjacent to all new facilities for disabled access, shipping/receiving, and short-term visitor

parking. All parking areas would be provided with an appropriate system designed to treat stormwater runoff from parking areas in conformance with the Clean Water Act.

Bicycle parking would be provided at a rate of at least 20 percent of the RBC population at any given time period, in accordance with Leadership in Energy and Environmental Design (LEED) requirements; this would amount to approximately 2,000 spaces at full LRDP implementation. New buildings would have indoor secure bicycle parking, showers and clothes lockers, as well as outdoor bicycle racks, some of which may be secure and/or covered.

#### **4.7.4 Transit**

Two shuttle lines are proposed for the RBC. The LBNL-UC Berkeley-RBC Shuttle would provide a no-transfer 20-minute ride from LBNL to the RBC with a single stop at the main UC Berkeley campus en route. The Bay Area Rapid Transit (BART)-RBC Shuttle would run continuously between the El Cerrito Plaza BART station and the RBC, providing a nonstop nine-minute ride from BART to the RBC. The El Cerrito Plaza BART station would also serve as a connection point to the Alameda-Contra Costa Transit District (AC Transit) system.

### **5.0 Phase 1 Development**

The University proposes to demolish 25 existing structures totaling approximately 107,000 gsf and consolidate existing LBNL bioscience programs currently in leased space into three new buildings totaling up to 600,000 gsf with an occupancy of approximately 1,000 adp. Building demolition and site preparation work would occur on a 16-acre portion of the RBC site. The facilities that would be developed under Phase 1 are shown in **Figure 3, Phase 1 Site Plan**.

#### **5.1 Utilities Rerouting and Building Demolition**

The Phase 1 development would first disconnect all utility services from, and demolish, 25 existing structures totaling approximately 107,000 gsf. This work would include all existing buildings south of Lark Drive, with the exception of Building 201, the US EPA laboratory. Storm and sanitary sewer drains required to continue flowing through the Phase 1 area would be rerouted to the eastern and western perimeters of the Phase 1 area in accordance with the utility corridor plan in the LRDP.

#### **5.2 Tree Removal and Landscaping**

Approximately 170 immature and mature pine and eucalyptus trees would be removed as part of the Phase 1 site preparation work. The remainder of the existing site trees would not be disturbed during Phase 1 development. Approximately 75 immature drought-resistant trees would be planted as a feature of the Phase 1 development.

### **5.3 Earthwork**

The southern portion of the Phase 1 is in an area which is potentially subject to water inundation due to projected sea level rise, a tsunami, or a 100-year flood. In order to protect the Phase 1 facilities from this potential water inundation, the base elevation of the Phase 1 area would be increased from an average of approximately 10 feet above sea level (asl) to approximately 15 feet asl and the base elevation of the facilities would be constructed at 15 feet asl. This would require adding approximately 70,000 cubic yards of soil at varying depths over an area of approximately 12 acres.

### **5.4 Utilities Infrastructure**

All-new utility services would be required to serve the Phase 1 area facilities. The points of connection to the utilities to serve the Phase 1 area facilities would be near the main entrance of the RBC at Meade and 46th Streets. Secondary points of connection would be located at Regatta Boulevard and 32nd Street. Utilities would be connected to the new facilities, and sized adequately to serve up to 800,000 gsf, providing capacity for some additional future development in the area.

### **5.5 New Construction**

Three new research buildings totaling up to 600,000 gsf would be constructed to house a mix of laboratory, office, and interaction space. The facility to be constructed at the southernmost end of the RBC developable area is referred to hereinafter as Building 2 (“Energy building” on Figure 3). The facility to be constructed to the north of Building 2 is referred to hereinafter as Building 1 (“BIF building” on Figure 3). The facility to be constructed to the east of Building 2 is referred to hereinafter as Building 3 (“Health building” on Figure 3). Building 1 would house JGI, ABPDU, and KBase, an imaging center, and a conference facility. Building 2 would house LBNL’s JBEI and closely-related programs as well as a dining facility. Building 3 would house UC LBNL biosciences projects and activities, closely related projects and activities, and synergistic research institutions. Building 1 would likely be a three-story facility totaling 110,000 to 150,000 gsf. Building 2 would likely be a two-story facility totaling 110,000 to 150,000 gsf. Building 3 would likely be a three- to four-story facility totaling up to 300,000 gsf. Two new surface parking lots would be constructed on approximately 7 acres of land to accommodate approximately 870 vehicles associated with the new employees. These surface parking lots would become the locations for new facilities and a parking structure over time.

## **5.6 Sustainability**

The Phase 1 buildings would incorporate green building strategies with goals of design, construction, and commissioning to achieve a minimum LEED Silver level for non-energy measures rating from the US Green Building Council. As appropriate, each building would meet specialized energy performance metrics and Environmental Performance Criteria credits developed for laboratories and data centers by the Labs21 Program.

The buildings would be oriented with their long facades facing south and north and short facades facing east and west in order to minimize solar gain in summer, maximize passive solar heating in the winter, and maximize natural light in the interior spaces. The buildings would also be positioned to provide wind protection in winter, encourage natural ventilation in summer, and benefit from western sun shading. The exterior material of the building would be compatible with the surrounding environment and maritime elements. The exterior cladding is anticipated to include a mix of concrete, metal, and glass.

## **5.7 Stormwater**

Because the proposed Phase 1 site would be “downstream” of and at a lower elevation than the balance of the RBC, the Phase 1 area drainage would be sized for ultimate buildout conditions to accommodate the rest of the site’s stormwater runoff through the Phase 1 area. Phase 1 development would incorporate State Water Resources Control Board post-construction standards for storm water runoff in addition to other local and regional requirements. Runoff treatment facilities would be installed and other permanent best management practices (BMPs) would be implemented commensurate with regulatory requirements and sustainability policies established in the RBC LRDP. For Phase 1, this would primarily consist of bioswales and retention ponds between the building and parking lot stormwater drainage systems and the marsh area.

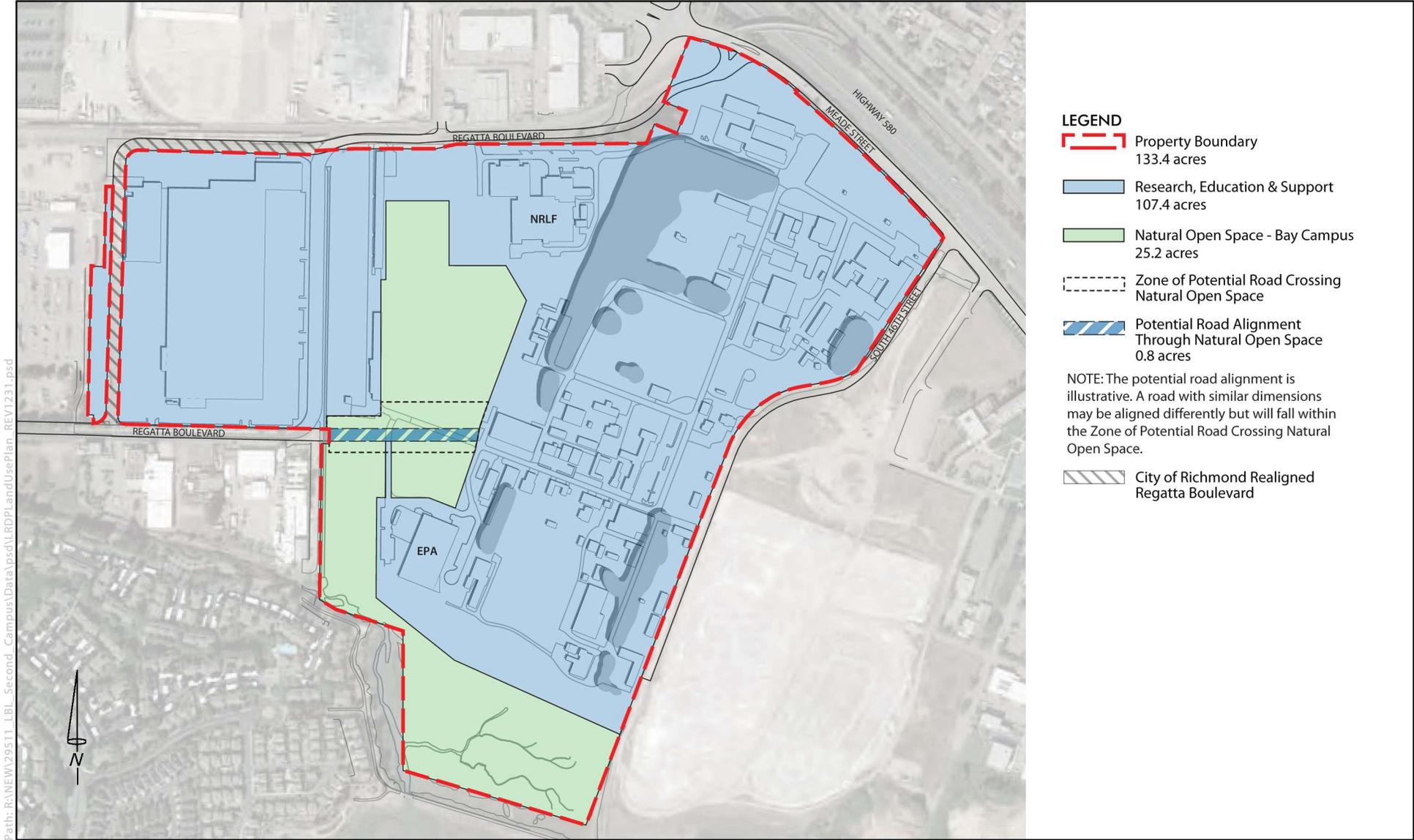
## **5.8 Construction Schedule**

Phase 1 construction is anticipated to occur over a four-year period beginning in 2014 and continuing through 2018.

## **6.0 Alternatives**

The LRDP EIR will include an examination of alternatives to the proposed 2013 LRDP, including the “no project” alternative required by CEQA. While the final list of alternatives will be developed in conjunction with the environmental analyses, alternatives likely to be considered for inclusion in the EIR are:

- **Reduced Growth Program:** Under this alternative, the RBC would be developed at the Richmond site, but with a reduction in the total building square footage and employee population.
- **Alternate Development Program:** Under this alternative, the RBC would be developed at the Richmond site as proposed, but it would provide for the development of a large-scale scientific facility or machine (referred to hereinafter as a “Future Scientific Facility.”) with no net increase in the maximum 5.4 million gross square feet of development proposed..
- **Off-site Alternative:** Under this alternative, the LRDP would be implemented at another site, such as Alameda Point in the City of Alameda. The LRDP’s building square footage, projected uses, and employee population would be the same.
- **No Project:** Under this alternative, the LRDP would not be implemented, and the Richmond Field Station and other components of the Richmond site would continue their current operations. UC LBNL would continue to lease off-site space for ongoing bioscience research and related programs.



# LRDP Land Use Plan

Richmond, California

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# LRDP Conceptual Layout

Richmond, California



## Phase 1 Site Plan

Richmond, California

## Potential Effects

The following is a preliminary assessment of potential environmental issues that may be analyzed in the LRDP EIR. This assessment will be used to help determine the scope of the EIR.<sup>5</sup> The EIR will consider all areas below. Topic areas that are expected to be impacted by the proposed project will be fully analyzed. Topic areas not expected to be impacted will be addressed briefly or in appropriate depth.

	Will be Analyzed in EIR	No Additional Analysis Required
<b>1. AESTHETICS</b> -- Would the project:		
a) Have a substantial adverse effect on a scenic vista?  Public views of the RBC site are limited from public viewing points north of the site due to tree cover and distance imposed by I-580; private property owners in the hills above the site have broad views that include the Richmond properties, the bay and San Francisco beyond. The chief public viewpoint of the site is from the Bay Trail. Although the visual conditions of the project site and surroundings are not expected to present major aesthetic issues, the EIR will include an evaluation of the project location and massing to determine if campus development under the LRDP, including Phase 1, will have substantial adverse effects on scenic vistas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  The RBC site does not contain scenic resources, nor is it on or near a state scenic highway. Regional access to the site is by I-80 and I-580. Portions of I-580 are designated as scenic, but these occur from its junction with State Route 24 to the San Leandro city limit, and a portion in eastern Alameda County away from the project area. Therefore, no impact would occur to scenic resources present within a state scenic highway and further analysis in the EIR is not required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?  The RBC site to date has retained its industrial character. The site and vicinity, however, is designated a "Change Area" in the City of Richmond General Plan 2030. The existing physical and visual configuration of buildings would be gradually replaced by a mixture of buildings and facilities with greater massing and density than those currently on site. The EIR will analyze the potential for campus development under the proposed LRDP, including Phase 1, to degrade the visual character and quality of the site and its surroundings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  With the inclusion of new buildings and facilities, development of the RBC, including Phase 1, could create new sources of light and glare visible from off-site viewpoints. The EIR will analyze the potential impacts of these new light and glare sources.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>5</sup> Brief explanations are provided in shaded boxes. These explanations represent a best estimate based on the current preliminary understanding of the proposed LRDP, including Phase 1, and its likely effects.

	Will be Analyzed in EIR	No Additional Analysis Required
<p><b>2. AGRICULTURE AND FOREST RESOURCES</b> -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon management methodology provided in Forest Protocols. Would the project:</p>		
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No active agriculturally-used lands are on the RBC site; therefore, further analysis in the EIR is not required.</p>		
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The RBC site is not zoned for agricultural use and is not subject to a Williamson Act contract; therefore, further analysis in the EIR is not required.</p>		
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>No agricultural lands are adjacent or near the RBC site. Therefore, the development of the RBC site into a research campus will not result in the conversion of any farmland to a non-agricultural use. Further analysis in the EIR is not required.</p>		
<p>d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g) or timberland (as defined by Public Resources Code Section 4526)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The site is not zoned for timber production or forest land; the proposed RBC does not conflict with existing zoning and would not cause rezoning related to forest land or timberland. Further analysis in the EIR is not required.</p>		
<p>e) Result in a loss of forest land or conversion of forest land to non-forest uses?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The RBC site contains eucalyptus trees planted by previous owners to reduce impacts from explosives once manufactured at the site; these trees are not forest land. Further analysis in the EIR is not required.</p>		

	Will be Analyzed in EIR	No Additional Analysis Required
<b>3. AIR QUALITY</b> -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:		
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The US EPA and the California EPA have established ambient air quality standards for certain pollutants referred to as criteria pollutants. The federal standards are known as the National Ambient Air Quality Standards and the state standards are known as the California Ambient Air Quality Standards. For each standard, air basins are classified as attainment, unclassified, or nonattainment. The project site is in the San Francisco Bay Area Air Basin (SFBAAB) that is currently designated as a nonattainment area for state and national ozone standards, state and national fine particulate matter (PM<sub>2.5</sub>), and state inhalable particulate matter (PM<sub>10</sub>). For all other standards, the SFBAAB is designated as attainment or unclassified.</p> <p>LRDP-related increases in staff, laboratory space, equipment, and construction activities, including site remediation conducted in accordance with agency-approved work plans, would likely add incrementally to regional ambient air pollutant emissions, including short- and long-term emissions of criteria air pollutants from mobile and stationary sources, including PM<sub>10</sub> and ozone. The impact of these air emissions will be evaluated in the EIR. Standard emission control and reduction measures, such as dust control for excavation, use of alternative fuel vehicles on-site, shuttle service to public transportation, filtration on exhaust systems, etc., will be identified in the EIR where appropriate.</p>		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The EIR will examine the potential for mobile, area, and stationary source emissions from campus development under the LRDP, including Phase 1, to violate state and federal air quality standards or contribute to existing air quality violations. The potential for mobile source, construction and operational emissions from the LRDP implementation to influence air quality will be examined. The analysis will include examination of criteria pollutants that could result from project implementation.</p>		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The SFBAAB is designated as a non-attainment area for ozone and PM<sub>10</sub> standards. The EIR will examine the total emissions through 2050 that would result from campus development under the LRDP, including Phase 1, and determine whether increases in nonattainment criteria pollutants would be cumulatively considerable.</p>		
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The EIR will evaluate whether LRDP-related remediation, construction and development activities, including Phase 1, would expose sensitive receptors, including nearby schools, to substantial pollutant concentrations.</p>		
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Ongoing activities from the proposed project are not expected to create nuisance or objectionable odors affecting substantial numbers of people, on or off the site. The RBC would house research and office facilities that would not contain large scale manufacturing or industry that might be a source of objectionable odors affecting substantial numbers of people. Actions at the RBC that might create objectionable odors include asphalt-laying and other related construction activities. Because construction of the RBC is expected to occur periodically over several decades, the EIR will analyze potential impacts related to construction under the proposed LRDP, including Phase 1, and recommend mitigation measures where applicable.</p>		

	Will be Analyzed in EIR	No Additional Analysis Required
<p>f) Expose people to substantial levels of toxic air contaminants (TACs), such that the exposure could cause an incremental human cancer risk greater than 10 in one million or exceed a hazard index of one for the maximally exposed individual?</p> <p>Development of the RBC would add research facilities, entail site remediation conducted in accordance with agency-approved work plans, and expand existing campus uses that are potential sources of low levels of toxic air contaminants and airborne radionuclides. The EIR will include estimates of emissions from full implementation of the RBC, including Phase 1, and will incorporate the results of a human health risk analysis conducted to determine if the project would expose people on or off the site to levels of toxic air contaminants that could cause a health risk.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>4. BIOLOGICAL RESOURCES</b> -- Would the project:</p>		
<p>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p> <p>The RBC site contains sensitive habitats, including seasonal wetlands, a native cordgrass marsh, coastal terrace prairie grassland, habitat for the federally listed endangered California clapper rail, as well as tidal mudflats and eelgrass beds. The EIR analysis will include potential project impacts to candidate, sensitive, or special status plant and animal species present in these habitats from the development of the campus under the LRDP, including Phase 1. In addition, potential impacts to primary habitat and transitory and migratory habitats will be addressed.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p> <p>As discussed under item a) above, the RBC site contains sensitive habitats. The EIR will examine possible impacts from campus development under the proposed LRDP, including Phase 1, to riparian habitat and other sensitive natural communities.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p> <p>Seasonal wetlands and marsh habitat are present on the RBC site. The EIR will examine possible impacts to wetlands on the site as a result of development of the RBC including Phase 1, in accordance with federal requirements and statutes.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p> <p>The EIR will evaluate the potential impacts of campus development under the proposed LRDP, including Phase 1, to migratory species and areas on the site that are potential wildlife corridors or may include native wildlife nursery sites.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e) Conflict with any local applicable policies protecting biological resources?</p> <p>The EIR will evaluate the consistency of the LRDP with federal and state plans, policies, laws and regulations, such as the Migratory Bird Treaty Act, that are relevant to potentially occurring biological resources. Although local ordinances would not apply to the project, the EIR will include a determination of consistency with local policies concerning the protection and conservation of biological resources, including the City of Richmond General Plan 2030.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Will be Analyzed in EIR	No Additional Analysis Required
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site is not known to be subject to or designated for any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. Further analysis in the EIR is not required.		
<b>5. CULTURAL RESOURCES</b> -- Would the project:		
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Campus development under the proposed LRDP would result in the demolition of several existing buildings at the RBC site. Some of these buildings are 45 years old or greater and are associated with current and previous uses at the site. A survey is being conducted to assist in determining which structures that would be demolished for Phase 1 development may be historical resources as defined in CEQA Section 15064.5 and which may be eligible for the National Register of Historic Places pursuant to the National Historic Preservation Act. The results of this survey and other investigations will be included in the EIR analysis and will be used to evaluate whether implementation of the LRDP, including Phase 1, could cause a substantial adverse change in the significance of a historic resource.		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
There are no known archaeological resources at the RBC site. No archaeological artifacts have been discovered during past excavations and grading on the RBC site, and no archaeological sites have been recorded at the RBC site. However, given the size of the LRDP area and the site disturbance necessary for excavation and construction, and given the inclusion of the Regatta property in the area of the LRDP, the potential for discovery of unexpected archaeological resources during construction will be addressed and standard best practices and mitigations proposed in the EIR.		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
There are no known unique paleontological resources or unique geologic features at the RBC, and none are anticipated. However, given the size of the LRDP area and the site disturbance necessary for excavation and construction, the potential for discovery of unanticipated paleontological resources during construction will be addressed and standard best practices and mitigations proposed in the EIR.		
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
There is no known evidence of prehistoric habitation of the RBC site, or any indication that the site has been used for burials in the recent or distant past. However, given the size of the LRDP area and the site disturbance necessary for excavation and construction, the potential for discovery of human remains during construction will be addressed and standard best practices and mitigations proposed in the EIR.		

	Will be Analyzed in EIR	No Additional Analysis Required
<b>6. GEOLOGY AND SOILS</b> -- Would the project:		
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
A portion of the Hayward Fault Zone occurs within the City of Richmond, more than two miles northeast of the site. However, no fault is present on the RBC site and there is no potential for fault rupture. Further analysis in the EIR is not required.		
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will analyze the stability of the underlying geologic materials in a strong earthquake on the Hayward Fault and other Bay Area faults, and the potential impacts of strong seismic ground shaking to campus development under the proposed LRDP, including Phase 1.		
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The site has not been officially assessed by the State of California for its liquefaction potential but based upon the soil type, the relatively young age of the soil, and the shallow depth to groundwater, the sandy site areas could potentially be susceptible to liquefaction during an earthquake. The areas dominated by clay are less susceptible to liquefaction. The EIR will address the stability of the underlying geologic materials in a strong earthquake, including ability to resist lateral forces associated with a maximum credible magnitude earthquake near the project, and the potential for subsidence, differential settlement, and liquefaction impacts to campus development under the proposed LRDP, including Phase 1.		
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site is relatively flat, at the distal end of an alluvial plain. There is no potential for landslide risk at the site. Further analysis in the EIR is not required.		
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The RBC site is relatively flat and not at risk for substantial soil erosion. All of the properties are previously disturbed and not a source of quality topsoil. Standard construction regulation and best practices, including implementation of National Pollutant Discharge Elimination System permit requirements, would mitigate any risk of substantial soil erosion or loss of topsoil. However, given the size of the LRDP area and the site disturbance necessary for raising the ground level, excavation and construction, standard best practices and mitigations will be discussed in the EIR to reduce risk of soil erosion.		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will analyze the stability of the underlying geologic materials in a strong earthquake, including ability to resist lateral forces associated with a large magnitude earthquake near the project, the potential for subsidence, differential settlement, and liquefaction.		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will analyze the potential effects of the soil types of the site to development of the RBC under the proposed LRDP, including Phase 1.		

	Will be Analyzed in EIR	No Additional Analysis Required
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The Richmond properties are served by the City of Richmond wastewater treatment system, and RBC is not proposed to be served by septic systems or alternate waste water disposal systems; therefore, this topic will not be further analyzed in the EIR.		
<b>7. GREENHOUSE GAS EMISSIONS</b> -- Would the project:		
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will estimate the level of greenhouse gas (GHG) emissions anticipated with the development of the campus under the proposed LRDP, including Phase 1, to determine whether these emissions would result in a significant impact requiring mitigation.		
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Assembly Bill 32, the California Global Warming Solutions Act, requires a statewide GHG emission cap for 2020 based on 1990 emission levels. Senate Bill 375 requires local land use and transportation planning to achieve the state's GHG reduction goals. The Bay Area Air Quality Management District, charged with regulating GHGs in the region, has established CEQA air quality standards that are currently under legal review. The EIR will evaluate the development of the RBC in the context of state, regional and local laws and UC Sustainable Practices Policy requirements concerning the reduction of GHGs.		
<b>8. HAZARDS AND HAZARDOUS MATERIALS</b> -- Would the project:		
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The RBC site includes some areas of contaminated soil and groundwater. The University is in the process of investigating and remediating site contamination in accordance with a California Department of Toxic Substances Control (DTSC) Order. These actions are ongoing, and further site development would in some instances require site remediation conducted in accordance with agency-approved work plans. Current operations at the RBC site include the use of solvents, adhesives, cements, paints, cleaning agents, degreasers, and vehicle fuels. Arsenic, copper, lead, mercury and polychlorinated biphenyls have been detected in the soil at levels exceeding hazardous waste criteria. Development of the RBC would spur development of additional facilities that would use, store, and require the transportation of additional hazardous materials and disposal of hazardous waste (including mixed waste, combined waste, and radioactive waste). The EIR will characterize anticipated new and expanded on-site hazardous materials remediation use, transport and disposal, will identify projected increases in these activities that could occur under the LRDP program, including Phase 1, and will evaluate potential impacts associated with these increased activities.		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will characterize hazardous waste, mixed waste, combined waste, and radioactive waste handling and hazardous materials use in research, operations, maintenance, and construction, and their transport, handling and disposal. It will identify projected increases in these activities that could occur under development of the RBC, including Phase 1, and will evaluate associated potential impacts, including potential risks from reasonably foreseeable accidents or upset conditions.		

	Will be Analyzed in EIR	No Additional Analysis Required
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The RBC site is not within one-quarter mile of an existing or proposed school per CEQA Guideline 15186. While the RBC would handle certain hazardous materials, these materials and their handling protocols are subject to extensive regulations, procedures and oversight. Although the proposed RBC (including Phase 1) and remediation conducted in accordance with agency-approved work plans as the site is developed is not anticipated to be a major new source of on-site hazardous materials or handling, the EIR will include an analysis of anticipated materials and the potential impacts of their use.		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The RBC site is listed on the current California EPA Hazardous Waste and Substances Sites List, also known as the "Cortese list." This listing is due to prior site activities that resulted in soil contamination at specific site locations. As discussed above in Sec. 8.a, the DTSC is directing remediation efforts to address the effects of this past contamination. Information regarding the background, remediation activities, and current status may be found at: <a href="http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=07730003">http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=07730003</a> . These remediation activities, their status, and current and future remediation efforts will be discussed in the EIR, as well as any additional measures if necessary due to development of the RBC, including Phase 1.		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site is neither within an airport land use plan nor within two miles of a public airport; therefore, further analysis in the EIR is not required.		
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site is not near a currently operating or planned private airstrip; therefore, further analysis in the EIR is not required.		
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emergency response plans are maintained at the Federal, State and local level for all types of disasters, including human-made and natural. Emergency response plans for existing and new facilities would be the responsibility of the operation and management at the RBC; however, the EIR will analyze development of the RBC, including Phase 1, in consultation with all applicable emergency response providers and identify if any impacts to their adopted response plans would occur.		
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC is not near wildlands and the risk of wildland fires is low. There are numerous open space and wetland areas at the site, but these are not considered moderate or high-risk for wildland fires due to their limited and non-contiguous setting away from large open or natural areas that are susceptible to wildland fires. Further analysis in the EIR is not required.		

	Will be Analyzed in EIR	No Additional Analysis Required
<b>9. HYDROLOGY AND WATER QUALITY -- Would the project:</b>		
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Development of the RBC could increase the impermeable surface area, which could produce additional volume and pollutant loading of urban runoff. Increased water use from the RBC could cause increases in wastewater discharges that could exceed waste discharge requirements for water quality or quantity. The EIR will evaluate impacts to water quality from runoff and characterize current waste discharge volumes of the site and wastewater treatment capacity at the City of Richmond's wastewater treatment plant, and evaluate whether development of the RBC, including Phase 1, would cause a violation of applicable standards or waste discharge requirements.		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Potable water at the site and in Richmond is supplied by EBMUD, and not from groundwater wells; groundwater in the area does not support existing or planned land uses. Groundwater contamination has been detected on portions of the site. Shallow groundwater is expected to be encountered during construction of the RBC. While additional site development may somewhat reduce percolation of stormwater into the shallow groundwater due to the addition of impervious surface area, the project would not substantially deplete supplies or interfere with groundwater recharge. However, given the size of the LRDP area and the scale of development anticipated at the horizon year, standard best practices and mitigations will be discussed in the EIR to address groundwater recharge.		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project site includes a channelized storm drain that flows into the bay and directly affects the existing drainage pattern of the site. Development of the RBC will increase the impervious area of the site and could increase the rate of site runoff. The EIR will include analysis of the proposed site and development pattern of the project to ascertain how the siting of buildings and facilities could further affect the drainage patterns of the site, and the potential impacts pertaining to drainage, erosion, and on- and off-site siltation from campus development under the proposed LRDP, including Phase 1.		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
There are no natural streams or rivers on the site and the site has existing stormwater and drainage systems, including the channelized storm drain, that address flooding concerns. Development of the RBC, including Phase 1, would increase the area of impervious surface that could increase the volume of surface water; systems would, however, be sized and improvements planned to reduce the risk of flooding or increase in levels of urban contaminants in stormwater runoff, as part of the 2013 LRDP improvements. However, given the size of the LRDP area and the scale of development anticipated at the horizon year, standard best practices and mitigations will be discussed in the EIR to address drainage and risks of flooding.		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Will be Analyzed in EIR	No Additional Analysis Required
<p>In the short term, the project will likely increase the amount of impervious surface at the site that could increase the volume of surface water runoff. The EIR will evaluate if the existing and planned drainage system could accommodate increased runoff from campus development under the proposed LRDP, including Phase 1; the analysis will include potential impacts associated with stormwater runoff.</p>		
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Expansion of research operations associated with development of the RBC, including Phase 1, could result in activities that could impact water quality. Improvements would, however, be planned to reduce the risk of water quality degradation, including bioswales and other stormwater filtration and retention measures. However, given the size of the LRDP area and the scale of development anticipated at the horizon year, standard best practices and mitigations will be discussed in the EIR to address water quality.</p>		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>While the RBC could include temporary lodging, it would not include temporary or permanent housing within the 100-year flood hazard area; therefore, this topic will not be discussed further in the EIR.</p>		
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A portion of the site is within a Federal Emergency Management Agency VE Zone. This designation denotes coastal areas with a one percent or greater chance of flooding and an additional hazard associated with storm waves; these areas have a 26 percent chance of flooding over a 30-year period. Given the size of the LRDP area and the scale of development anticipated at the horizon year, the EIR will consider existing flood control structures on the site and the adequacy of these structures and the possible need for additional flood control components.</p>		
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The RBC site is not downstream of or near a levee or dam. As described in response to item d) above, systems would be sized and improvements planned to reduce the risk of flooding due to stormwater flows and risk from other sources of flooding (see item h) above). A flood control channel on the site addresses current water flows, including those related to stormwater. Given the size of the LRDP area and the scale of development anticipated at the horizon year, standard best practices and mitigations will be discussed in the EIR to address drainage and risks of flooding due to campus development under the proposed LRDP, including Phase 1.</p>		
j) Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Portions of the RBC site are within a mapped tsunami inundation zone; however, these locations are not proposed for development. According to the City of Richmond General Plan 2030 EIR, portions of the site along the Bay could be subject to projected sea level rise as a result of global warming. The EIR will examine potential impacts due to rising sea levels and discuss any mitigations, if necessary, to address sea level rise.</p>		
<b>10. LAND USE AND PLANNING -- Would the project:</b>		
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The RBC would be located on the existing Richmond properties. The site is currently somewhat disconnected from the Richmond community, by the barriers of I-580 freeway and railroad lines north and east of the properties. The RBC LRDP would not expand the campus site into the surrounding community and would not physically divide any established communities; the project may instead improve linkages with the community. The EIR will include a discussion of adjacent and nearby land uses and land use patterns and applicable land use and zoning ordinances and policies.</p>		

	Will be Analyzed in EIR	No Additional Analysis Required
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the LRDP, general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The RBC would be located on land owned by the University of California which has land use jurisdiction over the site, as prescribed by Article IX Section 9 of the California Constitution. As such, the project is not subject to local land use planning jurisdiction, but rather, the Long Range Development Plan acts as a general plan for the site. The EIR will include as context a discussion of local land use ordinances and policies, including the recently adopted City of Richmond General Plan 2030, as the University seeks to be a good neighbor.</p> <p>The parcels of the RBC site closest to San Francisco Bay are within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC) and would be subject to the policies and development guidelines of the San Francisco Bay Plan. The jurisdictional boundary of BCDC was amended in October 2011 to reflect climate change issues and projected sea level rise. Development of the RBC, including Phase 1, would include infrastructure components within the BCDC's jurisdictional area; therefore, the EIR will include a discussion of the LRDP's conformance with BCDC development policies and guidelines as directed by the San Francisco Bay Plan.</p>		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The RBC site is not located within any adopted federal, state or local habitat conservation plan or natural community conservation plan. Therefore, no additional analysis in the EIR is required.</p>		
<b>11. MINERAL RESOURCES</b> -- Would the project:		
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Because the site is in an area where there are no significant mineral or aggregate deposits and there are no known mineral resources that would present major issues for development of the RBC, no further discussion is required in the EIR.</p>		
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The RBC site does not include any locally-important mineral resource recovery sites as delineated on a local general plan, specific plan or land use plan, so no further discussion is required in the EIR.</p>		
<b>12. NOISE</b> -- Would the project result in:		
a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The RBC would cause increases in traffic volumes, mechanical equipment associated with new building and related structures, and increases in daily site populations that could cause potential long-term increases in noise levels. Operation of construction equipment could cause substantial short-term noise increases that might include short-term, temporary exceedances of noise ordinances in nearby areas. The EIR will analyze the anticipated magnitude of these noise increases, and will evaluate whether the increased noise levels associated with campus development under the proposed LRDP, including Phase 1, would exceed applicable ambient noise standards.</p>		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Will be Analyzed in EIR	No Additional Analysis Required
Operational activities associated with the RBC are not likely to result in activities that generate excessive groundborne vibration or noise levels. Construction of buildings or other support structures under the LRDP, including Phase 1, might require the use of pile drivers or other heavy construction machinery that could generate excessive groundborne vibration or groundborne noise levels noticeable to both on- and off-site receptors. The EIR will address vibration and groundborne noise levels from anticipated construction activities, and discuss potential impacts and mitigation measures.		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Activities at the RBC, including Phase 1, would cause increases of on-site population and general operations that could produce permanent ambient noise level increases. The EIR will evaluate whether any increased permanent noise levels would exceed applicable ambient noise standards.		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Operation of construction or other equipment could cause substantial temporary or short-term noise increases. The EIR will use current noise modeling methods to predict their magnitude, and will evaluate whether the increased temporary noise levels associated with implementation of the RBC would exceed applicable noise standards.		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site is not in a current or proposed airport land use plan or Airport Influence Area, as defined by Assembly Bill 2776 and is not within two miles of a public airport. Therefore, no further discussion is required in the EIR.		
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site is not near a current or planned private airstrip. Therefore, no further discussion is required in the EIR.		
<b>13. POPULATION AND HOUSING -- Would the project:</b>		
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
No housing is proposed at the RBC. Employment growth and housing demand attributable to the RBC would occur over several decades and, based on current commute patterns of existing employees at the site and LBNL and UC Berkeley employees, demand would be dispersed over a broad area of the East Bay and the greater Bay Area. Further, a portion of employees at the new RBC would be existing LBNL or UC Berkeley employees whose work is moved to a new location, and those employees would not be new employees contributing to population growth. The EIR will analyze the anticipated increase in jobs in relation to the population and housing policies and projections for the City of Richmond, as well as neighboring jurisdictions, to determine whether the level of impact that would occur with development of the RBC, including Phase 1.		
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site does not include housing or any related residential uses, and no housing would be displaced, so further discussion is not required in the EIR.		

	Will be Analyzed in EIR	No Additional Analysis Required
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The RBC site does not include housing or any related residential uses, and no housing would be displaced, so further discussion is not required in the EIR.		
<b>14. PUBLIC SERVICES --</b>		
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:		
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Development of the RBC, including the permanent increase in on-site personnel, would increase the potential need for emergency fire protection services, including hazardous materials response units. The EIR will analyze the site's fire response equipment, water storage and distribution, and firefighting response capability to address any increases in demand at full implementation of the proposed LRDP as well as upon completion of Phase 1. In addition, the EIR will evaluate whether significant impacts would occur should the project result in the need for new or physically altered facilities.		
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RBC-related increases in development and on-site personnel would increase the potential need for police services, which are provided by the UC Police Department. The site's on-site security forces likely would be expanded as needed to accommodate the increases in demand at full implementation of the proposed LRDP as well as upon completion of Phase 1. The EIR will evaluate the anticipated demand on police services and whether significant impacts would arise from any new or physically altered police facilities.		
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RBC-related increases in personnel could draw more families with school-aged children to the vicinity of the site. The EIR will analyze the potential impacts of this population to nearby primary and secondary schools. This analysis will include data and projections from the City of Richmond General Plan 2030 and projections from local school districts to determine potential impacts and the need for expanded school facilities.		
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RBC-related increases in personnel will draw more people into the area and increase demand for parks and recreational facilities. There are several existing parks and recreational facilities nearby. The EIR will analyze impacts to parks and recreational facilities.		
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RBC-related increases in personnel could draw more people into the area and increase demand for additional public facilities. The EIR will analyze potential impacts to public facilities, including libraries and planned facilities identified in the City of Richmond General Plan 2030.		

	Will be Analyzed in EIR	No Additional Analysis Required
<b>15. RECREATION --</b>		
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
There are several parks within one mile of the RBC site. These include Shimada Friendship Park, Rosie the Riveter Park, Laurel Park, Booker T. Anderson Community Center, and the Point Isabel Regional Shoreline. The Bay Trail is adjacent to the site, and provides a pedestrian and bicycle link along the shoreline that ultimately will provide a continuous link around San Francisco Bay. RBC related growth, including Phase 1, could increase demand for parks and recreational facilities in the area. The EIR will evaluate this issue in the context of current and proposed parkland and open space facilities in the area.		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Recreational facilities may be developed at the RBC. The EIR will discuss the existing and proposed inventory of recreational facilities in the vicinity and identify any potential impacts to these facilities by the increased daily population resulting from campus development under the proposed LRDP, including Phase 1.		
<b>16. TRANSPORTATION/TRAFFIC -- Would the project:</b>		
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and relevant components of the circulation system, including, but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will analyze the impact of the development of the RBC, including Phase 1, on the local and regional road and highway network, including Routes of Regional Significance as defined for the vicinity of the RBC. Impacts analyzed for transit will include impacts to local bus service and BART lines and connectors. The EIR will also examine potential impacts to pedestrian and bicycle facilities such as the Bay Trail and the local and regional bicycle and pedestrian network.		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Campus development under the proposed LRDP, including Phase 1, is expected to generate increased vehicular traffic that could result in impacts to the local and regional road network. The EIR will analyze local streets and regional highway corridors to determine whether level of service standards would be impacted due to the project. The analysis will utilize the City of Richmond General Plan 2030 to identify proposed and planned changes to the circulation network in and around the RBC. Traffic modeling and forecasting for AM and PM peak hours will be conducted using the most recent version of the Countywide Travel Demand Model developed by the Contra Costa Transportation Authority, the designated congestion management agency.		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Development of the RBC would not alter existing air traffic patterns; therefore, this does not require further study in the EIR.		

	Will be Analyzed in EIR	No Additional Analysis Required
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Create unsafe conditions for pedestrians or bicycles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will analyze the circulation features for access to and within the site with development of the RBC. This analysis will include location and site clearance for signalized and unsignalized intersections, traffic calming features, and related circulation elements. The EIR will discuss the proposed traffic circulation network as it relates to bicycle and pedestrian circulation and access to determine if any potential safety impacts would occur.		
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will analyze existing and proposed access and circulation for emergency vehicles in coordination and consultation with emergency service providers.		
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Both LBNL and UC Berkeley have robust transportation demand management programs to encourage use of alternative commute modes. As described in item a), above, the EIR would examine potential impacts to alternative commute systems and facilities due to implementation of the LRDP.		
<b>17. UTILITIES AND SERVICE SYSTEMS -- Would the project:</b>		
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
No wastewater treatment requirements are directly applicable to the proposed project because the wastewater generated on the RBC will not be treated on-site. Wastewater generated on the campus will discharge to the City of Richmond wastewater treatment plant. The EIR will analyze the wastewater output anticipated due to development of the RBC, to determine the ability of the project to comply with the wastewater treatment requirements imposed on the City's wastewater treatment plant by the Regional Water Quality Control Board.		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will evaluate the increased demand on wastewater treatment and conveyance facilities under the proposed LRDP, including Phase 1, and evaluate potential impacts associated with any new or expanded facilities, if any would be required to meet this demand.		
c) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Development of the RBC, including Phase 1, would increase impervious surface coverage of the Richmond properties; this in turn may increase the volume of stormwater flow. The EIR will examine and describe the existing site-wide drainage patterns and infrastructure, analyze the increased demand for stormwater drainage facilities with the RBC, and the potential impacts associated with any new or altered drainage facilities required to meet this demand.		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

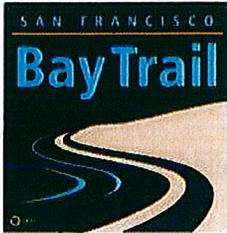
	Will be Analyzed in EIR	No Additional Analysis Required
Development of the RBC would include up to 5.4 million square feet of buildings and approximately 10,000 adp. Development of Phase 1 would involve up to 600,000 gsf of new building space and increase the on-site population to 1,300 persons. This would increase the water use on the site; therefore, the EIR will evaluate the projected water demand for the campus relative to the planned water supply and delivery entitlements from EBMUD. The EIR will evaluate potential environmental impacts from expanded or new entitlements.		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will evaluate whether projected wastewater increases generated at the full implementation of the proposed LRDP, including Phase 1, would be served by existing capacity and identify any environmental impacts should additional wastewater entitlements be required.		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will discuss the current solid waste generation at the project site and the volume of waste that would be generated at Phase 1 and at full implementation of the proposed LRDP, including Phase 1. The analysis will include projected solid waste disposal needs—including wastes generated from the demolition of existing buildings and structures—and determine whether or not existing landfill capacity would be able to accommodate the waste disposal needs of the RBC. The EIR will discuss the solid waste demands in context of solid waste recycling and composting requirements and guidelines, including the UC Sustainable Practices Policy.		
g) Comply with applicable federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The EIR will discuss compliance of the proposed project with applicable statutes and regulations regarding solid waste, including the UC Sustainable Practices Policy.		
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE --</b>		
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Implementation of the 2013 LRDP, including Phase 1, has the potential to have significant impacts that could degrade the quality of the environment. The LRDP EIR will evaluate the potential for campus development under the 2013 LRDP to result in significant impacts that could degrade the quality of the environment, as described in the above checklist.		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<b>Will be Analyzed in EIR</b>	<b>No Additional Analysis Required</b>
<p>Development of the RBC pursuant to the proposed LRDP, including Phase 1, could cause impacts to several resource areas that will be fully analyzed in the EIR. The project will be evaluated in the cumulative setting. The City of Richmond recently adopted its General Plan 2030 that anticipates new growth and development in the area. This plan, along with other applicable plans and policies from Richmond and other neighboring communities, could contribute to a range of cumulative impacts in the area. The EIR will evaluate whether impacts associated with growth under the 2013 LRDP, in combination with past, current, and reasonably foreseeable future projects, have the potential to be cumulatively considerable.</p>		
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed 2013 LRDP has the potential to cause significant impacts. The EIR will evaluate whether these impacts have the potential to result in substantial adverse effects on human beings, either directly or indirectly.</p>		

**List of Acronyms and Abbreviations**

AC Transit	Alameda-Contra Cost Transit District
adp	average daily population
ABPDU	Advanced Biofuels Process Development Unit
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BMP	best management practice
CEQA	California Environmental Quality Act
EBMUD	East Bay Municipal Utility District
EIR	Environmental Impact Report
GHG	greenhouse gas emissions
gsf	gross square feet
I	Interstate
JBEI	Joint Bio Energy Institute
JGI	Joint Genome Institute
KBase	Knowledge Base
LBNL	Lawrence Berkeley National Laboratory
LEED	Leadership in Energy and Environmental Design
LRDP	Long Range Development Plan
NEPA	National Environmental Policy Act
PCB	Polychlorinated Biphenyls
PG&E	Pacific Gas and Electric
PM <sub>10</sub>	inhalable particulate matter
PM <sub>2.5</sub>	fine particulate matter
RBC	Richmond Bay Campus
SFBAAB	San Francisco Bay Area Air Basin
UC	University of California
US EPA	US Environmental Protection Agency

## Comments



University of California  
Lawrence Berkeley National Laboratory

JAN 15 2013

Facilities Capital Projects

January 15, 2013

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Berkeley, CA 94720

**Subject: Comments on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Project**

Dear Mr. Philliber:

On behalf of the San Francisco Bay Trail Project, I am writing to submit comments on the NOP for the DEIR for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Project (LRDP Project) located in the City of Richmond. The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes, and advocates for the implementation of the Bay Trail. The Bay Trail is a planned 500-mile continuous network of multi-use bicycling and hiking paths that, when complete, will encircle San Francisco and San Pablo Bays in their entirety. It will link the shoreline of all nine Bay Area counties, as well as 47 cities. To date, 333 miles of the proposed Bay Trail system has been developed.

When the LRDP Project is fully built, it is expected to generate a significant number of daily vehicular trips to and from the Richmond Bay Campus (RBC) by both employees of the Lawrence Berkeley National Laboratory (LBNL) and visitors to the campus. These daily vehicular trips will result in significant impacts to parking demand, transportation infrastructures, greenhouse gas emissions, and air quality that will need to be addressed and mitigated in the DEIR. We also expect an increased demand in the use of the Bay Trail as both an alternative transportation corridor and recreational opportunity for RBC employees and visitors. As a result, the DEIR needs to evaluate the impacts of the LRDP project on demand for the Bay Trail and provide mitigation for those impacts.

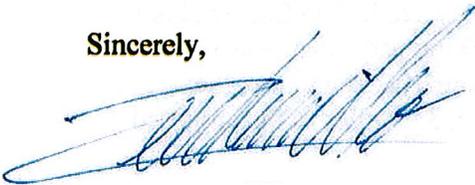
*Mr. Jeff Philliber*  
*January 15, 2013*

Due to the LRDP Project's proximity to the significant stretch of completed Bay Trail alignments in the City of Richmond, the LRDP Project is in a unique position to mitigate its impacts resulting from the high levels of vehicular trips that it is expected to generate. The LRDP Project can mitigate the parking, traffic, greenhouse gas, and air quality impacts that it will generate by improving the existing Bay Trail and the connections to the Bay Trail between Central Avenue and Garrard Boulevard in order to encourage RBC employees and visitors to shift travel modes and use the Bay Trail as a non-motorized mode of travel to and from the RBC.

The existing Bay Trail in Richmond already has a high level of use for both transportation and recreation purposes, and the LRDP Project would need to mitigate the increase in demand for use of the Bay Trail for both transportation and recreational purposes by widening the existing Bay Trail in order to increase the volume of bicycle and pedestrian traffic that the Bay Trail is capable of carrying. In addition, for the Bay Trail to be effectively utilized as a non-motorized transportation option, the LRDP Project must improve the connections to the Bay Trail from the RBC and from the streets connecting the surrounding communities to the Bay Trail. Of particular importance are the street connections from the Bay Trail to the communities across the Interstate 80 and 580 corridors. As a result, we request that the LRDP Project either incorporate the improvements to the Bay Trail and the connections to the Bay Trail described above as part of the LRDP Project or require these improvements as mitigation for the parking, traffic, greenhouse gas, air quality, and recreational impacts that will be generated by the LRDP Project.

The Bay Trail Project appreciates the opportunity to comment on the NOP for the LRDP DEIR and looks forward to working with the Lawrence Berkeley National Laboratory to improve the Bay Trail in Richmond for LBNL employees and the public. Please do not hesitate to call me at (510) 464-7915 if you have any questions regarding the above comments or the Bay Trail.

Sincerely,



**Lee Chien Huo**  
**Bay Trail Planner**

JAN 17 2013

Facilities Capital Projects

From: **John Taylor** <[jtaylor@berkeley.edu](mailto:jtaylor@berkeley.edu)>

Date: Wed, Jan 16, 2013 at 4:23 PM

Subject: Richmond Bay Campus Comment, invasive plants

To: [LRDP-EIR@lbl.gov](mailto:LRDP-EIR@lbl.gov)

Cc: "Tom Kelly (KyotoUSA)" <[kyotousa@sbcglobal.net](mailto:kyotousa@sbcglobal.net)>, Delia Taylor <[deliataylor@mac.com](mailto:deliataylor@mac.com)>

[LRDP-EIR@lbl.gov](mailto:LRDP-EIR@lbl.gov)

Jeff Philliber

Chief Environmental Planner

Lawrence Berkeley National Laboratory

One Cyclotron Road MS 76-225

Berkeley CA 94720

Dear Chief Environmental Planner Philliber:

I have a specific comment regarding the Notice of Preparation and Initial Study for the Richmond Bay Campus project.

It concerns Biological Resources Sections 4a-species, 4b-riparian habitat and 4c-wetlands in Meeker Slough and the Western Stege Marsh.

Noxious and invasive plants (Italian fennel and pampas grass) that are invading the newly rehabilitated slough and marsh pose a threat to biological resources that easily could be solved *now* but will be a headache later for the new Richmond Bay Campus.

My wife, Delia, and I saw the problem on a bike ride and then contacted one of two key persons in invasive plant control along the Bay Trail, Tom Kelly. Kelly has close contacts with the East Bay Regional Park District, who own and manage the trail, which is a prime source of the invasive plants at the RFS. Given that the marsh and slough abut EBRPD trails, a logical partner in weed control would be [Scott Possin, the Supervisor at Miller-Knox, the park that covers that part of the Bay Trail, spossin@ebparks.org](mailto:spossin@ebparks.org).

Tom took us on a tour and I snapped some photos which show the problem in the attached pdf.

Sincerely,

John

Professor John Taylor  
Plant and Microbial Biology  
111 Koshland Hall  
University of California  
Berkeley, CA 94720-3102  
[jtaylor@berkeley.edu](mailto:jtaylor@berkeley.edu)  
<http://nature.berkeley.edu/taylorlab/>

## Invasive plants threatening the beautifully remediated marsh at the Richmond Bay Campus.

Given that remediation cost \$18 million, and that, “Examples of the research that will be housed at the Richmond site include developing low-cost malaria drugs, enhanced urban runoff strategies, wetlands restoration, polluted lands remediation and genetics research to fight cancer <sup>1</sup>,” it seems prudent to prevent a massive return of the invasive plants.

The invasive plants have returned on the Richmond Field Station, on the property of the neighbors on either side, and on the right-of-way of the East Bay Regional Parks District trail. This right-of-way extends a few meters past the fences that border either side of the trail.

A relatively small effort could check this threat. If unchecked, the invasive plants will take over much of the Richmond Field Station land and require a massive effort to remove. Note that once checked, maintenance will be needed to keep the invasive plants in check. Looks like a great opportunity for UC and the East Bay Parks to join forces.

-- John Taylor, Delia Taylor and Tom Kelly's survey of the site on September 6, 2012 on the SF Bay side of the Richmond Field Station

<sup>1</sup>Robert Rogers, Contra Costa Times, September 6, 2012, [rrogers@bayareanewsgroup.com](mailto:rrogers@bayareanewsgroup.com).



Invasive plant #2  
Pampass Grass

Invasive plant #1  
Italian Fennell

From the trail connecting Channel Avenue and the East Bay Parks District bay trail.



Invasive plant #1  
Italian Fennel



From the southeast trail to the Richmond Field Station.



Invasive plant #1  
Italian Fennel

From the southeast trail to the Richmond Field Station.

# Western Stege Marsh Restoration UC Berkeley Richmond Field Station



## Background

The University of California's (UC) Richmond Field Station (RFS) is an academic teaching and research facility that has been used primarily for large-scale engineering research. Prior to UC's purchase in 1950, the property was home to manufacturing companies, including the California Cap Company, which produced blasting caps for mining uses.

## Cleanup and Restoration

Since 2002, UC Berkeley has been working to clean up legacy pollution at the RFS left from industrial activities that occurred prior to UC ownership of the land. UC's goal is the restoration of Western Stege Marsh, a tidal salt marsh. Clean up and habitat restoration activities have included removing contaminated material, replacing it with clean soils, planting marsh plants and removing invasive weeds.

Western Stege Marsh is an endangered species, California clapper rail (*longirostris obsoletus*). This sized bird, once abundant in the San Francisco Bay area, was first described in 1918 by visiting biologist Joseph Grinnell, a native of the Golden State. The bird deserves protection on its own grounds, if not economic



In the 1800s, clapper rails were slaughtered in great numbers as a game bird and sold in markets and restaurants.

RFS cleanup and restoration is managed by the Department of Toxic Substances Conservation and Development.

FOR MORE INFORMATION ABOUT THE RICHMOND FIELD STATION, CONTACT THE DEPARTMENT OF ENVIRONMENT, HEALTH & SAFETY.

Renewi

From the western end of the Richmond Field Station.



Invasive plant #1  
Italian Fennel

From the western end of the Richmond Field Station.



Invasive plant #2  
Pampass Grass

From the western end of the Richmond Field Station.



Invasive plant #2  
Pampass Grass

From the western end of the Richmond Field Station.



Invasive plant #2  
Pampass Grass

Invasive plant #1  
Italian Fennel

Invasive plants on the SF Bay side of the East Bay Regional Parks District Trail southeast of the Richmond Field Station.



Invasive plants on the SF Bay side of the East Bay Regional Parks District Trail southeast of the Richmond Field Station.



Invasive plant #2  
Pampass Grass

Invasive plants on both  
sides of Meeker Slough,  
west of the Richmond Field  
Station.

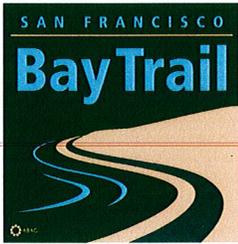
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Italian Fennell

## Invasive plants threatening the beautifully remediated marsh at the Richmond Bay Campus.

John Taylor, [jtaylor@berkeley.edu](mailto:jtaylor@berkeley.edu) Professor, Plant and Microbial Biology, UC Berkeley

Delia Taylor, [deliataylor@mac.com](mailto:deliataylor@mac.com) California Native Plant Society, East Bay Chapter

Tom Kelly, [kyotousa@sbcglobal.net](mailto:kyotousa@sbcglobal.net) Restoration volunteer with experience at invasive  
plant removal on the Bay Trail and other EBRPD  
properties



JAN 17 2013

Facilities Capital Projects

January 15, 2013

Jeff Philliber, Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

**Subject: Comments on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Project**

Dear Mr. Philliber:

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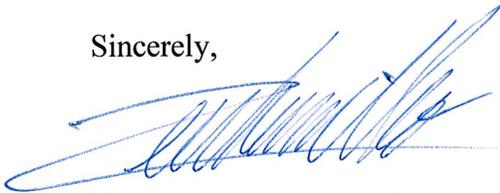
Mr. Jeff Philliber  
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The Bay Trail Project appreciates the opportunity to comment on the NOP for the LRDP DEIR and looks forward to working with the Lawrence Berkeley National Laboratory to improve the Bay Trail in Richmond for LBNL employees and the public. Please do not hesitate to call me at (510) 464-7915 if you have any questions regarding the above comments or the Bay Trail.

Sincerely,



Lee Chien Huo  
Bay Trail Planner

JAN 22 2013

Facilities Capital Projects



73 Belvedere Avenue  
Richmond, CA 94801  
Phone/Fax 510-235-2835  
[tracbaytrail@earthlink.net](mailto:tracbaytrail@earthlink.net)

January 17, 2013

Mr. Jeff Philliber, Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

Dear Mr. Philliber:

TRAC, the Trails for Richmond Action Committee, appreciates the opportunity to comment in response to the Notice of Preparation and Initial Study for the Proposed Richmond Bay Campus (RBC) 2013 Long Range Development Plan and Phase I Development. Our comments focus on the San Francisco Bay Trail and related multi-use trails.

Overall, the EIR must undertake a comprehensive and detailed evaluation of the project's potential environmental impacts, identification of mitigation measures for those impacts, and formulation of alternatives to the project that would involve fewer and less severe environmental impacts. Project definition will be critical for assessing environmental effects of the project. To the extent that the EIR is programmatic in nature without clear project definition, it will be necessary to formulate and adopt mitigation measures to avoid significant effects where feasible. It will be especially important to evaluate the growth-inducing and cumulative impacts of this project, especially in terms of increased traffic on roads & trails, recreational impacts and the need for improving Bay Trail safety, utility, connectivity and enjoyment in the area.

#### **Land Use & Planning**

Consistency with adopted plans is a major factor for CEQA review. For example, CEQA requires the DEIR to discuss inconsistencies with general and regional plans (Guidelines §15125(d)).

Area-specific requirements of Richmond's General Plan 2030, Pedestrian Plan and Bicycle & Pedestrian Plan are cited below under Transportation, Traffic, Air Quality & Greenhouse Gas Impacts. In addition, the General Plan contains numerous citywide provisions requiring that new projects incorporate the Bay Trail and maximum feasible public access to the shoreline, e.g.:

Policy CR1.5: "... require new development and redevelopment projects to provide pedestrian and bicycle amenities, streetscape improvements and linkages to planned and completed City and regional multi-use trails ...."

Action CR1.D: "Require new development and redevelopment projects to be pedestrian and bicycle-friendly, and to provide adequate connections to the existing and proposed bicycle and and pedestrian network." "Include provisions that require owners of property along the shoreline to provide maximum feasible access to the shoreline and to complete the Bay Trail as part of any project approval process."

Action CR1.E: "Expand multi-use trails and greenways in the City. Provide connector trails and linkages to improve access from neighborhoods in Central Richmond to the regional open space in the hills and along the shoreline."

Action CN2.H: "Initiate and carry through on coordinated planning to provide public access at points along Richmond's southern shoreline, from Point Isabel to and including the Marina Bay."

TRAC Recommendation: The EIR should demonstrate that **Phase I** of the RBC project will fully implement the above General Plan 2030 policy and actions for the entirety of the Long Range Development Plan, as well as the specific trail and staging area provisions described below from the General Plan, Bicycle Master Plan and Pedestrian Plan. If it is not feasible to fully incorporate these plan requirements in Phase I, enforceable mitigation measures should be formulated and adopted to ensure that they are implemented as soon as possible in subsequent phases.

### **Transportation, Traffic, Air Quality & Greenhouse Gas Impacts**

Motor vehicle traffic and congestion on roads with associated air pollutant and greenhouse gas emissions has the potential for very significant impacts, because Phase I development "would add approximately 1,000 to the average daily population of the site" growing to an estimated 10,000 as the site is fully developed per LBNL's presentation during the October 4 community workshop. Thus, it is very important that the project be designed to facilitate and encourage bicycling and walking for commuting, errands and recreation by both employees and visitors.

An important consideration is that Richmond's over 31 miles of San Francisco Bay Trail shown on the attached map will allow RBC employees and visitors to walk and bike to/from the campus, thus reducing motor vehicle congestion and air pollution as well as parking needs. Many already use the Bay Trail to commute by bicycle to/from locations between Point Richmond and Emeryville. Connectivity improvements will be important to facilitate non-motorized transportation for both employees and visitors.

To illustrate, TRAC's Feb. 18, 2011 letter of support for RBC stated:

- "... employees at a satellite campus .... would be able to use the Bay Trail to walk or bicycle and enjoy virtually all sites in Rosie the Riveter WWII Home Front National Historical Park, Eastshore State Park, Point Isabel and Miller/Knox Regional Shorelines and five City of Richmond shoreline parks":
- "... the planned multi-use trail along the Stege Marsh frontage of these properties could connect with the existing Meeker Tidal Creek Trail offering LBNL employees a convenient walking and bicycling route to five cafes and other services near the intersection of Marina Bay Parkway and Meeker Ave., as well as to Amini's By the Bay and Salute Ristorante in Marina Bay"; and
- "... the multi-use Meeker Tidal Creek Trail connects with a large vacant lot at the intersection of Regatta Blvd. and Marina Bay Parkway on the north side of Meeker Tidal Creek ... might be considered as a complimentary site for cafes, restaurants and other services."

Richmond's General Plan 2030, Bicycle Master Plan and Pedestrian Plan provide important guidance as to the needed improvements for safe, convenient pedestrian and bicyclist access. The project should include the following Class I multi-use trails and trail staging areas in the vicinity as specified in the General Plan:

- a. Trail staging areas at the southern ends of both S. 32nd and S. 46th streets with multi-use trails providing access to the San Francisco Bay Trail spine between Pt. Isabel and Marina Bay and

- b. A Class I multi-use trail inland of Stege Marsh between S. 46 St. and the existing Meeker Tidal Creek Trail.

These trails are shown on the attached General Plan Map 4.1 Planned Pedestrian and Bicycle Improvements and also specified as follows:

Action CR1.E: "Create a Class I multi-use trail loop north of Meeker Tidal Creek and Stege Marsh as a transportation and scenic route. Also provide trailhead staging areas at the south end of 32nd and 46th streets with bridges across Meeker Tidal Creek and the unnamed creek east of South 32nd Street."

Action CN2.H: " Require the dedication of trailheads at the ends of South 46th and South 32nd Streets as part of any plans to redevelop the lands adjacent to the existing University of California Field Station."

The following additional trail improvements surrounding the campus are specified in the Bicycle Master Plan and Pedestrian Plan:

1. Remedy the unduly wide and dangerous Bay Trail crossing of Central Ave. at Rydin Rd., which will be used by RBC bicycle commuters, per Pedestrian Plan page 98 last bullet;
2. Provide pedestrian and bicycle improvements at I-580 interchanges with Harbour Way, Marina Way, Marina Bay Parkway, Bay View Ave., Regatta Blvd. & Central Ave., e.g. see Pedestrian Plan pp. 104 - 106 and Bicycle Master Plan p. 72; and
3. Improve Key Corridors as "complete streets" for bicyclist and pedestrian safety, e.g. see Bicycle Master Plan pp. 59 - 60 and Pedestrian Plan pp. 47, 50, 55 - 56, 59 - 60, 98 & 104 - 108.

TRAC Recommendation: Mitigate impacts related to traffic, automotive air pollution, greenhouse gases and land use for parking by designing **Phase 1** of the project to implement the 2030 General Plan, Bicycle Master Plan and Pedestrian Plan improvements listed above. Each phase of the Long Range Development Plan also should include the following mitigation measures:

1. mesh RBC's bicycle/pedestrian network seamlessly with the Bay Trail and other surrounding access points and
2. emulate SunPower Corporation's Richmond facility in providing secure, indoor bicycle storage for employees who commute by bicycle and bike-sharing facilities at convenient locations so that visitors and employees may borrow RBC bicycles for running errands, visiting nearby retail stores and restaurants, and/or recreating during breaks from work.

### **Recreational Impacts**

The EIR should evaluate and mitigate for impacts on shoreline parks, as well as recreational and transportation usage of the Bay Trail between Central Avenue and Garrard Blvd., including growth-inducing and cumulative effects. For example, Bay Trail sections between Central Ave. and Harbour Way are popular with bicyclists, hikers, joggers, dog walkers, baby strollers, skaters with and without poles, bird watchers, etc. After establishing baseline usage, the EIR should predict future traffic for recreation and transportation and evaluate the potential need for mitigating improvements to allow safe, enjoyable use of the Bay Trail. For example, existing Class I trail sections at best only satisfy Bay Trail minimum width standards for a two-way multi-use trail.

TRAC Recommendation: Determine existing bicycle and pedestrian level of service on the Bay Trail, analyze impacts on the trail system of additional users generated by the RBC project and provide mitigations for these impacts to eliminate or bring them to a less than significant level.

### **Growth-Inducing & Cumulative Impacts**

It will be especially important to evaluate the growth-inducing impacts for the entire phased project cumulatively with all other new developments it is likely to stimulate, especially in terms of increased traffic, recreational usage and transportation needs for improving Bay Trail connectivity with the site (CEQA Guidelines §§15126(d) & 15126.2(d)). An EIR also must discuss the cumulative impacts of a project when the incremental effects of a project are considerable viewed in connection with the effects of other past, current, and probable future projects (CEQA Guidelines §§15130(a) & 15130(b)). All probable future projects should be considered. Projects anticipated beyond the near future should be analyzed for their cumulative effect if they are reasonably foreseeable (See *Bozung v. Local Agency Formation Comm'n*, 13 Cal. 3d 263, 284 (1975)).

The analysis of cumulative impacts is particularly important in the context of long-range planning or programmatic documents because the growth allowed under such plans is often substantial and because they set forth the policies that will guide the development of future individual projects for many years. As noted in the CEQA Guidelines, one requirement of an EIR for planning documents is that they provide a more thorough analysis of cumulative impacts than is required for individual projects (CEQA Guidelines §15168).

TRAC Recommendation: Evaluate and mitigate for growth-inducing and cumulative impacts of the long range development plan, including but not limited to satellite R&D enterprises, supply and manufacturing facilities, hotels, restaurants and service businesses such as convenience stores.

TRAC hopes that these comments will be helpful and would appreciate receiving a copy of the DEIR.

Sincerely,



Bruce Beyaert, TRAC Chair

Attachments:

Richmond Bay Trail Map

General Plan 2030 Map 4.1 Planned Pedestrian and Bicycle Improvements

cc: Richard Mitchell, Lina Velasco, Brad McCrae & Greg Haet

# SAN FRANCISCO BAY TRAIL PROJECT

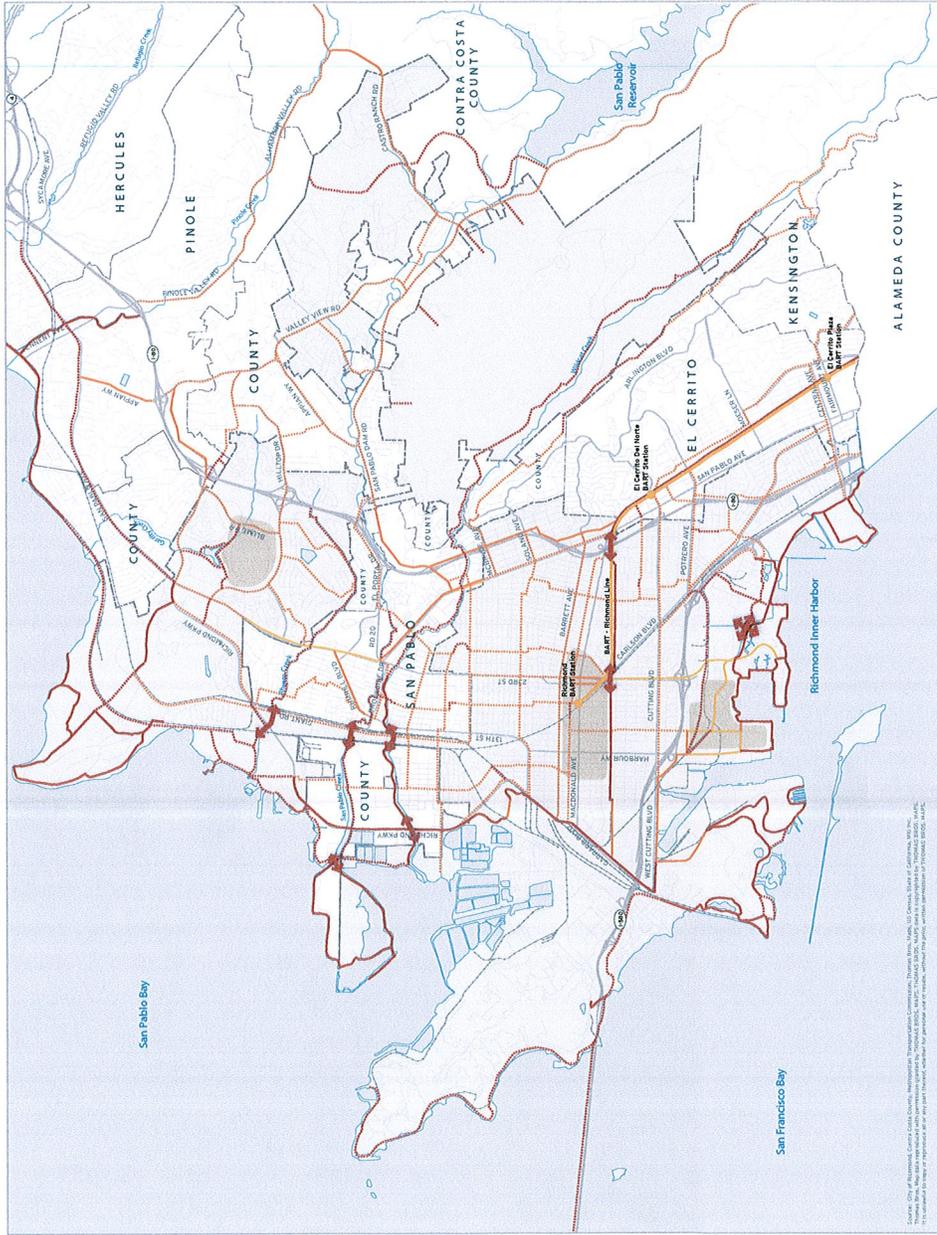
## Richmond

Bay Trail	
Complete	
Incomplete	
Connector trails	
Complete	
Incomplete	
<b>P</b>	Parking
	Parks/Open Space
	Water Bodies



Map 4.1  
**Planned Pedestrian and Bicycle Improvements**

- Existing Bicycle Routes**
- Class I
  - Class II
  - Class III
- Planned Pedestrian Improvements and Bicycle Routes**
- Class I Bicycle Route
  - Class II and III Bicycle Route
  - Bicycle and Pedestrian Connector
  - Pedestrian Improvement District



Source: City of Richmond, Contra Costa County, Metropolitan Transportation Commission, TriMet, Santa Clara County, State of California, etc. The map is for informational purposes only and does not constitute an offer of any financial product or service. The map is not intended to be used for any other purpose. The map is not intended to be used for any other purpose. The map is not intended to be used for any other purpose.

Note: Larger format maps are available for view or purchase at the Planning and Building Services Department.

JAN 20 2013

Facilities Capital Projects

**Subject:** Qs re comments to Notice of Preparation  
**From:** Ellen Sasaki <ejsasaki@comcast.net>  
**Date:** 1/20/2013 6:58 PM  
**To:** LRDP-EIR@lbl.gov

Greetings -- I am not clear on the EIR process.

Does "public comments" mean comments from individuals residing in Richmond? Or only from agencies?

I live in Richmond and am concerned about the impact on wildlife during demolition, tree removal, construction and restoration activities to restore "natural habitat" activities in developing the new LBNL campus. I don't see that "Wildlife" as an area of proposed study in the Notice document. Is this the appropriate stage of EIR development for submitting my comments?

Thanks, Ellen Sasaki



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

University of California  
Lawrence Berkeley National Laboratory

Notice of Preparation

JAN 08 2013

January 3, 2013

Facilities Capital Projects

To: Reviewing Agencies

Re: Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development  
SCH# 2013012007

Attached for your review and comment is the Notice of Preparation (NOP) for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Philliber  
University of California  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2013012007  
**Project Title** Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development  
**Lead Agency** University of California

**Type** NOP Notice of Preparation

**Description** The University of California (UC) proposes to establish a new major research campus at properties it owns in Richmond, California, for the consolidation of biosciences programs of the Lawrence Berkeley National Laboratory (LBNL) and for development of additional research-related facilities for both LBNL and UC Berkeley. This campus would jointly serve UC LBNL and UC Berkeley. The proposed 2013 Long Range Development Plan (LRDP) for the Richmond Bay Campus (RBC) would guide campus development through 2050. Initial development under Phase 1 would occur through 2018.

**Lead Agency Contact**

**Name** Jeff Philliber  
**Agency** University of California  
**Phone** 510 486-5257 **Fax**  
**email**  
**Address** One Cyclotron Road, MS 76-225  
**City** Berkeley **State** CA **Zip** 94720

**Project Location**

**County** Contra Costa  
**City** Richmond  
**Region**  
**Cross Streets** S. 46th Street and Seaver Avenue  
**Lat / Long** 37° 54' 58" N / 122° 19' 49" W  
**Parcel No.** 5600600008  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** I-580, I-80, SR 123  
**Airports**  
**Railways** UPRR, Bart  
**Waterways** San Francisco Bay  
**Schools** Kennedy, Coronado  
**Land Use** 1 million gsf research/dev. Zoning-Specific Plan. GP- Business/Light Industrial

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

**Date Received** 01/03/2013 **Start of Review** 01/03/2013 **End of Review** 02/01/2013

**NOP Distribution List**

**County:** Central Costa

**SCH#** 2013012007

Regional Water Quality Control Board (RWQCB)

**Resources Agency**

Resources Agency  
Nadell Gayou

Dept. of Boating & Waterways  
Nicole Wong

California Coastal Commission  
Elizabeth A. Fuchs

Colorado River Board  
Gerald R. Zimmerman

Dept. of Conservation  
Elizabeth Carpenter

California Energy Commission  
Eric Knight

Cal Fire  
Dan Foster

Central Valley Flood Protection Board  
James Heroia

Office of Historic Preservation  
Ron Parsons

Dept of Parks & Recreation Environmental Stewardship Section

California Department of Resources, Recycling & Recovery  
Sue O'Leary

S. F. Bay Conservation & Dev't. Comm.  
Steve McAdam

Dept. of Water Resources Agency  
Nadell Gayou

**Fish and Game**

Dept. of Fish & Game  
Scott Flint

Environmental Services Division  
Donald Koch

**Independent Commissions, Boards**

Delta Protection Commission  
Michael Machado

Cal EMA (Emergency Management Agency)  
Dennis Castillo

Fish & Game Region 1E  
Laurie Harnsberger

Fish & Game Region 2  
Jeff Dronngesen

Fish & Game Region 3  
Charles Amorr

Fish & Game Region 4  
Julie Vance

Fish & Game Region 5  
Leslie Newton-Reed

Fish & Game Region 6  
Gabrina Gatchel

Fish & Game Region 6 I/M  
Brad Henderson

Inyo/Mono, Habitat Conservation Program  
George Isaac

Dept. of Fish & Game M  
Marine Region

**Other Departments**

Food & Agriculture  
Sandra Schubert

Dept. of Food and Agriculture  
Public School Construction Services

Dept. of General Services  
Anna Garbeff

Environmental Services Section  
Jeffery Worth

Dept. of Health/Drinking Water  
Delta Stewardship Council

Council  
Kevan Samsam

**Business, Trans & Housing**

Native American Heritage Comm.  
Debbie Treadway

Public Utilities Commission  
Leo Wong

Santa Monica Bay Restoration  
Guangyu Wang

State Lands Commission  
Jennifer Deleong

Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Caltrans, District 8  
Dan Kopulsky

Caltrans, District 9  
Gayle Rosander

Caltrans, District 10  
Tom Dumas

Caltrans, District 11  
Jacob Armstrong

Caltrans, District 12  
Marion Regisford

Air Resources Board  
Airport/Energy Projects

Transportation Projects  
Douglas Ito

Industrial Projects  
Mike Tolstrup

State Water Resources Control Board  
Regional Programs Unit

Division of Financial Assistance  
State Water Resources Control Board

Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

State Water Resources Control Board  
Phil Crader

Division of Water Rights  
Dept. of Toxic Substances Control

CEQA Tracking Center  
Department of Pesticide Regulation

CEQA Coordinator  
Caltrans, District 1

Caltrans, District 2  
Marcelino Gonzalez

Caltrans, District 3  
Gary Arnold

Caltrans, District 4  
Erik Alm

Caltrans, District 5  
David Murray

Caltrans, District 6  
Michael Navarro

Caltrans, District 7  
Dianna Watson

RWQCB 1  
Cathleen Hudson

RWQCB 2  
RWQCB 2

RWQCB 3  
Central Coast Region (3)

RWQCB 4  
Teresa Rodgers

RWQCB 5  
Los Angeles Region (4)

RWQCB 6  
Central Valley Region (5)

RWQCB 7  
Central Valley Region (5)

RWQCB 8  
Fresno Branch Office

RWQCB 9  
Central Valley Region (5)

RWQCB 10  
Redding Branch Office

RWQCB 11  
Lahontan Region (6)

RWQCB 12  
Lahontan Region (6)

RWQCB 13  
Victorville Branch Office

RWQCB 14  
Colorado River Basin Region (7)

RWQCB 15  
Santa Ana Region (8)

RWQCB 16  
San Diego Region (9)

Other \_\_\_\_\_

Other \_\_\_\_\_

Other \_\_\_\_\_

Other \_\_\_\_\_

Conservancy \_\_\_\_\_

January 22, 2013

JAN 28 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720  
LRDP-EIR@lbl.gov

Facilities Capital Projects

Dear Mr. Philliber,

We are writing to raise concerns about the proposed second campus of the Lawrence Berkeley National Laboratory (LBNL) and the U. C. Berkeley Synthetic Biology Institute (SBI) that is being considered. Much of the research that will be conducted in this laboratory will be on the emerging technology called synthetic biology. Synthetic biology is an extreme form of genetic engineering that is attempting to create novel, potentially self-replicating artificial life forms from synthesized DNA. The risks this research poses to worker safety, public health and the environment are currently being ignored.

While some find promise in synthetic biology for manufacturing new products and helping us to better understand biological processes, it is an inherently risky technology. Synthetic biology research could result in enhanced virulence in existing hosts, heightened ability to infect a wider range of hosts, and resistance to antimicrobials, antivirals, vaccines and other treatment or containment modalities.

Laboratory accidents are much more common in the U.S. than most people realize and often go unreported. If there were an accidental release of engineered organisms in this lab, the health of workers, the environment and entire communities could be put at risk. Already, the current lack of adequate safety protocols and biocontainment within rDNA labs has caused serious illness and death. Since synthetic biology's objective lies in engineering novel life forms and products with the potential to interact with human biology and other cellular processes, we believe this research poses dangers (both from accidental and deliberate uses) unforeseen in the regulatory framework of standard rDNA research.

Therefore, before any decisions are made on a specific site for this new lab, we believe a comprehensive, independent and transparent safety and risk analysis capable of assessing these threats must be completed. It is simply unacceptable to allow the laboratory to self-regulate. Moreover, it must be ascertained whether such research is even appropriate near urban centers. Safety regulations and procedures must be created and tailored to address the novel aspects of this new science, including whistleblower protections and forums for workers to raise concerns, and the costs to any municipality of an appropriate public safety infrastructure must be identified.

Finally, independent regulatory oversight must be assured, particularly because both public and private entities will be operating at the lab. Every stage of this process must be open to and involve the public, including town hall meetings to discuss and address health and safety issues.

The Lawrence Berkeley National Laboratory and the U. C. Berkeley Synthetic Biology Institute must undertake the burden of proof as to whether their laboratory will be safe before any community can make an informed decision about inviting it to break ground in their backyard.

Sincerely,

Alliance for Humane Biotechnology

BioFuel Watch

California Coalition for Worker's Memorial Day

Center for Food Safety

Center for Genetics and Society

Council for Responsible Genetics

Friends of the Earth

Global Justice Ecology Project

International Center for Technology Assessment

Movement Generation Justice and Ecology Project

National Injured Worker's Network

National Workrights Institute

Pesticide Action Network of North America

\*If you have any questions or need any additional information, please do not hesitate to contact:

M. L. Tina Stevens, Ph.D.  
Executive Director  
Alliance for Humane Biotechnology

and

Jeremy E. Gruber, J.D.  
President  
Council for Responsible Genetics

at 609-610-1602 or [jeeg@concentric.net](mailto:jeeg@concentric.net)

# BERKELEY PATH WANDERERS ASSOCIATION

*Dedicated to the creation, preservation and restoration of public paths, steps and walkways in Berkeley for the use and enjoyment of all.*

1442A Walnut St. #269  
Berkeley, CA 94709  
info@berkeleypaths.org  
[www.berkeleypaths.org](http://www.berkeleypaths.org)

University of California  
Lawrence Berkeley National Laboratory

JAN 25 2013

Facilities Capital Projects

January 22, 2013

Mr. Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

Dear Mr. Philliber,

The Berkeley Path Wanderers Association (BPWA) is a volunteer organization that builds and maintains pedestrian paths as well as promotes a variety of pedestrian activities both in Berkeley and the greater Bay Area. We would like to offer our comments in response to the Notice of Preparation and Initial Study for the Proposed Richmond Bay Campus (RBC) 2013 Long Range Development Plan.

Since our concerns center around pedestrian access and safety, we would like to focus primarily on those parts of the proposed plan. However, we have also reviewed TRAC's comments on this matter as reflected in their January 10, 2013 letter to you and completely agree with "Recommended Bicycle & Pedestrian Access Improvements" beginning on page 3 of the letter. For your convenience, I've included those recommendations below.

In addition to the TRAC recommendations, BPWA offers the following comments:

Since pedestrians are generally traveling at slower speeds than bicyclists, their needs are often more pronounced. This is particularly true at the busy and dangerous intersections identified in the TRAC letter. A intersection like Central and Rydin is hazardous for a bicycle but even more treacherous for someone on foot. I am attaching a letter from TRAC's Bruce Brubaker to the Contra Costa Transportation Agency in which he makes a sound recommendation for mitigating the safety issues at this intersection. BPWA supports this recommendation.

One of the most pervasive threats to pedestrians at intersections such as the I-580 exchange at Central is from cars turning right on red. Whenever possible, right turns of that nature should either be prohibited or controlled by a pedestrian-activated flashing light.

Thank you for your consideration,



Keith Skinner, President, Berkeley Path Wanderers Association



**Amin AbuAmara**  
Contra Costa Transportation Authority  
3478 Buskirk Avenue, Suite #100  
Pleasant Hill, CA 94523

May 30, 2010

**RE: Central Avenue / I80 Interchange Improvement Project**

Amin,

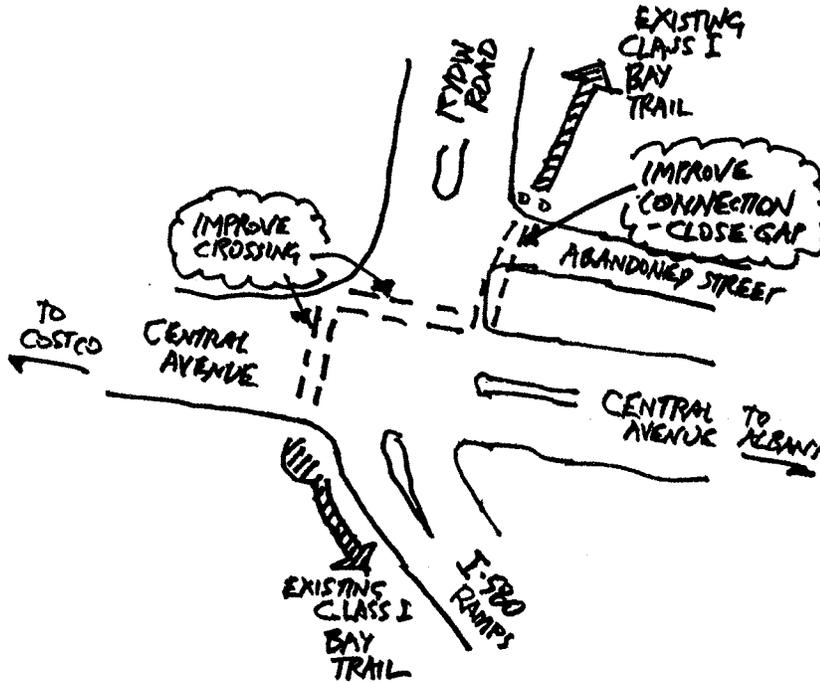
The Central Avenue / I80 project site occupies a strategic location in regards to the San Francisco Bay Trail in Richmond. As advocates for the Bay Trail in Richmond, TRAC respectfully submits the following comments regarding plans for this important site. Please review the attached Richmond Bay Trail map.

Bay Trail access through this area currently runs up from Berkeley on Class I off-street trail to the southwest corner of Central and Rydin Road. From there it crosses Central across to the northwest corner, crosses Rydin Road to the northeast corner, and then proceeds north along Rydin Road approximately 100 feet to a Class I off-street developed trail heading north to Point Isabel and points north. Bay trail use in this area is heavy, with families and bicycle commuters alike enjoying the trail.

Currently intersection improvements at Central Avenue and Rydin Road are being considered. The project proposes a new traffic signal at this intersection. As part of the design of the signalization the following measures should be provided at the intersection:

- A) Crosswalks should be highly visible and should incorporate pedestrian refuges in the middle if medians will be provided.
- B) Pedestrian and bicycle friendly signal activation should also be provided at the three corners where Bay Trail passes through.
- C) Improvements should include wayfinding signage.
- D) Improvements at the east side of Rydin. There is currently an unclear route to proceed from the northwest corner of Central and Rydin to the Class I trail 100' to the north. Most bicyclists cut diagonally across Rydin to access the Class I trail. With the new signal it will be dangerous or impossible to cut diagonally. For this reason the Class I Bay Trail should be

extended from the northeast corner of Central and Rydin northward about 100 feet to the beginning of Class I trail. See the attached Sketch below for details.



Thank you for taking into account maintaining and improving this important segment of Bay Trail while developing the plans for the Central Avenue / I80 Interchange project. Please do not hesitate to call if you have any questions.

Sincerely,

Bruce Brubaker  
TRAC Steering Committee  
Associate Principal  
Design, Community & Environment  
1625 Shattuck Avenue  
Berkeley CA 94709  
510.848.3815



State of California – The Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
Bay Delta Region  
7329 Silverado Trail  
Napa, CA 94558  
(707) 944-5500  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



University of California  
Lawrence Berkeley National Laboratory

JAN 25 2013

Facilities Capital Projects

January 24, 2013

Mr. Jeff Philliber  
University of California  
One Clyclotron Road, MS 76-225  
Berkeley, CA 94720

Dear Mr. Philliber:

Subject: Richmond Bay Campus 2013 Long Range Development Plan and Phase I Development, Notice of Preparation of Draft Environmental Impact Report, SCH #2013012007, City of Richmond, Contra Costa County

The California Department of Fish and Game (CDFW) has reviewed the documents provided for the subject project, and we have the following comments.

Please provide a complete assessment (including but not limited to type, quantity and locations) of the habitats, flora and fauna within and adjacent to the project area, including endangered, threatened, and locally unique species and sensitive habitats. The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the project. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). CDFW recommended survey and monitoring protocols and guidelines are available at [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols\\_for\\_Surveying\\_and\\_Evaluating\\_Impacts.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf).

Please be advised that a California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, CDFW may require a Lake and Streambed Alteration Agreement (LSAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of an LSAA is subject to CEQA. CDFW, as a responsible agency under CEQA,

*Conserving California's Wildlife Since 1870*

Mr. Jeff Philliber  
January 24, 2013  
Page 2

will consider the CEQA document for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the LSAA notification process, please access our website at <http://www.dfg.ca.gov/habcon/1600/>; or to request a notification package, contact the Lake and Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Ms. Randi Adair, Senior Environmental Scientist, at (707) 944-5596; or Mr. Craig Weightman, Acting Environmental Program Manager, at (707) 944-5577.

Sincerely,



Scott Wilson  
Acting Regional Manager  
Bay Delta Region

cc: State Clearinghouse



## Department of Toxic Substances Control

**Matthew Rodriguez**  
Secretary for  
Environmental Protection

Deborah O. Raphael, Director  
700 Heinz Avenue  
Berkeley, California 94710-2721

**Edmund G. Brown Jr.**  
Governor

January 24, 2013

University of California  
Lawrence Berkeley National Laboratory

JAN 28 2013

Facilities Capital Projects

Mr. Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

RE: RICHMOND BAY CAMPUS 2013 LONG RANGE DEVELOPMENT PLAN AND  
PHASE 1 DEVELOPMENT NOTICE OF PREPARATION, DRAFT ENVIRONMENTAL  
IMPACT REPORT; SCH #2013-012007

Dear Mr. Philliber:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development (LRDP). As proposed, the University of California (UC) would establish a new major research campus at properties it owns in the City of Richmond, California, for consolidation of biosciences programs of the Lawrence Berkeley National Laboratory (LBNL) and for development of additional research related facilities for both LBNL and UC Berkeley. The Richmond Bay Campus (RBC) would jointly serve UC LBNL and UC Berkeley. The proposed LRDP for the RBC would guide campus development through 2050.

The California Department of Toxic Substances Control (DTSC) oversees the cleanup of hazardous substances sites pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared under the California Environmental Quality Act (CEQA) for this Project adequately addresses the remediation of hazardous substance releases that would be required as part of the Project.

DTSC's Abandoned Site Program discovered the Project site in 1980. The Project site was a former explosive facility which produced mercury fulminate used for blasting caps and detonators. UC currently owns the property and uses the existing structures as administrative offices and research/analytical labs. The San Francisco Regional Water Quality Control Board had oversight until May 2005 when oversight was then

transferred to DTSC. DTSC's Site Investigation and Remediation Order, issued September 15, 2006 (Docket Number I/SE-RAO 06/07-004), requires the investigation and remediation of the RBC. The NOP identified that a remedy document will be prepared concurrently with the Draft Environmental Impact Report (DEIR) for the RCB. DTSC intends to utilize the EIR to fulfill its requirements under CEQA in making its determination on a remedy document.

DTSC submits the following comments to be addressed in the Draft Environmental Impact Report:

1. **Site Characterization:** The Site Investigation and Remediation Order describes the project site as 152 acres and the NOP states 133 acres. The DEIR project boundary description should explain why the description is not consistent with the Remediation Order. In addition, if previously unidentified hazardous substances are encountered, they would also need to be addressed as part of the Project.
2. **Site Background:** Identify the current and historic uses at the Project site that may have resulted in a release of hazardous wastes/substances, and any known or potentially contaminated sites within the proposed project area.
3. **Greenhouse Gasses:** A discussion of all aspects of remediation, including on-site construction equipment and emissions from trucks hauling hazardous materials away from the Project site consistent with the San Francisco Bay Area Air Basin requirements.
4. **Hazards and Hazardous Materials:** The extent of known contamination that may be present at the Project site should be identified and proposed alternative remedies which may be contemplated for inclusion in the remedy document subject to DTSC approval. In addition, if it is determined that hazardous wastes are, or will be, generated by the proposed project, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated as a result of the Project, discussion should be included describing the requirements for the facility in obtaining a United States Environmental Protection Agency Identification Number. In addition, a discussion of worker health and safety risks and proposed mitigation measures should be included.
5. **Hydrology and Water Quality/Soils:** The extent of known groundwater and soil contamination that may be present at the Project site should be identified, as well as proposed alternative remedies which may be contemplated for inclusion in the remedy document subject to DTSC approval.

Mr. Jeff Philliber  
January 24, 2013  
Page 3

6. Transportation/Traffic: A discussion should be included regarding the estimated number of truck trips associated with the removal of hazardous materials from the Project site pursuant to a remedy document. In addition, figures depicting the proposed truck transportation route to the proposed treatment or disposal facility should be included.

If you have any questions or would like to discuss these comments please contact me at (510) 540-3839 or email [lynn.nakashima@dtsc.ca.gov](mailto:lynn.nakashima@dtsc.ca.gov).

Sincerely,



Lynn Nakashima  
Senior Hazardous Substances Scientist  
Cleanup Program  
Berkeley Office

cc: Ms. Candace Hill  
Department of Toxic Substances Control  
Office of Environmental Planning & Analysis  
OPEA/CEQA/MS 11A  
1001 "I" Street  
P.O. Box 806  
Sacramento, CA 95182-0806

JAN 28 2013

Facilities Capital Projects



73 Belvedere Avenue  
Richmond, CA 94801  
Phone/Fax 510-235-2835  
[tracbaytrail@earthlink.net](mailto:tracbaytrail@earthlink.net)

January 28, 2013

Mr. Jeff Philliber, Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

Dear Mr. Philliber:

TRAC's January 17 letter responding to the Notice of Preparation and Initial Study for the Proposed Richmond Bay Campus 2013 Long Range Development Plan and Phase I Development focused on impacts related to Land Use, Planning, Recreation, Transportation, Traffic, Air Quality and Greenhouse Gas Emissions. In doing so, it highlighted the importance of the City of Richmond's General Plan, Bicycle Master Plan and Pedestrian Plan in providing guidance for safe, convenient and enjoyable bicycle and pedestrian trails, which will reduce impacts on transportation, traffic, air quality and greenhouse gases.

TRAC is concerned about the statement in Section 10.b of the IS that "the project is not subject to local land use planning jurisdiction" because it is "located on land owned by the University." We can't find such an exemption in the cited Article IX, Section 9 of the California Constitution. Therefore, we ask that the DEIR explain the basis for this exemption from local plans and cite the relevant legal authority.

If the Constitution does exempt from City plans those facilities "located on land owned by the University", the DEIR should discuss with cited legal authority whether the project is subject to the requirement of State CEQA law to avoid significant conflicts with local plans with regard to **both** "lands owned by the University" **and** surrounding lands owned by others. Recognizing that the bulk of the recreation, traffic, congestion, air quality and greenhouse gas impacts will occur off site, it would seem irresponsible to flout provisions of the City's General Plan, Bicycle Master Plan and Pedestrian Plan designed to reduce those impacts.

TRAC requests that the DEIR recognize the importance of the City's adopted plans and commit to comply with their letter and spirit. This will lead to a better project with reduced environmental impacts and increased public support

Sincerely,

Bruce Beyaert, TRAC Chair

cc: Bruce Reed Goodmiller, Richard Mitchell & Lina Velasco

**Subject:** Added TRAC Comments on NOP/IS for LBNL's RBC 2013 LRDP & Phase I Development  
**From:** Sandra Beyaert <sbeyaert@earthlink.net>  
**Date:** 1/28/2013 10:06 PM  
**To:** Jeff Philliber <lrdp-eir@lbl.gov>  
**CC:** Bruce Goodmiller <Bruce\_Goodmiller@ci.richmond.ca.us>, Richard Mitchell <richard\_mitchell@ci.richmond.ca.us>, Lina Velasco <lina\_velasco@ci.richmond.ca.us>, Doug Lockhart <delockhart@lbl.gov>, Jennifer McDougall <jmcdougall@berkeley.edu>, Barbara Maloney <Maloney@bmsdesigngroup.com>, Joy Glasier <glasier@bmsdesigngroup.com>, Elizabeth Foster <Foster@bmsdesigngroup.com>, Armando Viramontes <AViramontes@lbl.gov>

Jeff,

Please find attached TRAC's Jan. 28 letter following up the earlier Jan. 17 letter commenting on the Notice of Preparation and Initial Study for LBNL's Proposed Richmond Bay Campus 2013 Long Range Development Plan and Phase I Development. This new letter raises issues concerning compliance with the City of Richmond's General Plan, Bicycle Master Plan and Pedestrian Plan. TRAC hopes that these comments in preparing the DEIR.

Bruce

-----  
***Bruce Beyaert***, TRAC Chair

[tracbaytrail@earthlink.net](mailto:tracbaytrail@earthlink.net)

phone/fax 510-235-2835

[Websites >>](#)

TRAC: <http://www.pointrichmond.com/baytrail/>

City of Richmond Bay Trail: <http://www.ci.richmond.ca.us/TRAC>

Richmond Bay Trail Slideshows:

<http://sfbaytrailinrichmond.shutterfly.com/pictures/5>

Richmond Convention & Visitors Bureau:

<http://www.explorerichmondca.com/baytrail.htm>

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— Attachments: —

LBNL\_RBC\_NOP\_TRAC012413.pdf

55.1 KB

# Richmond Southeast Shoreline Area Community Advisory Group

## EXECUTIVE COMMITTEE

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

February 4, 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720 via email: LRDP-EIR@lbl.gov

Re: Richmond Bay Campus 2013 Long Range Development Plan & Phase I Development, Richmond Bay Campus, NOP

Dear Mr. Philliber:

The Richmond Southeast Shoreline Area Community Advisory Group brings the California Department of Toxic Substances Control, property owners, and community members together to ensure that the interests of the entire community are included in plans for cleanup of this shoreline area. Our goal is to ensure that current and future users of this area (human as well as wildlife), are protected from site pollution, preferably through cleanup that removes the need for long term institutional controls and deed restrictions.

Richmond's new comprehensive General Plan identifies the southeast shoreline as a community gateway, and the community looks forward to the implementation of a LBNL project that reflects the values of livability, sustainability, and balance, especially as this is one of the more spectacular East Bay sites, drawing large numbers of visitors from both inside and outside the community for recreational purposes.

The RSSA CAG and participating community members have a continuity with this area and an expertise in its challenges; we look to the long term, and encourage this project's decision makers to consider the following points:

- Prior cleanups that left toxics in place have proven mostly ineffective. Research continues to support lower screening levels, causing earlier cleanups to fall out of compliance. In addition, a number of pollutants left in the southeast shoreline soils and water move and mix via plumes, and remediation short of complete source removal has proven ineffective.
- The pollutants on the Zeneca-Stauffer Chemical Plant property significantly impact neighboring properties. Past waste handling practices, including toxins brought from the UC Field Station have left the property highly toxic. And since some of these toxins are showing up in plumes migrating off-site adjacent properties may need to use a more aggressive discovery process than would be typical for a cleaner, less complicated area.
- The most recent, and more comprehensive, sea-level study is Sea Level Rise for the Coasts of California, Oregon and Washington: Past, Present and Future by the National Research Council of the National Academies. The report concludes that for the Bay Area, sea level rise (relative to the year 2000) will range from 1.5 - 12 inches by 2030, 5 - 24 inches by 2050, and 17 - 66 inches (i.e. up to five and a half feet) by 2100. The high figures are twenty percent higher than the previous high projections of 16 inches by 2050 and 55 inches by 2100 in the report cited by the Bay Conservation and Development Commission (BCDC) in its 2009 draft staff report entitled Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline. Sea-level rise based on either report will cover areas impacted by the many toxics left from past historical industrial use.

### CAG Mission Statement

Our purpose is to ensure that the interests of the entire community are included in plans for the proper and comprehensive cleanup and ongoing monitoring of polluted sites in the Richmond Southeast Shoreline Area. The CAG's job is to involve all stakeholders in a public, inclusive process leading to an appropriate clean up of polluted sites in this area.

Date  
Addressee: Subject

---

This will increase the movement of toxics into Bay waters via solubility and/or motion, and increase the mixing of the toxins, which can magnify risks.

In addition, we support the comments provided to you by the following organizations:

- TRAC, January 13, 2013
- TRAC January 28, 2013
- Sierra Club, January 30, 2013
- California Native Plant Society, East Bay Chapter, February 4, 2013
- Citizens for Eastshore Parks, February 4, 2013

The RSSA CAG shares the view that while the scoping document Section 10.b states “the project is not subject to local land use planning jurisdiction because it is located on land owned by the University” the project would gain community support if the goals of Richmond's General Plan 2030 were acknowledged and implemented to a greater extent than currently indicated. To this point, we support the suggestion for a joint EIR/EIS process and compliance with NEPA.

We urge you to work with the us and the groups noted above to address the issues we have raised. We hope these comments help this project meet the longterm goals of LNBL, the University, and the community.

Sincerely,



Eric Blum  
Chair  
Richmond Southeast Shoreline Area Community Advisory Group



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 300 Lakeside Drive, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

University of California  
 Lawrence Berkeley National Laboratory

FEB 01 2013

Facilities Capital Projects

2013

Tom Radulovich  
 PRESIDENT

Joel Keller  
 VICE PRESIDENT

Grace Crunican  
 GENERAL MANAGER

February 1, 2013

Jeff Philliber  
 Environmental Planner  
 Lawrence Berkeley National Laboratory  
 One Cyclotron Road, MS 76-225  
 Berkeley, CA 94720

**DIRECTORS**

Gail Murray  
 1ST DISTRICT

Joel Keller  
 2ND DISTRICT

Rebecca Saltzman  
 3RD DISTRICT

Robert Raburn  
 4TH DISTRICT

John McPartland  
 5TH DISTRICT

Thomas M. Blalock, P.E.  
 6TH DISTRICT

Zakary Mallett  
 7TH DISTRICT

James Fang  
 8TH DISTRICT

Tom Radulovich  
 9TH DISTRICT

Re: BART District Comments on Notice of Preparation for the Draft Environmental Impact Report for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development

Dear Mr. Philliber:

We have reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development (LRDP). We are submitting the following comments for your consideration in proceeding with the LRDP DEIR.

**Overall Comments**

- Recognizing that UC's prior ownership of the site was undoubtedly a factor in the decision to locate the Lawrence Berkeley National Lab (LBNL) lab expansion at the Richmond Field Station (RFS), we note that this location is a difficult location to serve with public transit, and has a number of sustainable transportation challenges. This location is isolated from the regional transit network by the I-580 freeway and the Union Pacific Railroad right-of-way, and is not directly served by any AC Transit lines or within walking distance of any BART stations. Locating a major employment center in a location that is so inaccessible by existing public transit means that the bulk of access will undoubtedly be by single-occupant auto.

We note that, at build-out in 2050, UC is planning for a minimum of a 60% mode share for autos to this campus (6000 parking spaces anticipated, with 10,000 employees onsite anticipated). If the lab expansion were to occur in a location better served by public transit, a lower auto mode share could be anticipated and actively facilitated. As it is, the location will contribute to the generation of a significant number of VMTs in the region, with the resulting emissions. Running shuttles and providing bike facilities may ameliorate somewhat the transit-inaccessibility of the location, but a job center at this isolated location will have a significant challenge to achieve mode splits comparable with locations that are adjacent to existing, high capacity and frequent transit services.



### Specific Comments

#### **Shuttle bus services**

- There is currently an hourly shuttle bus from Berkeley to RFS from approximately 730am-6pm. The NOP notes that an additional shuttle will be provided to El Cerrito Plaza BART with the project for access to AC Transit and BART. We suggest that UC consider running the new shuttle to El Cerrito del Norte Station instead of El Cerrito Plaza. At El Cerrito del Norte Station, in addition to BART and AC Transit, the shuttles could connect directly with buses operated by three additional agencies - WestCAT, Golden Gate Transit and Vallejo (SolTrans) buses. This would be much more convenient for any employees at RFS commuting from the north or west by bus, and would offer employees more transit options with fewer transfers, and would save paying an additional fare to connect between El Cerrito del Norte and El Cerrito Plaza. El Cerrito del Norte Station is also actually closer to RFS than El Cerrito Plaza is - 2.1 miles versus 2.9 miles, so the travel time would be shorter, and UC could potentially offer more frequent service with the same number of vehicles due to the faster cycle times.
- The new shuttle should start as part of Phase 1 of the project.
- The NOP notes that 10,000 employees will be onsite by 2050 (up from 300 today). The frequencies and span of service will likely have to increase dramatically on the shuttles by then to handle additional riders. As part of this EIR, UC will need to estimate future ridership demand and the frequencies needed to serve that demand. UC should meet with both BART and AC Transit to look at El Cerrito del Norte Station and/or El Cerrito Plaza Station and work out with the two agencies where the shuttles would stop and how the riders would be handled at the station. Any layover needs at the station should also be described.

#### **Transit services**

- The EIR should estimate future ridership demand generated by the project on all existing and future transit services (BART, AC Transit, and other regional and local carriers), and assess if there are any capacity issues created by the additional riders.
- The EIR should assess how walk access to the closest AC Transit route to the site could be improved. The 74-line serves a location approximately 1/4 mile away, at Regatta and Marina Bay Parkway.
- The Metropolitan Transportation Commission (MTC) published the *San Francisco Bay Area Regional Rail Plan (2007)* that identified a long-term concept for a Diesel Multiple Unit (DMU)-light rail overlay transit service on, or adjacent to, the existing Union Pacific/Capitol Corridor rail alignment. This alignment is directly across I-580 from the RFS site. BART is preparing a conceptual look at potential long-term improvements in this corridor, which is also known as the Eastshore Corridor, or wBART. Capacity improvements would need to be made to the Union Pacific alignment in order to implement the project. Station sites have not been picked and no planning, design or environmental work has been done on this corridor yet, but a station in the vicinity of the RFS would be a logical station location for the local service, given the number of jobs at the site. If this project were to move forward, it would require a new pedestrian bridge across I-580 for access to the RFS site.

#### **Bikes**

- The EIR should analyze the need to improve bicycle access to the site, including a robust and safe bicycle connection to and from BART. The path will need to get past two freeways to access the site.
- The project should include onsite facilities for bike riders such as showers and locker rooms, and secure bike parking.

- BART supports the suggestion for intra-campus bike sharing on the campus, similar to the Lawrence Livermore National Labs.
- BART supports the suggestion to offer transit discounts, guaranteed ride home services, car sharing services, and other Transportation System Management (TSM) /Transportation Demand Management (TDM) measures for employees at the site.

**Transportation Demand Management**

- Consistent with the mission of the Lawrence Berkeley National Labs, the EIR should consider a robust Transportation System Management (TSM) and Transportation Demand Management (TDM) program to reduce auto emissions. The program should incentivize and prioritize the use of sustainable transportation options, such as public transit. Onsite parking should be paid parking for employees and visitors, as part of a comprehensive TSM/TDM program. This would allow UC to offer a parking cash-out for employees who use transit or bike to work.

**Sea-Level Adaptation**

- The EIR should consider how the site and critical infrastructure can adapt and respond to sea-level / bay rise and storm surges.

Thank you for the opportunity to comment on this NOP. Please call Duncan Watry in BART Planning at (510) 287-4840 if you have any questions, or to arrange any meetings with BART or site visits during the EIR process.

Sincerely,



Val Menotti  
Planning Department Manager

cc: Nathan Landau, AC Transit  
Doug Johnson, MTC  
Bob Franklin, BART Customer Access  
Duncan Watry, BART Planning



Making San Francisco Bay Better

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

February 4, 2013

Jeff Philliber  
University of California  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

**SUBJECT:** Notice of Preparation for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development (SCH No. 2013012007)

Dear Mr. Philliber:

We have received a copy of the Notice of Preparation for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development, dated January 3, 2013, and prepared pursuant to the California Environmental Quality Act (CEQA). The document describes a proposed new research campus at properties located at 1301 South 46<sup>th</sup> Street in the South Shoreline area of the City of Richmond, Contra Costa County.

The San Francisco Bay Conservation and Development Commission ("Commission" or "BCDC") staff reviews such documents on behalf of its Commission to assess, among other things, the project's consistency with the McAtter-Petris Act, the Commission's *San Francisco Bay Plan*, the Commission's federally-approved management plan for the San Francisco Bay, and the federal Coastal Zone Management Act (CZMA), and the project's relationship to the Commission's jurisdiction.

At this site, the Commission has permit jurisdiction over all tidal areas of the Bay up to the mean high tide line or to the inland edge of wetland vegetation in marshlands up to five feet above Mean Sea Level; all areas formerly subject to tidal action that have been filled since September 17, 1965; and a 100-foot shoreline band extending 100 feet inland from and parallel to the Bay jurisdiction.

Commission permits are required for placing and grading fill, construction, dredging, dredged material disposal, and substantial changes in use within its jurisdiction. Permits are issued when the Commission finds proposed activities to be consistent with its laws and policies. In addition to any needed permits under its state authority, federal actions, permits, and grants affecting the coastal zone are subject to review by the Commission, pursuant to the federal CZMA, for their consistency with the Commission's federally-approved management program for the Bay.

From reviewing the subject document, it appears that the proposed project would be located partially within the Commission's jurisdiction and, thus, would require



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authorization via a Commission permit. Please visit our website at [www.bcdc.ca.gov](http://www.bcdc.ca.gov) for the relevant laws and policies that should be considered when evaluating your project under CEQA. It is likely that a primary issue for the Commission in reviewing this project will be an evaluation of the public access to and along the shoreline of the Bay provided as part of the project. The Commission's law and policies require that proposed development provide the maximum feasible public access consistent with the project. Furthermore, public access should be sited, designed, managed and maintained to avoid significant adverse effects to wildlife as well as to be designed to be able to adapt or be resilient to sea level rise and shoreline flooding. Please feel free to contact us at your earliest convenience to discuss the type of approval necessary for the proposed project, the process for obtaining Commission authorization, and whether, as proposed, the project would be consistent with the Commission's laws and policies.

If you have any questions, please contact me at the Commission's office at 415-352-3668 or [elliek@bcdc.ca.gov](mailto:elliek@bcdc.ca.gov).

Sincerely,

Ellie Knecht  
Coastal Analyst

EK

FEB 04 2013

Facilities Capital Projects

February 4, 2013

Comments on Notice of Preparation of Draft Environmental Impact Report for LBNL proposed Richmond Bay Campus

Mr. Philliber,

We (Golden Gate Audubon Society) are writing with regard to the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) on LBNL's second campus (the Campus).

Our organization's mission includes helping to preserve and improve the habitat and populations of Bay Area birds and other wildlife. Several aspects of LBNL's proposed Richmond development are therefore of concern to us.

We note that the NOP mentions the California Clapper Rail, a federally listed endangered species, which has bred recently in the marsh adjacent to the project. The NOP also mentions a portion of coastal prairie that is present on the development site. We will be especially interested in how thoroughly the DEIR assesses impacts or potential impacts to these resources.

In addition to impacts to the natural environment, we have an organizational interest in the aesthetic values of the site. The Bay Trail and its tributary walking paths adjacent to the Campus are often visited by birders, and we have docent programs that use these areas to teach people about birds and wildlife. The Bay Trail between Point Isabel and the Marina Bay development is one of the few nearby bay-front areas that is not heavily developed, and LBNL's new buildings may have a significant aesthetic impact if they are not carefully designed and integrated into the landscape.

Below we list development issues that are of special concern to our organization, as well as suggestions for mitigation:

1. Lighting. Outdoor lighting disturbs bird and wildlife sleep cycles; it also allows predators (including cats and raccoons) to hunt at night. Outdoor lighting should be avoided as much as possible; when it cannot be avoided all of the light should be directed downwards by "full cut-off" light fixtures, and fixtures should be as low to the ground as possible.
2. Raptor perches. Light poles, utility poles, some types of building roofs, and certain types of trees provide attractive perches for hawks and owls. These birds, though a natural and indeed desirable part of the ecosystem in many areas, would not naturally be common in a shoreline marsh due to lack of perching spots. Having such species in abundance along the shoreline is undesirable because they prey upon ground-nesting birds such as Clapper Rail, so potential perches should not be used. When light poles and other perches are necessary they should be designed so as to discourage perching birds, and they should be as far from marsh and shoreline areas as possible.

3. Human presence. Human presence disturbs many types of birds and wildlife, with some types more impacted than others. Human-tolerant species such as crows, ravens, opossum, and raccoon are thereby promoted relative to other species. To the extent possible, human presence should be restricted near sensitive areas such as marshland. For example, in the context of the site it would be desirable to have employees use the existing Bay Trail for recreation rather than to create an additional walking path on the LBNL property adjacent to the marsh.
4. Trash, especially edible trash. Edible trash attracts predators such as cats, raccoons, and ravens that prey on other species. Cafeteria trash control is important, and all trash cans should be scavenger-safe.
5. Noise. Construction noise and operating noises (including ventilation fans and fume hood fans) should be reduced as far as possible, and should be shielded from natural areas.
6. Bird strike. We understand that LBNL is already committed to using “bird-safe building” standards to reduce deaths due to collisions with windows. We encourage this mitigation and others to reduce the risk to birds.

We intend to participate attentively in the EIR process and look forward to reviewing the DEIR.

Sincerely,

Phillip Price

Chair, Golden Gate Audubon Society East Bay Conservation Committee

**Subject:** RBC 2013 LRDP EIR  
**From:** Mary Selva <maryspond@sbcglobal.net>  
**Date:** 2/4/2013 4:51 PM  
**To:** LRDP-EIR@lbl.gov

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

February 4, 2013

Jeff Philliber

Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

RE RBC 2013 LRDP EIR

Dear Mr. Philliber:

The Richmond Annex Neighborhood Council is submitting comments to above titled project:

**Climate Change and Sea Level Rise**

The LBNL must analyze what will happen to their project area and adjacent to the South Shoreline area with regards to sea level rise. The LBNL should take a very conservative approach and by that we mean the LBNL should not assume that sea level rise will be the lowest that is projected, but should assume higher sea level rise figures in order to ensure that it properly analyzes the impact of sea level rise on any LBNL proposed development. Included in any such analysis must be impact of sea level rise on LBNL's toxic nature of substances found on the site. Any impact or inundation from sea level rise, the amount, if any, of any leakage of the toxics from the site due to sea level rise, and the impacts of such leakage on the Bay and the flora and fauna of the Bay.

The LBNL must also analyze whether if it approves development of that site, sea level rise will require later construction of levees or dikes to protect that development from sea level rise inundation. Again, the LBNL must use the most conservative numbers for sea level rise, i.e., the highest level that is reasonably projected and not some rosy figure that currently floats around. The reasonably projected highest number the Sierra Club has seen is around 2 meters or over 6 feet over the course of the next 100 years. The EIR for the general plan must take this potential rise into account.

Second, the LBNL must analyze the impact of any development on the adjacent wetlands. We know that large developments close to wetlands can have a devastating impact on wetland wildlife due to human intrusion, domestic pet intrusion, and the intrusion from vermin creatures such as rats that are attracted to any human development. The entire area of the shoreline of Richmond must be analyzed for these impacts from any proposed development. Third, impacts to birds and other wildlife from lighting must be analyzed. We know that night time lighting from development near wetlands and other protected habitat can have a secondary impact on wildlife by enabling nocturnal predators to better hunt and capture prey. These impacts must be analyzed.

Fourth, the LBNL must analyze the impact to birds smashing into buildings. This impact has long been ignored, but more and more we are now realizing that many birds are unable to distinguish the glass of a building from the environment around them and fly into buildings and die. These impacts must also be analyzed.

Fifth, the LBNL should provide setbacks from the shoreline of at least 500 feet from the mean high tide mark for any development in order to ensure the full protection of wetland flora and fauna from any development impacts.

Sixth, the LBNL should provide for setbacks from creeks of at least 500 feet on each bank of a creek to protect the creek habitat and flora and fauna from any impacts from development.

## **Liquefaction**

A magnitude 6.7 earthquake has a 99.7% chance of striking somewhere in California over the next 30 years.

In San Francisco, the probability is 63%; in Los Angeles it's 67%.

In the Bay Area, the biggest threat is the Hayward Fault and its northern extension, the Rodgers Creek Fault. The probability went from 27% in 2003 to 31% in 2008.

The probability of a 7.5 earthquake in California is 15% in the north and 37% in the south.

**Threat to Shoreline and LBNL Project**— A team of geologists at the USGS in Menlo Park found that much of the East Bay fill would turn into soup if a 1906-sized quake were to reoccur today. Much of the East Bay shoreline is made up of the worst possible kind of artificial fill—loose sandy soil primarily dredged from the Bay. Treasure Island and the East Bay are the fill capitals of the Bay Area. It's estimated that a magnitude 6.6 quake or greater on the Hayward fault, which runs along the East Bay hills from San Pablo to Fremont, could subject more than half of the fill land to liquefaction. But it is the San Andreas fault, 10-15 miles away on the San Francisco peninsula that poses the greatest threat to the East Bay filled land. This is because that fault is capable of much larger earthquakes, such as the magnitude 7.8 quake of 1906, than the Hayward fault.

The U.S. Geological Survey findings basically guarantee a large earthquake is going to happen.

**The Hayward fault is in close proximity to the Richmond South Shoreline area—approximately 3 miles away.** The Hayward fault runs along the Arlington and through the Mira Vista Golf Course in the El Cerrito Hills.

## **Synthetic Biology**

Special Guests:

Ø Jeff Conant, Global Justice Ecology Project ([www.globaljusticeecology.org](http://www.globaljusticeecology.org));

Ø M. L. Tina Stevens, PH.D., Alliance for Humane Biotechnology ([www.humanebiotech.com](http://www.humanebiotech.com));

Ø Gopal Dayaneni, Movement Generation Justice & Ecology Project ([www.movementgeneration.org](http://www.movementgeneration.org)) . . .

gave informative presentation on Synthetic Biology, Health, Justice, and Communities at Risk. The LBNL 2nd campus on Richmond's South Shoreline will be the world's largest synthetic biology lab. It will be made up of three different divisions, including the Joint BioEnergy Institute (JBEI), a Department of Energy lab working on development of fuels from plant crops. Research at the new facility would focus heavily on creating genetically modified organisms, with the labs to be brought onto the new campus focusing in three related areas: "Genomics, Life Sciences, and Physical Biosciences." In addition to the Emeryville-based JBEI, other projects to be relocated on the new site include the Joint Genome Institute, currently located in Walnut Creek, the National Energy Research Scientific Computing Center in downtown Oakland and "much of the Life Sciences Division in West Berkeley." Nanotechnology, the study of manipulating matter on an atomic and molecular scale, may also be built on the site. The following are some of the issues discussed and major concerns:

-4 according to the risks of harm they pose, with levels of increasing danger. BL1 labs perform research on non-human infectious agents; BL2 labs use biological agents that could infect humans, but are assumed to cause only "moderate harm," BL3 labs experiment with bio-agents capable of killing humans, which there are known antidotes; BL4 labs conduct research using agents that could kill humans for which there are no known antidotes.

Ø Bio-releases can spread through the air.

Ø Synthetic Biology and Nanotechnology are not properly regulated and lack adequate oversight, transparency or protections.

Ø One of the facilities did not report leak—eventually the employees did. 3 employees were infected with deadly virus.

Ø Involves a lot of people in many fields not familiar with bio-safety.

Ø LBNL – Environmental reviews are historically limited.

Ø Cal Osha requirements under Chemical Hazards Regulations are lacking biological hazards regulations.

Ø The City of Berkeley's Planning Commission and Design Review Board are exempt from reviewing the Lawrence Berkeley National Laboratory (LBNL) main campus, which is located at Strawberry Canyon. The LBNL is also exempt from Berkeley's Zoning Ordinance—Development Standards (height, setbacks, parking requirements, etc.). Likewise, the City of Richmond's Planning Commission and Design Review Board and Richmond City Council are exempt from reviewing and approving the architectural and project plans of any LBNL development in Richmond. Because it's a "National" Lab, it is only required to follow the National Environmental Policy Act (NEPA), which is outdated and does not include regulations for Synthetic Biology or Nanotechnology. Revisions to NEPA are done by the federal government and must get approved by Congress, which hasn't happened yet.

Other organizations involved in the movement for **responsible** synthetic biology and nanotechnology are:

Ø Council for Responsible Genetics ([www.councilforresponsiblegenetics.org](http://www.councilforresponsiblegenetics.org) - **see Worker Safety in Biological**

**Laboratories—Limitations of Osha Regulations Governing Bio-Laboratory Safety);**

Ø Friends of the Earth, Center for Ecological Agriculture ([www.foe.org](http://www.foe.org) - see **The Principles for the Oversight of Synthetic Biology**);

Ø Center for Environmental Health;

Ø Center for Food Safety, ETC Group;

Ø Injured Workers national Network;

Ø International Center for Technology Assessment;

Ø California Coalition for Workers Memorial Day;

Ø ETC Group, Global Justice Ecology Project;

Ø West County Toxic Coalition in Richmond, CA

**Note:** [www.synbiowatch.org](http://www.synbiowatch.org) should include all of the above organizations regarding efforts to get regulation in place for synthetic biology and nanotechnology. The “wait and see” approach is increasingly becoming a dangerous way to determine the risks. Potential hazards to humans are inhalation, ingestion, absorption through the skin, and airborne particulates. Hazards to fish and wildlife are through contaminated creeks, soil, and potential leaks into the bay.

**Wetlands and Marshlands Impacts**

The Meeker Slough Wetland area and the restoration of both East and West Stege Marsh will be affected or impacted by development of the LBNL. Currently, this area is quiet solitude and has very little human activity. It is much further north than the Pt. Isabel area and people rarely go down there and know to keep out of these sensitive areas. This is where the California Clapper Rail lives and other wild habitat.

**LBNL development and urban growth will account for significant historical losses of wetlands.**

Degradation of wetlands is less obvious than outright loss, and can occur as a direct or indirect consequence of many human activities and dramatically increased human foot traffic as a result of the LBNL project. Large LBNL developments, for example, can result in wetlands degradation by increasing the volume of runoff and the amount of pollutants that the runoff carries. Hydrologic disruptions, such as the diversion of surface water or the withdrawal of groundwater, are major causes of wetlands degradation in urban areas.

**Losing Ground:** The sad irony in all this is that our human activities would create the environmental need for more wetland resources even if they did not damage or destroy our existing wetlands. Our roads, houses, commercial buildings, parking lots – essentially all of our development – cause some disruption in the functioning of our watersheds.

**The hard surfaces prevent water from infiltrating into the soil, and one result is more faster runoff.** If there were more rather than fewer wetlands to handle these consequences of our development, we might be able to maintain the original hydrologic balance. As it is, we not only create the need for more of the environmental functions of wetlands, **we also destroy or damage the resources that provide those functions.**

**Other Important Issues that the RBC 2013 LRDP EIR must address:****Traffic Impacts****Infrastructure—Sewer, water, new roads, etc.**

**Grand Size of the Overall LBNL Project**—The building plans proposed for the Lawrence Berkeley Lab on the South Richmond Shoreline have been changed. The new plan more than doubles the density of their building project, from 2-million sqft (square feet) floor area worth of buildings for 5,000 employees **to 5.4-million sqft floor area worth of buildings for 10,000 employees.** The original proposal of 2-million sf ft was considered massive. But 5.4-million sf ft would be considered overdeveloped and create major impacts.

Thank you for opportunity to submit comments,

Mary Selva, President

Richmond Annex Neighborhood Council

FEB 04 2013

30 JANUARY 2013

Comments on:

NOTICE OF PREPARATION

Facilities Capital Projects

DRAFT ENVIRONMENTAL IMPACT REPORT



This title is subsequently referred to as 'EIR'. Are not the Draft Environmental Impact Report and the Final Environmental Impact Report separate documents? It is difficult to follow the sequence of documents that will be forthcoming when 2013 LRDP and Final LRDP EIR are mentioned in the same sentence, without explanation. Is this a NOP or a DEIR or a LRDP... is it an EIR for a LRDP? Please be consistent. Also helpful would be a graph or time-table that explains when new documents will be issued.

You could add a section explaining CEQA, NEPA, EIRs, NOP, LRDP and so forth. People newly affected by the University's plans need to know what is being planned, in order to respond to your documents and at your meetings. Also, please explain the difference between a "Program" and a "Project". There are important differences that will affect people, but the words are often used interchangeably in every day speech. Be clear about this. "Tiering" is also very important to understand. It can come as a shock to find out that a benevolent-sounding Long Range Development Plan can be tiered off into a totally unexpected result.

How many of these Notice of Preparation documents were circulated among the concerned public? Giving copies to the Agencies such as PG&E, EBMUD and others just requires that an administrator says "Yes, we can provide that service".

An Initial Study was prepared because of CEQA requirements, and even a legal reporter was present, but the question remains: did that satisfy the concerns of the community, or did it merely satisfy the legal requirements. How many affected entities figured out when and where the meeting was to be held (no address given, just Civic Center Plaza), and attended, and gained anything from their time. Posters, with a goal of informing the public, were surrounded by paid employees before the meeting, and inaccessible. At the beginning of the speakers, all posters were removed. Why was that?

Section 1.0 says "the University proposes to rename the properties as the "Richmond Bay Campus". Renaming from what? The former name is not mentioned. Spell out the former name in full, with some history, so that people will know what you're talking about. The name "Richmond Field Station" is mentioned in footnote # 3 on page 5 but you should be clear and open about things, and not play hide-and-seek with your readers.

POTENTIAL EFFECTS, page 18.

The report contains a helpful section with sub-sections. This is nicely arranged with the Question in white color, and the Answer on light gray, with a line to separate the topics. This easy-to-read plan falls apart later, for example e) on page 20, c) on page 22, a) on page 24 and it continues to deteriorate all the way to the end. Let's fix this.

Copies of all subsequent documents for this project should be more widely distributed. Certainly copies should be readily available at Marina Bay residential neighborhood.

## LAND USE.

Even though the Richmond Bay Campus is somewhat isolated from neighbors, going from a million square feet of building space to 5 million square feet seems extreme, especially when one considers the height of the buildings with their extra-high ceilings. A vague term like "iconic buildings" does little to inform the public what might be planned.

Your report needs to examine the possibility of putting 100 foot-tall buildings on marshy or filled land. In order to not sink into the bay mud, substantial footings will need to be provided, raising the cost of construction. Since this will likely fall to tax-payers, costs cannot be ignored. Please provide a detailed engineering report on building foundations, and costs.

LBNL seems to have gone from earthquake-prone sites on the hills, complete with landslide problems etc., to a site on the Bay with encroaching water problems. Much more attention needs to be paid to this in your forthcoming documents. Also worrisome is the fact that U.C. plans to add so much fill to raise the area above the tides, storms, sea-level rise and so forth. It is surprising to read about U.C.'s plans for parking, water-efficient landscaping and other projects which really don't affect us all, that much, while giving so little attention to quite important issues such as toxics, building heights, earth-fill, water table and so forth. It would be a good plan to add a map or diagram to show the height above mean sea level of this property. Calling part of the Field Station "up-lands" does not give readers a clear picture of what is involved.

### Legacy Pollutants.

How does the University propose to deal with the pollutants currently on the property? Will "clean-up" involve disturbing the soil and releasing toxics into the air? Will toxics be transported on the public roads, and taken to some other locale and deposited there? Please give details about this, and also whether, like at the Lab's Hill Site, pollutants will be generated anew. This is probably the most worrisome part of U.C.'s plans, as research nowadays involves unknown particles and combinations and inventions.

The Precautionary Principle should be observed very rigorously. Unfortunately it seems clear that a competition is on between scientific organizations to carry out their science, and to publish and develop their innovations before the next group, to gain market-edge. Much more important than that is to proceed safely and cautiously. Some science projects are going to turn out to be detrimental in the long run. History proves that.

As a side issue, is U.C. worried at all about the legacy pollution at the Stauffer-Zeneca site? That would certainly enter into the groundwater, and if it too was "cleaned-up" how would that affect R.B.C.

### TREES and LANDSCAPING:

In general, trees are natural and they help to regulate the earth eco-systems. Try to keep as many mature trees as possible. In the case of the Marina Bay residential area, a substantial tree-screen is necessary. A child tossing a ball in his backyard could easily land the ball in the R.B.C. - it is that close. The housing is already established in Marina Bay. Please be respectful of that.

To end these comments on a positive note, I should say thank you for sending me a paper copy of the document. I would also like to receive paper copies of other documents to come, that the public needs to comment upon.

Your colored maps are nice, I might add.

The list of acronyms and abbreviations is helpful. (though some are missing, for example C.F.R., D.O.E., N.R.I.F., R.A.O., R.F.S.)

Barbara Robben  
1964 El Dorado  
Berkeley CA 94707  
510-524-2383

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

**Subject:** re: EIR for Richmond LBNL campus

**From:** Margot Cunningham <cunningham.margot@gmail.com>

**Date:** 2/4/2013 3:19 PM

**To:** LRDP-EIR@lbl.gov

Please consider the following comments regarding biological resources in the EIR for the Richmond campus of Lawrence Berkeley Nat'l. Laboratory.

1)The Richmond Field Station contains remnant native coastal prairie grasslands. This habitat exists in very few places today and should be preserved in its entirety.

2) Another remnant field exists at the entrance to the current RFS at Meade St. and S. 46th St. Remnant populations of California poppies (*Eschscholzia californica*), a perennial, and rancheria clover (*Trifolium albopurpureum*), an annual, grow in the grassy area along the west side of Mead St at the entrance. The rancheria clover also grows along the eastern boundary of the RFS up to the railroad crossing along the western side of Meade. These flowers should be preserved in any landscaping plans for this area. Seed can also be collected from them and used in landscaping projects throughout the new lab construction.

Thank you,  
Margot Cunningham  
1727 Santa Clara St  
Richmond, CA 94804

# California Native Plant Society

East Bay Chapter

P O Box 5597, Elmwood Station, Berkeley, CA 94705

February 4, 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

## **RE: Notice of Preparation for Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Environmental Impact Report**

Dear Mr. Philliber:

The California Native Plant Society's East Bay Chapter (EBCNPS) appreciates the opportunity to comment on the *Notice of Preparation for Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Environmental Impact Report*.

The California Native Plant Society (CNPS) is a statewide non-profit organization that works to protect California's native plant heritage and preserve it for future generations. The Society's mission is to increase the understanding and appreciation of California's native plants and to preserve them in their natural habitat. We promote native plant appreciation, research, education, and conservation through our 5 statewide programs and 33 regional chapters in California. The East Bay Chapter covers Alameda and Contra Costa Counties and represents some 1100 members.

Pursuant to the mission of protecting California's native plant species and habitats, CNPS submits the following comments and recommendations for the NOP and General Plan/EIR:

### **General Considerations:**

In 2010, the East Bay Chapter of CNPS published a Guidebook to the Botanical Priority Protection Areas of the East Bay. These fifteen protection areas (BPPAs) have been selected as those areas within Alameda and Contra Costa Counties that contain high value botanical resources that should be protected. The guidebook was created with the expert advice of many professional botanists to aid city and county planners in locating important native plant species and communities. The proposed project at the Richmond Field Station falls within the "Richmond Shoreline" BPPA and is thus of major concern to EBCNPS. The Richmond Field Station is recognized by CNPS for priority protection because it contains what is believed to be the last undisturbed native coastal prairie grassland adjacent to the San Francisco Bay Shoreline. This native grassland is an intact remnant stand that functions as a reference assemblage - invaluable for the study of how this threatened ecosystem functions and as an example of its community type for restoration ecologists. Today, less than one percent of California's original native grassland ecosystems remain intact.



*Dedicated to the preservation of California native flora*

# California Native Plant Society

Due to the rarity of this native plant community, EBCNPS recommends complete avoidance of the native coastal prairie grassland at the project site. It is critical that areas of native prairie be avoided during any/all construction projects. These "projects" include using the native prairie as a "construction materials staging area", as a "drive on / drive through" area, as an area where accidental spilling or spraying of harmful materials could occur, or where any other access which would create soil compaction, and/or killing of characteristic plant species could occur. Figure 2 of the NOP shows a proposed soccer field abutting the northwest edge of the known coastal prairie. Please note that building a sports field (regardless of whether it contains natural or artificial turf) will likely result in significant impacts to the coastal prairie adjacent to it, both in potential damage during construction and as a result of runoff/irrigation after completion. Any constructed area needs to be adequately set back from areas of native prairie so as to ensure the continued viability of this rare plant community during construction and after the Lab is completed.

Since the proposed environmental review process will involve completion of both a program and project level EIR, the EIR must explicitly state that it is only analyzing the initial phase of the Long Range Development Plan and that further project EIRs need to be prepared for later development phases. Also, since the proposed campus is a joint project of both a State and Federal agency, the University of California and Lawrence Berkeley National Laboratory must analyze the project and alternatives in a Joint EIS/EIR process and comply with NEPA.

## **Specific Comments:**

### **Need for Thorough Botanical Surveys of Project Site**

In order to ensure that the areas of native grassland are properly considered and planned around, updated botanical surveys need to be completed. The most recent botanical surveys of the Richmond Field Station were completed in 2007 by URS. While the results of these surveys will no doubt be a helpful starting point, they can not substitute for updated surveys completed over several years. ECNPS requests that plant population densities and distributions at the site be surveyed for and compiled as part of this effort. Complete botanical surveys for the entire project site need to be carried out as part of the EIR for Phase 1 of this project and to inform the Long Range Development Plan. These surveys will help create a contemporary environmental baseline. Such an environmental baseline for plant species would be accomplished through well timed botanical surveys at the appropriate time of year for several consecutive years. A reference list of target species, including their population densities and distributions across the site, that are known to occur or have the potential to occur on site will allow future land managers at the site to ensure the native grassland in not being harmed as a result of the development and ongoing activities at the proposed new lab site.

### **Transition Zone Between Construction and Building Areas and Coastal Prairie**

It is imperative that any plans for building location and design near areas of native coastal prairie grassland include transition zones between, but outside the areas that are to be



# California Native Plant Society

preserved for their natural resource value and areas that are to be developed. These zones will help minimize the potential for unforeseen impacts to the prairie such as the transportation of invasive species and will help create a buffer between project landscaping and the natural environment.

## **Weed Management Plan**

Besides the construction and ongoing use of the proposed buildings at the site, the main threat to the native grasslands is the invasion and potential site conversion of the native grasslands by invasive grasses and other invasive weedy species. Hardinggrass (*Phalaris aquatica*) is already invading areas of coastal prairie at the site, and the EIR for this project needs to specify a weed management plan to ensure this imminent threat to the native grassland is prevented. Furthermore, such a plan would help mitigate the potential for construction and building activities to spread weeds around the site including into the areas of native grassland. Such a plan must be accompanied by an endowment in perpetuity to ensure the grassland remains free from weed invasion and other damage associated with this project.

## **Surface drainage**

A “Draft Concept Plan” rendering from October 2012 showed the cement drainage on the Western side of the Field Station as being “restored” to a meandering creek at surface level. EBCNPS has since heard from project planners that the drawing was purely conceptual and that there are currently no plans to create a waterway on the project site. However, if such an action is considered, it is critical that the construction of a natural-style waterway not affect the intact coastal prairie which could be irreparably harmed by creek construction activities and increased ground water supply. The present roadway, Regatta Blvd, parallels the canal immediately adjacent to the west. If the canal is restored to a more natural meandering state, locating it there, away from any sensitive natural resources could be a solution that EBCNPS would support.

## **Landscaping Considerations**

Section 4.5.6 of the NOP reads:

### **4.5.6 Landscape**

*The RBC would support bio-diversity and habitat conservation through the use of native plant materials wherever possible. In addition, the RBC would utilize low-impact development design techniques and Bay-Friendly landscape design (see [www.stopwaste.org](http://www.stopwaste.org)) and make storm water management a site feature. As described below, natural open spaces would also be maintained.*

EBCNPS recommends that local-endemic ecotypes be used wherever native plant material is called for in the landscape design of this project. Such local ecotypes are best suited for this particular location and they will prevent contaminating the gene-pool of other native plants on the site. In the case that non-native ornamental plants are used in the landscape design, we recommend the plants be non-invasive and drought tolerant. Any irrigation for landscaped areas on the site must be planned so as to avoid impacts to the native coastal prairie and any other rare plant resources at the site.



# California Native Plant Society

We look forward to continuing to follow this project and commenting in the future. If you have any questions, please contact me at [conservation@ebcnps.org](mailto:conservation@ebcnps.org).

Sincerely,

Mack Casterman  
Conservation Analyst  
California Native Plant Society, East Bay Chapter





## Citizens for East Shore Parks

Mail: PO Box 6087, Albany, Ca 94706  
Ph: 510.524.5000 Fax: 510.524.5008

Office: 520 El Cerrito Plaza, El Cerrito CA 94530  
eastshorepark@hotmail.com www.eastshorepark.org

February 4, 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720 **via email: LRDP-EIR@lbl.gov**

University of California  
Lawrence Berkeley National Laboratory

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Facilities Capital Projects

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Executive Director:  
Patricia V. Jones

Re: Richmond Bay Campus 2013 Long Range Development Plan & Phase 1  
Development, Richmond Bay Campus, NOP

Dear Mr. Philliber:

Citizens for East Shore Parks (CESP) is an environmental non-profit organization that was instrumental in creating McLaughlin Eastshore State Park which is on the west side of the Second Campus project. Because this property is adjacent to what little is left of our undeveloped San Francisco Bay shoreline, it is important that you strive to see that this project sets a high standard as a public and natural resource for generations to come. While past generations thought nothing of trashing our Bay and shoreline, we now know that we can do better. We look forward to a project that respects the Park and the shoreline in terms of habitat conservation, public access and community health.

Our supporting organizations have already submitted thoughtful comments on this project, so we ask that you give those letters careful consideration as you move forward. The letters we support include:

- TRAC, January 13, 2013
- TRAC January 28, 2013
- Sierra Club, January 30, 2013
- California Native Plant Society, East Bay Chapter, February 4, 2013

We urge you to work with the environmental community to address the various issues pointed out in the above comments. In particular, we would like to highlight the following areas of concern which are explained in more detail in the above letters and should be addressed in the EIR:

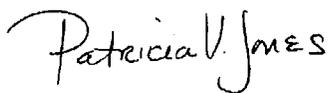
- Three spheres of potential impacts (Sierra Club)
- Addressing toxic contamination (Sierra Club)
- Impacts on wetlands, birds, fauna, creek (Sierra Club)
- Impacts of sea level rise (Sierra Club)

- Protection and restoration of the “last undisturbed native coastal prairie grassland adjacent to the San Francisco Bay Shoreline... Today, less than one percent of California’s original native grassland ecosystems remain intact.” (CNPS)
- To conduct a complete study of the impacts of your project requires: thorough botanical surveys of project site; alternatives for transition zone between development and coastal prairie; weed management plan. (CNPS)
- Conduct meaningful alternatives to protect the coastal prairie (Sierra Club)
- Recreational impacts, such as: “...evaluate and mitigate for impacts on shoreline parks, as well as recreational and transportation usage of the Bay Trail between Central Avenue and Garrard Blvd., including growth-inducing and cumulative effects.” (TRAC)
- Transportation, trail and air quality impacts: the project should make non-vehicular connectivity improvements to, from and through the facility; address how the project will implement the recommendations of Richmond’s General Plan 2030 and Bicycle Master Plan and Pedestrian Plan. (TRAC)

In addition, CESP shares the concern raised in TRAC’s January 28, 2013 letter which quotes the scoping document Section 10.b that “the project is not subject to local land use planning jurisdiction because it is located on land owned by the University.” Further, CESP echoes the Sierra Club’s call for a joint EIR/EIS process and to comply with NEPA.

CESP looks for this project to be a welcome addition to Richmond and the surrounding community. CESP hopes that our comments will be helpful and lead to a respectful project with reduced negative impacts and increased public support.

Sincerely,



Patricia Vaughan Jones  
Executive Director

CC: CESP Board, Sierra Club, CNPS, TRAC, RANC, RSSA CAG, GGAS  
Mayor Gayle McLaughlin, Richmond City Council, Richard Miller & Lina Velasco, Armando Viramontes



# EAST BAY BICYCLE COALITION

*Working for safe, convenient and enjoyable bicycling for all people in the East Bay*

University of California  
Lawrence Berkeley National Laboratory

January 29, 2013

JAN 29 2013

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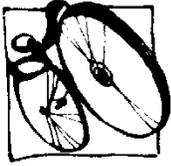
Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road MS 76-225  
Berkeley CA 94720

To Whom it May Concern:

The East Bay Bicycle Coalition has reviewed your Notice of Preparation of Environmental Impact Report for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Project. Thank you for keeping us on your mailing list. We want to first acknowledge the comment letters submitted by our partner organizations TRAC and the Association of Bay Area Governments and incorporate by reference their comments and concerns herein.

We provide the following comments to help direct your environmental review:

1. Please ensure that your EIR team reviews the new Richmond Bicycle Master Plan, the Bay Trail Plan and the Contra Costa Countywide Bicycle Plan for conformance of your project to these plans. We are particularly concerned about ensuring safe, comfortable and inviting bike access to and from the new campus for people of all ages and bicycling abilities. The new campus should be a model for the world to follow in terms of encouraging its staff and visitors to bicycle to the facility;
2. The Bay Area and the State of California have a goal of reducing greenhouse gases to 1990 levels by 2020. Since vehicle emissions contribute anywhere from 30%-40% of the greenhouse gases in the Bay Area, it is imperative that the new Richmond Bay Campus reduce its vehicle miles traveled per capita as much as possible. The Metropolitan Transportation Commission and the Contra Costa Transportation Authority are already realizing that in order to achieve the GHG reduction targets of AB 32, the Bay Area is going to have to make a significant shift from single occupant driving to public transit, walking and bicycling. Given the remote location of the new Richmond Bay Campus from transit, bicycling is going to play an even greater role. We look forward to your team developing a plan and strategies that reduce GHG's as a result of transportation to and from the new campus;
3. To the extent there are vehicle trips to and from the campus, we specifically request that your team closely study the *safety impacts* to people bicycling from these additional vehicle trips. Specifically, we want to know more about how bicyclists of all ages and abilities will safely navigate the roadways and intersections around the campus given the future vehicle trips



# EAST BAY BICYCLE COALITION

*Working for safe, convenient and enjoyable bicycling for all people in the East Bay*

added. This is our most important concern. We want to know how the East Bay is going to encourage more people to bicycle to the new campus, and to bicycle more in general, if there are going to be added vehicle trips due to this project. You should take a close look at turning movement conflicts at major intersections around the campus, how bicyclists will safely make left turns into and out of roadways on key bike routes, what are the transitions like from pathways to roadways, and what level of awareness, slow traffic speeds and courtesy can be expected of roadway users of the new transportation network of the campus and the immediately adjacent roadway network of the type will promote more bicycling;

4. Access to and from the Bay Trail should be maximized, including providing lighting of main pathways at night so that bike commuters can make commute trips after work and during the limited daylight hours of Winter. Good directional signage to and from the campus for bike commuters is also needed;
5. Bike access from BART, AC Transit Rapid Bus Service, and future ferry service should also be world class, in terms of safety, design, inviting nature, and low-stress bikeway designs that will encourage a significant mode shift from driving to bicycling. No potential employee, staff member, faculty member or visitor should have the excuse of not bicycling to the campus because a nearby roadway is too dangerous and uninviting;

We look forward to this project setting an example for the world to follow when it comes to eliminating the need for any employees, staff and visitors to regularly drive to the new campus.

Thank you for your consideration of these important concerns about bike safety and the promotion of bicycling in the East Bay.

Cordially yours,

Program Director  
East Bay Bicycle Coalition

**Subject:** EIR Scoping Comments from East Bay Bicycle Coalition

**From:** Dave Campbell <dave@ebbc.org>

**Date:** 1/29/2013 3:54 PM

**To:** LRDP-EIR@lbl.gov

**CC:** TRAC <tracbaytrail@earthlink.net>, alan\_wolken@ci.richmond.ca.us

Jeff,

Attached as a pdf is the comment letter from the East Bay Bicycle Coalition on the Notice of Preparation of Environmental Impact Report for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Project. Thank you in advance for taking these comments and concerns into account in your environmental work for this important project. Please let me know if you have any questions about our comments and we will look forward to the start of the environmental process and subsequently to a walkable, bikeable and transit-friendly new Richmond Research Facility.

Dave Campbell  
Program Director  
East Bay Bicycle Coalition  
email: [dave@ebbc.org](mailto:dave@ebbc.org)  
office: 510.845.7433  
cell: 510.701.5971

Bikeway innovation comes back to the East Bay in 2013, as several cities are planning new types of bikeways that are innovative and designed to significantly improve your bike commute by making it much safer, more comfortable and much more attractive to new riders. You can help bring this modern bikeway network to the East Bay by supporting our work. Join the EBBC at [www.ebbc.org/join](http://www.ebbc.org/join)

— Attachments: —

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EBBCcomments\_RichmondLBNL.pdf

82.4 KB

FEB 04 2013

Facilities Capital Projects

February 4, 2013

Jeff Philliber, Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

Re: Notice of Preparation of a Draft Environmental Impact Report for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development, Richmond

Dear Mr. Philliber:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Richmond Bay Campus (RBC) 2013 Long Range Development Plan (LRDP) and Phase 1 Development Project (Project) located in the City of Richmond that will serve the University of California (UC) and the Lawrence Berkeley National Laboratory (LBNL). EBMUD has the following comments.

### **WATER SERVICE**

Pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code, a Water Supply Assessment (WSA) will be required for the project. The project sponsor should submit a written request to EBMUD to prepare a WSA for all planned development within the entire RBC site. Preparation of the WSA will require EBMUD contacting the project sponsor to gather data and estimates of future water demands for the project area. Please be aware that the WSA can take up to 90 days to complete from the day the request was received.

EBMUD's Central Pressure Zone with a service elevation between 0 and 100 feet serves the existing LRDP project site. Main extensions, at the project sponsor's expense, will be required to serve the Phase 1 Development and may be required to serve future development phases. In addition, off-site pipeline improvements, also at the project sponsor's expense, may be required to meet domestic demands and fire flow requirements set by the local fire department. Off-site pipeline improvements include, but are not limited to, replacement of existing water mains to the project site. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Project sponsors for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary.

In addition, the project sponsor must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater. EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the project sponsor's expense.

## **WATER RECYCLING**

EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled 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, fish and wildlife to offset demand on EBMUD's limited potable water supply.

The size and nature of the proposed development along with the thousands of people that will be employed within the RBC present several opportunities for the use of recycled water for landscape irrigation, commercial and industrial process uses, toilet and urinal flushing in non-residential buildings and other applications. EBMUD's current recycled water transmission pipeline terminates approximately 3 miles from the project site at the intersection of Buchanan Street and Highway 580 in the City of Albany. As part of the long-term water supply planning, EBMUD may investigate expanding the existing recycled water infrastructure or constructing a localized satellite facility that utilizes onsite waste and rain water treatment to provide recycled water to the RBC site. Other sources of local waste water delivery and related treatment could also become available to serve future development. EBMUD recommends that the UC and LBNL as well as their developers maintain continued coordination and consultation with EBMUD as they plan and implement the various projects as they get identified within the LRDP, regarding the feasibility of providing recycled water for appropriate non-potable uses.

## **WATER CONSERVATION**

The proposed project presents present opportunities to incorporate water conservation measures. EBMUD would request that LBNL include requirements for the project to incorporate WaterSmart technology and design standards in the landscape and building design. At a minimum the landscape design should be designed to a water budget as described in the California Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). Provisions should be established to monitor the water budget for compliance after project completion. EBMUD reviews applications for new standard water services and applications for expanded service for compliance with EBMUD Water Service Regulation Section 31, Water Efficiency Requirements. Section 31 requirements identify specifications for toilets, urinals, showerheads, lavatory and kitchen faucets, cooling towers, commercial refrigeration, outdoor landscaping and irrigation.

EBMUD recommends that LBNL coordinate the development of this project closely with EBMUD to incorporate the most water efficient appliances and fixtures practical, even if not specifically noted in Section 31. Note that some of EBMUD's Section 31 requirements exceed the Uniform Plumbing Code requirements. EBMUD staff would appreciate the opportunity to meet with applicant's staff. A key objective of this discussion will be to explore timely opportunities to expand water conservation via early consideration of EBMUD's conservation programs and best management practices applicable to the project.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



William R. Kirkpatrick  
Manager of Water Distribution Planning

WRK:AMW:sb  
sb13\_021.doc

**Subject:** NoP Richmond Bay Campus Public Comment  
**From:** Peter Rauch <peterar@berkeley.edu>  
**Date:** 2/4/2013 6:09 PM  
**To:** lrdp-eir@lbl.gov

University of California  
Lawrence Berkeley National Laboratory

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Facilities Capital Projects

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

**RE: Notice of Preparation for Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development Environmental Impact Report**

Dear Mr. Philliber:

I would like to bring attention to three features shown in the NoP for the LBNL Richmond Bay Campus plan.

1. The basketball court that intrudes upon the coastal prairie site. This recreation feature should be sited elsewhere, where it will not consume space of, nor cause impacts to, the coastal prairie.
2. The section of coastal prairie --still with remnant characteristic native prairie species-- which runs parallel and adjacent to the concrete/channelized drainage creek, should be included as part of the coastal prairie conservation site, and not be designated as a planted/tree-populated alternative open space. The coastal prairie habitat at the Richmond Field Station is a very small remnant, deserving of the utmost respect for what it is, with no requirement or need to transform it into a different, non-native "mall-like" cultural element of the Plan, as shown in the figure attached to the NoP.
3. The channelized creek paralleling Regatta Blvd --a road which the Plan indicates will be removed and apparently planted to a landscaped open space-- should be elevated to ground surface level, put into a meander, and spread out over the existing canal and boulevard (not, as had been depicted in one earlier rendering, on top of the also-adjacent coastal prairie). This treatment would create a biological filter for the channel waters flowing in large part from urban runoff directly into the Bay; and, it would present an opportunity to provide for a typical Bayside ecological habitat of willows and other native vegetation. The recreational value provided by bird-watching, the educational value derived from exemplary water quality treatment, and the sound- and view-scapes all promote a more friendly, welcoming campus surrounding, and complement the coastal prairie setting as well.

Peter Rauch  
105 Ardmore Road  
Kensington, CA  
510-526-8155

**Subject:** Comments on Richmond Bay Campus draft EIR  
**From:** Marla Miyashiro <vido.editor@gmail.com>  
**Date:** 2/4/2013 2:05 PM  
**To:** LRDP-EIR@lbl.gov  
**CC:** vido.editor@gmail.com

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720  
[LRDP-EIR@lbl.gov](mailto:LRDP-EIR@lbl.gov)

Feb. 4, 2013

Dear Mr. Philliber,

I am the vice chair of Point Isabel Dog Owners (PIDO), a nonprofit group that has been working to keep Point Isabel Regional Shoreline clean and off-leash since 1985. We have approximately 5,000 members.

My group would like to submit a few comments regarding UC's draft environmental impact report on the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 development. The RBC site lies a short distance north of Point Isabel Regional Shoreline. Point Isabel is heavily used; the East Bay Regional Park District has estimated that the park is visited by more than 1 million people per year.

Major issues that we think should be addressed:

The prevention of, and planned response to, any possible release of pollutants and biohazards into the environment in the event of a disaster such as an earthquake, fire, or flood.

The impact of development on the nearby marshes and wildlife. Many visitors to Point Isabel also walk along the adjacent Bay Trail. Concerns include adverse effects from windblown litter as well as lighting and noise that can disturb wildlife.

Thank you for taking the time to consider our comments.

Sincerely,

Marla Miyashiro  
Vice Chair  
Point Isabel Dog Owners  
P.O. Box 8282  
Berkeley, CA 94707  
[vido.editor@gmail.com](mailto:vido.editor@gmail.com)

**Subject:** Comments on the Richmond Bay Campus 2013 Long Range Development Plan and Phase One

**From:** Loulena Miles <loulena@gmail.com>

**Date:** 2/4/2013 2:49 PM

**To:** LRDP-EIR@lbl.gov

**CC:** cdchas@att.net, "johnny12@comcast.net" <johnny12@comcast.net>

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

## Richmond Residents for Responsible Development

February 4, 2013

Jeff Philliber

Environmental Planner

Lawrence Berkeley National Laboratory

One Cyclotron Road, MS 76-225

Berkeley, CA 94720

[LRDP-EIR@lbl.gov](mailto:LRDP-EIR@lbl.gov)

The University of California (UC) proposes to establish a new major research campus at properties it owns in Richmond, California, for consolidation of biosciences programs of the Lawrence Berkeley National Laboratory (LBNL) and for development of additional research related facilities for both LBNL and UC Berkeley. This campus would jointly serve UC LBNL and UC Berkeley. The proposed 2013 Long Range Development Plan (LRDP) for the Richmond Bay Campus (RBC) would guide campus development through 2050.

On behalf of Richmond Residents for Responsible Land Use, we are writing to express concerns about the proposed RBC complex. We are local residents living in the City of Richmond that are concerned about the health, safety and environmental impacts of the proposed project. We are neighbors that are proud of our City's resolution to make all decisions guided by the precautionary principle. We care deeply about promoting sustainable growth to improve the economic and social outlook for the City while ensuring that we do

not jeopardize our future with dangerous or poorly planned projects. We have several serious concerns that need to be addressed in the Environmental Impact Report, including:

### **The EIR must adequately consider sea-level rise**

The 2013-2050 Long Range Development Plan (LRDP) names the Joint Genome Institute (JGI), the Advanced Biofuels Process Demonstration Unit (ABPDU), and the Systems Biology Knowledgebase (Kbase) as facilities that comprise Phase I Development at the Richmond Bay Campus (RBC) complex. The LRDP proposes earthworks that raise the height of the RBC complex from 10 feet above sea level (asl) to 15 feet asl. News reports and climate models indicate that sea level rises of greater than 5 feet are expected in the coming decades and century; the proposed earthworks are therefore inadequate and the RBC complex needs to be at least 20 feet asl.<sup>[1]</sup>

Given these considerations, the EIR needs to analyze the individual and cumulative impacts of raising the height of the RBC complex to 20 feet asl, 25 feet asl, and 30 feet asl on communities (residents and workers) and the environment (air, water, soil and land) in Richmond, in the San Francisco Bay Area, and within a 200-mile radius of the RBC complex.

### **The EIR must carefully consider toxic, radioactive and bio-hazardous releases**

Much of the research that will take place at the RBC will be on a suite of emerging technologies referred to as synthetic biology. Given that synthetic biology's objective is to engineer novel life forms and products with the potential to interact with human biology and other cellular processes, this research poses unforeseen dangers (both from accidental and deliberate uses). The rapidly developing nature of this laboratory research and its applications are largely beyond the existing regulatory framework of standard rDNA research and biotechnology generally.

An accidental release of engineered organisms could result in extreme and unmanageable risks to the health of workers, the environment and the neighboring community. Therefore, the EIR needs to analyze the individual and cumulative impacts of the following scenarios on communities (residents and workers) and the environment (air, water, soil, and land) in Richmond, in the San Francisco Bay Area, and within a 200-mile radius of the RBC complex:

- Release of biological materials from named and potential facilities at the RBC complex – especially engineered organisms and/or their embedded genetic material from the ABPDU and the JGI;
- Release of chemicals (including nanomaterials) from named and potential facilities at the RBC complex;
- Containment failures of named and potential facilities at the ABPDU and the entire RBC complex.

The EIR should also disclose and study the accidental or intentional release of nuclear materials. The EIR should contain a description of the type and reason for radionuclides at the site and the EIR should provide the building quantity limits for these materials. Further, the EIR should explain why the Initial Study anticipates potential airborne radionuclide releases. The EIR should also provide the type and quantity of potential toxic airborne contaminants.

Releases and failures may be a direct result of incidents – accidental, deliberate, or otherwise – at the RBC complex, or an indirect result of incidents at other research and development laboratories (public and private) and companies in Richmond. For example, given the fire that occurred at the Richmond Chevron Refinery complex in August, 2012, the EIR should pay particular attention to the impacts of fires and subsequent releases of biological, chemical and other materials. Moreover, the EIR should study the pathways and potential consequences for insiders to intentionally remove dangerous materials from the facilities.

### **The EIR must consider the Institutional Biosafety Committee**

The Project operations will require the establishment of an institutional committee created under the National Institute of Health Guidelines to review research involving recombinant DNA and other biohazardous research. The Institutional Biosafety Committee (IBC) is one body that ensures that the operation of the Project does not result in dangerous environmental impacts and are therefore should be considered in the environmental review of the Project. The EIR should specify that the IBC meetings will be open to the public to the greatest extent possible and that meeting times and minutes be available on a publically available designated webpage. We request that the IBC's public member be appointed with input from the City Council and local residents (at a City Council meeting) to ensure transparency and accountability.

### **The EIR must adequately study the traffic impact**

The approximately 133-acre RBC site is located at 1301 South 46th Street in the South Shoreline area of the City of Richmond, approximately 5 miles northwest of the UC Berkeley campus. Development of Phase I would add approximately 1,000 to the average daily population (adp) of the site, increasing the adp from 300 to 1,300. The University expects the campus population to increase incrementally over time as the RBC is developed over the approximately 40-year horizon of the 2013 LRDP, from approximately 300 persons in 2012 to approximately 10,000 persons in 2050. The Initial Study projects that 6,000 vehicle parking spaces will be needed in the long term. This number of added vehicles on the 580 and 80 corridors would cripple these already clogged major arteries key to the economic viability of the region. The draft EIR must propose additional transit options including a system of low emission high occupancy buses that would transport persons from major metropolitan areas. Both Google and Genentech have similar systems of buses in the Bay Area. Their systems should be studied as models for this project. Bus networks should be studied as a way to facilitate reduction of traffic on major highways and to reduce pollution.

### **The EIR should discuss fiscal impact**

Finally, the RBC needs to analyze the fiscal impacts of construction, operation and maintenance (including insurance) of the RBC complex on residents of Richmond, Alameda County, and the State of California. What are the financial costs of the project? What funding mechanisms will be used (taxation, bonds issued by the State, bonds issued by the University of California, and so on)?

### **The Project should be governed by the Precautionary Principle**

On May 17, 2011, the City Council of the City of Richmond passed Resolution No. 38-11, declaring that the City of Richmond adopted the precautionary principle as a policy to which it will adhere. This Resolution requires the City to undertake careful analysis of available alternatives and strongly encourages the selection of the alternative product or action, including no action, that presents the least threat to human health, the natural environment and overall quality of life; and requires democratic transparent and public engagement in the decision making process. We request that the EIR consider and describe how the Project will adhere to the precautionary principle to inform decisions during construction and operation.

Thank you.

On behalf of Richmond Residents for Responsible Development

/s/ 2/4/2012

\_\_\_\_\_  
Loulena Miles Date

/s/ 2/4/2012

\_\_\_\_\_  
Trudy Chastain Date

/s/ 2/4/2012

\_\_\_\_\_  
Chuck Chastain Date

/s/ 2/4/2012

\_\_\_\_\_  
John Chastain Date

[1] <http://www.planning.org/planning/2012/jan/waterwarriorsside2.htm>

<http://www.eenews.net/public/climatewire/2012/12/20/1>

<http://www.eenews.net/public/climatewire/2012/09/10/1>

<http://www.sfgate.com/bayarea/place/article/Rising-seas-shift-bay-agency-s-mission-4227915.php>

<http://dels.nas.edu/resources/static-assets/materials-based-on-reports/reports-in-brief/sea-level-rise-brief-final.pdf>



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**San Francisco Bay Chapter**

Serving Alameda, Contra Costa, Marin and San Francisco Counties

University of California  
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FEB 04 2013

Facilities Capital Projects

REPLY TO: 802 Balra Drive  
El Cerrito, CA 94530

January 30, 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

Re: Richmond Bay Campus 2013 Long Range Development Plan &  
Phase 1 Development  
Richmond Bay Campus, NOP

Dear Mr. Philliber:

The Sierra Club makes the following comments regarding the NOP for the Richmond Bay Campus EIR.

### **General Concerns in Regard to Three Spheres of Potential Impact**

The EIR needs to address these three “spheres” of potential general negative and positive impacts: A. the proposed site itself; B. its surrounding community; and, C. the entire East Bay region.

#### **A. The Specific Site and its Immediate Borders**

We expect that LBNL will play a positive conservation role in both avoiding degradation of existing natural resources and improving and expanding them.

*To these ends, LBNL's Development plan needs to analyze alternatives that:*

- A1. Do not require unacceptable or unmitigated degradation

Sierra Club Letter to LBL  
Re: Richmond Field Station NOP  
January 30, 2013

- of existing site habitat and natural resources.
- A2. Minimize negative impacts upon abutting natural areas and wildlife habitats from both buildings and potential increased human access.
  - A3. Integrate newly-built natural or park-like areas into the overall site design, with special attention to fragile wetlands.
  - A4. Include a credible plan to eliminate any remaining toxic hazards.
  - A5. Feature buildings that do not dominate or overwhelm their immediate surroundings in such respects as: height, massing/FAR, facing materials, night illumination, view corridors, noise, etc.
  - A6. Conform to emerging “bird safe” design standards.
  - A7. Conform to local zoning and approved local land-use policies to the maximum degree feasible.
  - A8. Accommodate the potential impact of future sea-level rise.

## **B. The Surrounding Community**

The second campus cannot be an isolated island but rather must be part of an urban community and an existing community. That community can benefit both as the recipient of new LBNL amenities and as the provider of nearby housing and services to LBNL employees—a potential mutual win.

*To these ends, LBNL's Development plan should analyze those alternatives that:*

- B1. Implement, with the active help of the host city or cities, SB375's preferred “complete communities” approach to fostering livable and walkable neighborhoods nearby.
- B2. Analyze and plan so as to minimize local housing and commuting impacts resulting from the expected concentration of employment.
- B3. Provide access to and help create a range of nearby retail and service businesses emphasizing “daily needs” of both workers and residents.
- B4. Provide access to an existing or committed network of safe bicycle and pedestrian routes linking the site and the community.
- B5. Increase local-community access to natural/park areas and to recreational opportunities.

- B6. Provide shuttle or other shared-transportation to nearby transit hubs and retail zones.

### **C. The Regional Environment**

While we could elaborate upon multiple potential regional environmental impacts from a second LBNL campus, one is so predominant that we will mention it alone: The impact on greenhouse gases, transit and traffic from concentrating more than 1000 employees in a single location. SB375 and all the local Climate Action Plans agree that minimizing work-related vehicle miles traveled (VMT) is the single most important means of meeting our GHG-reduction goals.

*To these ends, LBNL's Development plan should analyze those alternatives that:*

- c1. Have carefully analyzed the host city's Climate Action Plan and respect it in their design.
- c2. Minimize total VMT generated by inter-campus travel, especially by private automobile.
- c3. Minimize total VMT generated by worker commuting in private vehicles, especially via solo driving along freeway corridors.
- c4. Provide significant access to both regional and local transit as well as contribute to general improvements in local and regional transit infrastructure to offset any increase in VMT due to the second campus.
- c5. Recommend affirmative ideas and effective programs to generate dense worker housing near new LBNL jobs, and ensure that the host city or cities have an adequately supportive certified Housing Element in their general plans.
- c6. Have the potential to support meaningful LBNL "traffic demand management" programs such as car share and vanpooling.
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- c8. Avoid the collateral construction of "attractor" shopping malls or similar developments that encourage more regional VMT.

## **Increasing the Bottom-up Engagement**

Most of the potential host cities have a long history of citizen engagement in local planning and development issues, and most have received ballot approval for existing environmental policies and land-use plans. We hope that these vigorous local commitments will prove to be one of the starting-points for your deliberations, and not just receive a "communications opportunity" at the end of the road. Front-loading meaningful citizen participation will make the rest of the process go much more smoothly.

### **Transparency**

An inclusive and transparent process for a large development like the LBNL second campus can build public understanding and support for a project and maintain that support for the long-term. Therefore, LBNL needs to make sure its process is fully transparent.

### **The Richmond Field Station Site:**

For 20 years the Sierra club has been involved with issues related to the south Richmond shoreline area and worked to protect habitat and open space. The Richmond Field Station includes a large area of coastal prairie that is one of the last remaining expanses of such prairie in the Bay Area.

This prairie habitat must be protected. Therefore, LBNL, the University, and any private developer need to agree to relocate buildings and landscaping to ensure that this coastal prairie is protected and preserved to a standard acceptable to CESP, the Sierra Club, and the California Native Plant Society (CNPS). Those organizations must be third party beneficiaries to any development agreement and thus retain the right to enforce any agreement as to the preservation, restoration, enhancement, and protection of the coastal prairie. Working with the environmental community can ensure the preservation of the coastal prairie habitat as an important asset for the site, one which would be extremely beneficial to LBNL.

### **Agreement to Comply with Local Zoning and Measures Governing Land Use**

The following elements need to be in a development agreement with the host city:

1. LBNL/UC will agree to comply with the Climate Action Plans that all of the potential host cities have separately been implementing; and incorporating

the goals and policies of California programs intended to reduce greenhouse gas contributions and encourage “complete communities,” as part of SB375 and AB32.

2. LBNL/UC will agree to pay the equivalent of all property and parcel taxes on any private parcels that it should take ownership of or purchase the stock or controlling interest in any company that owns those parcels at the same values and rates as a private landowner.
3. LBNL/UC will agree to be bound by any local ordinances that require votes of the people for any changes to zoning or other reasons as if they were a private property owner.
4. LBNL/UC will agree to comply with all local zoning ordinances as if it were a private property owner for any future development of the site should it desire to initiate any changes to the zoning for the site that is selected.

### **Sea Level Rise**

The NOP does not appear to adequately address the issues of sea level rise. While the NOP discusses adding 10 feet of soil to 12 acres, it does not address the longer range impacts of sea level rise as they relate to the Long Range Development Plan. Nor does it appear that the NOP will address the impacts that adding 10 feet of soil to 12 acres will have in regard to visual impacts, storm water run-off, impacts on the coastal prairie, traffic, to name a few.

Most particularly, the NOP does not address the impact of sea level rise on the potential release and spread of contaminants that are known to exist at the Richmond Field Station site.

### **Toxic Contamination**

The NOP does not address the issue of the impact of sea level rise on the areas of known to contain hazardous and toxic materials. Inundation of contaminated lands will mean that water will cover areas that contain toxics. The EIR must address the ability of caps and seals to withstand complete and continued inundation due to sea level rise, the amount, if any, of any seepage or discharge of the toxics from the site due to sea level rise, and the impacts of such seepage on the Bay and the flora and fauna of the Bay.

## **Creek Restoration**

UC/LBL should analyze the creation of a meandering creek which is now in the concrete channel and how it can provide for setbacks from creeks of at least 200 feet on each bank of a creek to protect the creek habitat and flora and fauna from any impacts from development.

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The EIR should provide for a transition zone between the protected zone and development in order to ensure full protection of habitat.

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Sierra Club maintains that UC and LBNL must comply with all local and regional land use laws and regulations. If UC/LBNL maintains that it does not have to comply, then it must include an analysis of the preferred project assuming it did comply in order for the decision maker and public to understand the significant adverse environmental impacts that result from such non-compliance and the mitigation measures that will be necessary to avoid those adverse impacts.

## **Limits to the EIR**

The EIR should also make it explicit that it is only analyzing the initial phase of the Long Range Development Plan and that full Project EIRs need to be and will be prepared for later phases of development.

## **Alternatives**

The proposed alternatives are not adequate for analyzing the impacts from the project and whether they can or cannot be mitigated. The reduced growth alternative is not adequately described and more than one reduced growth alternative should be included in the EIR. Similarly, the alternate Development program is not adequately described. Moreover, purpose of the off-site alternative is unclear. This alternative is not realistic because it will not be carried out and the proposed site is too distant from the Richmond Field to be useful and meaningful as an alternative. Indeed, the fact that UC and LBNL did not select the Alameda site makes it an infeasible alternative.

Meaningful alternatives would address issues of coastal prairie preservation and maximizing protection of the existing open space and also analyze the impacts of major

population increase to Richmond and the surrounding communities that will have to deal with the impacts of any development of the size and scale that is proposed for the Richmond Field Station site.

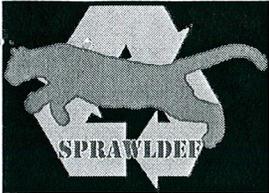
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The proposed second campus is a joint project of both a State and Federal agency. Therefore, the UC/LBNL must analyze the project and alternatives in a Joint EIS/EIR process and comply with NEPA.

Sincerely yours,

*Norman La Force*

Norman La Force, Chair  
West County Group and  
Chair Chapter Legal Committee



# SPRAWLDEF

## Sustainability, Parks, Recycling And Wildlife Legal Defense Fund

802 Balra Drive, El Cerrito, CA 94530  
510 526-4362 www.sprawldef.org n.laforc@comcast.net

University of California  
Lawrence Berkeley National Laboratory

FEB 04 2013

Facilities Capital Projects

January 30, 2013

Jeff Philliber

Environmental Planner

Lawrence Berkeley National Laboratory

One Cyclotron Road, MS 76-225

Berkeley, CA 94720

Re: Richmond Bay Campus 2013 Long Range Development Plan &  
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SPRAWLDEF has been involved with issues related to the Richmond shoreline area and

worked to protect habitat and open space. It successfully sued the City of Richmond, the proposed developer of the Indian Casino and the tribe over that project. The Richmond Field Station includes a large area of coastal prairie that is one of the last remaining expanses of such prairie in the Bay Area.

This prairie habitat must be protected. Therefore, LBNL, the University, and any private developer need to agree to relocate buildings and landscaping to ensure that this coastal prairie is protected and preserved to a standard acceptable to CESP, the Sierra Club, and the California Native Plant Society (CNPS). Those organizations must be third party beneficiaries to any development agreement and thus retain the right to enforce any agreement as to the preservation, restoration, enhancement, and protection of the coastal prairie. Working with the environmental community can ensure the preservation of the coastal prairie habitat as an important asset for the site, one which would be extremely beneficial to LBNL.

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### **Diking**

The UC/LBL must also analyze whether the sea level rise will require later construction of levees or dikes to protect that development from sea level rise inundation. Again, the UC must use the most conservative numbers for sea level rise, i.e., the highest level that is reasonably projected and not some rosy figure that currently floats around. The reasonably projected highest number the Sierra Club has seen is around 2 meters or over 6 feet over the course of the next 100 years. The EIR for the Long Range Development Plan must take this potential rise into account.

The EIR also needs to address the potential impacts on Field Station workers of the continuing toxic contamination on the Zeneca site and how UC and LBNL propose to protect their workers from the toxic impacts from that site.

### **Impacts on Wetlands**

The EIR must also analyze the impact of any development on the adjacent wetlands. Development close to wetlands can have a devastating impact on wetland wildlife due to human intrusion, domestic pet intrusion, and the intrusion from vermin creatures such as rats that are attracted to any human development. The entire area of the shoreline of Richmond must be analyzed for these impacts from any proposed development.

UC/LBL should provide setbacks from the shoreline of at least 500 feet from the mean high tide mark for any development in order to ensure the full protection of wetland flora and fauna from any development impacts.

## **Impacts on Birds**

Impacts to birds and other wildlife from lighting must be analyzed. We know that night time lighting from human development near wetlands and other protected habitat can have a secondary impact on wildlife by enabling nocturnal predators to better hunt and capture prey. These impacts must be analyzed.

UC/LBL must analyze the impact to birds smashing into buildings. This impact has long been ignored, but more and more we are now realizing that many birds are unable to distinguish the glass of a building from the environment around them and fly into buildings and die. These impacts must also be analyzed

## **Creek Restoration**

UC/LBL should analyze the creation of a meandering creek which is now in the concrete channel and how it can provide for setbacks from creeks of at least 200 feet on each bank of a creek to protect the creek habitat and flora and fauna from any impacts from development.

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The EIR should also make it explicit that it is only analyzing the initial phase of the Long Range Development Plan and that further Project EIRs need to be prepared for later phases of development. Statements to the effect that Supplemental EIRs or Tiered EIRs or other environmental reviews less than full project EIRs are insufficient.

## **Alternatives**

The proposed alternatives are not adequate for analyzing the impacts from the project and whether they can or cannot be mitigated. The reduced growth alternative is not adequately described and more than one reduced growth alternative should be included in the EIR. Similarly,

the alternate Development program is not adequately described. Moreover, purpose of the off-site alternative is unclear. This alternative is not realistic because it will not be carried out and the proposed site is too distant from the Richmond Field to be useful and meaningful as an alternative. Indeed, the fact that UC and LBNL did not select the Alameda site makes it an infeasible alternative.

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### **Joint EIS**

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Sincerely yours,

*Norman La Force*

Norman La Force,

President & General Counsel



February 1, 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720  
[LRDP-EIR@lbl.gov](mailto:LRDP-EIR@lbl.gov)

University of California  
Lawrence Berkeley National Laboratory

FEB 01 2013

Facilities Capital Projects

Dear Mr. Philliber,

We are writing to raise concerns about the proposed Richmond Bay Campus, which includes a second campus of the Lawrence Berkeley National Laboratory (LBNL) and the UC Berkeley Synthetic Biology Institute (SBI), which will conduct experimentation, research and development in the field of synthetic biology in Richmond, California.

Conspicuously absent from the proposed research lab's environmental impact report is a discussion of the synthetic biology research that will be conducted at the lab or a consideration of the unique risks that this research poses to public health, the environment, worker safety, biological resources, recreation and a host of other societal dimensions.

Synthetic biology is an extreme form of genetic engineering that is attempting to create novel, potentially self-replicating artificial life forms from synthesized DNA. The substantial risks this research poses to worker safety, public health and the environment have not been adequately addressed by federal or state regulators or appropriately studied by experts in the field of risk assessment. Proceeding with the development of these research facilities without a substantial review of the risks posed to workers and the surrounding community is irresponsible.

While some find promise in synthetic biology for manufacturing new products and helping us to better understand biological processes, this research could also result in enhanced virulence in existing hosts, heightened ability to infect a wider range of hosts, and resistance to antimicrobials, antivirals, vaccines and other treatment or containment modalities.

Laboratory accidents are relatively common in the United States and an unknown, but likely substantial, number of these accidents go unreported, as sickened or injured workers may fear reprisals for reporting problems. One example of this is the case of Becky McClain, who claimed she was fired for raising safety concerns to her employer Pfizer. McClain won \$1.37 million in damages from Pfizer in a 2010 whistle-blower case.

McLain, who says she was sickened by the biotechnology materials in her lab, noted widespread safety problems. These and other accounts have prompted OSHA to promise to expand biotechnology worker protections, but such regulations have been slow to come into effect or inadequate.

Clearly regulations have not kept pace with the risks of modern biotechnology experimentation. Because synthetic biology's objective lies in engineering novel life forms and products with the potential to interact with human biology and other cellular processes, we believe this research poses dangers (both from accidental and deliberate uses) unforeseen in the regulatory framework of standard rDNA research.

Safety regulations and procedures must be created and tailored to address the novel aspects of this new science, including whistleblower protections and forums for workers to raise concerns. Additionally, the costs to any municipality of an appropriate public safety infrastructure must be identified. Until these steps are complete, expanding the use of synthetic biology in any setting is irresponsible.

Before any decisions are made on a specific site for this new lab, we believe a comprehensive, independent and transparent safety and risk analysis capable of assessing these threats must be completed. This should include an assessment of whether existing occupational safety guidelines are sufficient for research on synthetic biology and also an assessment of the appropriateness of conducting this kind of research next to an urban center, where the impact of an accident on public health and human lives can be greatly magnified. The proposed lab is located in the San Francisco metro area, one of the country's most populous urban centers, home to more than seven million people.

These assessments should include ample public participation, including stakeholder outreach, extensive consultation with nearby communities, and continuous opportunities for public comment. There should also be significant measures of independent regulatory oversight, particularly because both public and private entities will be operating at the lab. Every stage of this process must be open to and involve the public, including town hall meetings to discuss and address health and safety issues.

The Lawrence Berkeley National Laboratory and the UC Berkeley Synthetic Biology Institute must meet the burden of proof as to whether their laboratory will be safe before any community can make an informed decision about inviting it to break ground in their backyard.

Sincerely,



Wenonah Hauter  
Executive Director

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
OAKLAND, CA 94612  
PHONE (510) 286-6053  
FAX (510) 286-5559  
TTY 771

University of California  
Lawrence Berkeley National Laboratory



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Be energy efficient!*

Facilities Capital Projects

February 1, 2013

CCVAR015

SCH#2013012007

Mr. Jeff Philliber  
University of California  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

Dear Mr. Philliber:

**Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development –  
Notice of Preparation (NOP)**

Thank you for including the California Department of Transportation (Caltrans) in the environmental document (ED) review process for the project referenced above. We have reviewed the NOP and have the following comments to offer.

***Traffic Impact Study (TIS)***

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address: [http://dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf).

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, 2035 cumulative, 2035 cumulative plus project, **and, particularly, 2050 (complete development) scenarios for the 2013 Long Range Development Plan.**

Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should include turning traffic diagrams under project only, 2035 cumulative conditions, and 2035 cumulative plus project conditions. Furthermore, the analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS including Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics (i.e., lane configurations) for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Caltrans is particularly concerned about traffic impacts to: (1) Interstate (I-)580; (2) the I-580/Meade/Regatta Interchange and its intersections; and (2) the I-580/Marina Bay Parkway Interchange and its intersections.

### ***Traffic Impact Fees***

Interstate 580, I-80 and State Route 123 are critical to regional and interregional traffic in the San Francisco Bay region. Interstate 580, in particular, is vital to commuting, freight, and recreational traffic and is of the most congested regional freeway facilities. The traffic generated by this proposed project, together with other projects in the vicinity, will have a significant cumulative regional impact to the already congested State Highway System. Therefore, Caltrans invites the University of California (UC) to work with the West Contra Costa Transportation Advisory Committee on the sub-regional transportation mitigation fee program to mitigate and plan for the impact of future growth on the regional transportation system.

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for

public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on the State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

### ***Lead Agency***

As the lead agency, UC is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the ED. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that UC work with Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

### ***Transportation Management Plan (TMP)***

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction TIS may be required of the developer for approval by Caltrans prior to construction. Traffic Management Plans must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address: <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>.

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office of Traffic Management Plans at (510) 286-4647.

### ***Vehicle Trip Reduction***

Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways. Caltrans requests that all transit options be reviewed and considered, not just the proposed traffic shuttle connection to El Cerrito Plaza, but also to other BART stations in the vicinity (i.e., Richmond BART and El Cerrito Del Norte BART stations). The proposed shuttle to El Cerrito Plaza is not go the nearest BART station, nor is it the one with the most AC Transit and other regional connections.

We also encourage you to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming*

*Parking Policies to Support Smart Growth* or visit the MTC parking webpage:  
[http://www.mtc.ca.gov/planning/smart\\_growth/parking](http://www.mtc.ca.gov/planning/smart_growth/parking).

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

### ***Cultural Resources***

Caltrans requires that a project ED include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (<http://www.dot.ca.gov/ser/vol2/vol2.htm>).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

### ***Hazardous Materials***

All motor carriers and drivers involved in transportation of hazardous materials must comply with the requirements contained in federal and State regulations, and must apply for and obtain a hazardous materials transportation license from the California Highway Patrol (CHP). When transporting certain types of hazardous materials including inhalation hazards, safe routing and safe stopping places are required. A route map must be carried in the vehicle. More information is available on the CHP website: <http://www.chp.ca.gov/publications/#hazmat>.

### ***Habitat Restoration and Management***

Project level activities related to habitat restoration and management should be done in coordination with local and regional Habitat Conservation Plans and with Caltrans, where our programs share stewardship responsibilities for habitats, species and migration routes.

### ***Sea Level Rise***

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100. According to the Association of Bay Area Governments (ABAG), portions of the Richmond Bay Campus may be vulnerable to sea level rise.

Please discuss in the upcoming Draft Environmental Impact Report how the project would address this potential hazard.

Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans, if State ROW might be affected.

***Bridges, Trestles, Culverts and Other Structures in Riparian or Tidal Environments***

Some project level activities, including but not limited to earthworks, may affect riparian or tidal flow patterns upstream of bridges, trestles, culverts or other structures for which Caltrans holds responsibility. Please ensure your project level EDs include hydrological studies to determine whether such impacts will occur, and to identify appropriate mitigation measures.

***Berm, Dike and Levee Maintenance, Repair, Upgrade and Removal***

Activities involving demolition, reinforcement or rehabilitation of berms, dikes or levees on which transportation facilities are built or which are adjacent or near to such facilities may potentially affect those State facilities. Also, built features on top of berms, dikes and levees may contribute additional engineering considerations related to weight loading or compaction. These factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans at the project level.

***Mitigation Reporting Guidelines***

The California Environmental Quality Act requires the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with mitigation adopted during the CEQA review process.

Some of the information requirements detailed in the attached Guidelines for Submitting Transportation Information from a Reporting Program include the following:

- Name, address, and telephone number of the CEQA lead agency contact responsible for mitigation reporting;
- Type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure; and
- Certification section to be signed and dated by the lead agency certifying that the mitigation measures agreed upon and identified in the checklist have been implemented, and all other reporting requirements have been adhered to, in accordance with Public Resources Code Sections 21081.6 and 21081.7.

Mr. Jeff Philliber/University of California

February 1, 2013

Page 6

Further information is available on the following website:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html).

***Transportation Permit***

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information:

<http://www.dot.ca.gov/hq/traffops/permits>.

***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter, please call Brian Brandert of my staff at (510) 286-5505.

Sincerely,



ERIK ALM, AICP  
District Branch Chief  
Local Development - Intergovernmental Review

c: Scott Morgan (State Clearinghouse)



## Bicycle Trails Council of the East Bay

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PO Box 9583, Berkeley, California 94709-0583  
510-466-5123  
[www.BTCEB.org](http://www.BTCEB.org)

University of California  
Lawrence Berkeley National Laboratory

FEB 01 2013

Facilities Capital Projects January 31, 2013

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road MS 76-225  
Berkeley CA 94720

To Whom It May Concern:

The Bicycle Trails Council of the East Bay is interested in the development effect of the Richmond Bay Campus. Our membership considers placement of the campus in old Seaport a thoughtful reclamation of an abused ecological jewel renewing access in concert with other ongoing civic efforts.

Part of our support is a recognition of the potential campus's bicycle communication with the Bay Trail. The positive health effects for people and the environment are well known, as are the special economies of parking accommodation and automobile operation. What is seldom appreciated is the ad hoc nature of extant infrastructure to support bicycles, including the support of bicycling at the terminus, in this case your campus. These aspects deserve an attention designed to support the specific needs for cyclists.

While reclaimed rail and industrial lands beside the Bay have provided a safe, beautiful communication for bicycles from Emeryville to Richmond, access to the Bay Trail is problematic. Excepting Berkeley's I-80 Bicycle/Pedestrian Bridge, access to the Trail for bicycles is an blithe relegation to rebate margins of hazardous auto routes serving I-80. South, accesses via Powell, Gilman, Buchanan, and Central, are mazes confounded by multiple on/off ramps and frontage roads. North, surfaces are challenged by industrial use. Nearby, access from the Bayview direction has incumbent cultural stresses. Each of these accesses need to be appreciated for mitigation through signage, lighting, and traffic flow.

Consideration must be given to surface conditions, weather extremes, limited hours of daylight, fatigue, consequent perspiration, chill/overheating, and damp clothing, all deserve support at the terminus. Areas for showering facilities, clothes changing and the privacy associated with such behaviors, secure bike parking and cleaning, out of weather pre-/post-ride staging, storage of associated gear/clothing, deserve our best attention as they directly effect the probabilities of cycling performance. Attention to such factors will promote frequent, secure travel in a decent, humane fashion. It will foster an inviting experience delivering a variety of energized people safely to the campus, assuring their safe return home.

We welcome your participation in the cycling community and your support for these factors.

Michael Mejia , President, Bicycle Trails Council of the East Bay

EDWARD C. MOORE  
ATTORNEY AT LAW<sup>1</sup>

2436 Ninth Street  
Berkeley, California 94710

Tele: (510) 531-7272  
E-mail: [ecmoorelaw@gmail.com](mailto:ecmoorelaw@gmail.com)

February 1, 2013

University of California  
Lawrence Berkeley National Laboratory

FEB 01 2013

Facilities Capital Projects

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road MS 76-225  
Berkeley, California 94720

RE: Scope of CEQA/NEPA Environmental Review Pertaining to 2d LBNL  
Campus

Dear Mr. Philliber:

I am writing on behalf of myself as a member of the public to insist that if any aspect of the proposed second campus for Lawrence Berkeley National Laboratory (2d campus LBNL) is proposed to be sited on any part of Golden Gate Fields in Albany and/or Berkeley as an "off-site alternative" to the preferred Richmond site (see Notice of Preparation, par. 6.0, pp. 16-17), that a Section 106 inquiry within the meaning of the federal Historic Preservation Law, 16 U.S.C. § 470f be undertaken as the investigatory protocol specifies (e.g., see 36 CFR 800 et seq.) In short I contend the Waterfront in Berkeley and Albany as a unified whole is "eligible for inclusion in the National Register" because it satisfies on several independent grounds for National Criteria for listing (see 36 CFR 800.16).

Because I am a long-time public proponent of the waterfront in Berkeley and Albany as a Cultural Landscape *currently eligible* under federal criteria for listing on the National Register of Historic Places, I ask to be put on a your list of people to notify of significant events pertaining to the environmental-impact analysis and reporting regarding the proposed 2d campus for LBNL. I was assured this would be done many months ago by LBNL personnel and they dropped the ball. I only learned of your Notice of Preparation and its deadline for input through lately discovered other sources.

Thank you for your anticipated attention to my requests.

Very truly yours,



EDWARD C. MOORE

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<sup>1</sup>Voluntarily inactive as of March 1, 2010



February 5, 2013

University of California  
Lawrence Berkeley National Laboratory

Jeff Philliber  
Environmental Planner  
Lawrence Berkeley National Laboratory  
One Cyclotron Road, MS 76-225  
Berkeley, CA 94720

FEB 05 2013

Facilities Capital Projects

VIA MAIL and EMAIL

**RE: COMMENTS ON THE NOP FOR THE RICHMOND BAY CAMPUS 2013 LRDP AND PHASE 1 DEVELOPMENT**

Dear Mr. Philliber:

The City of Richmond ("City") is undertaking a community planning effort to develop a Specific Plan around the proposed Richmond Bay Campus. We look forward to the University of California Berkeley's and Lawrence Berkeley National Laboratory's continued participation in this effort. Moreover, we believe that many of the comments contained in this letter will be addressed through the development of the Specific Plan to enable the Richmond Bay Campus and surrounding development to occur in a mutually beneficial and coordinated manner. A key opportunity afforded to the City during the development of the Specific Plan is to explore the feasibility of infrastructure financing districts for the Southern Gateway Area. This approach could expedite the transformation of the Richmond Bay Campus and surrounding areas.

The City appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Richmond Bay Campus 2013 Long Range Development Plan and Phase 1 Development proposed in Richmond, CA.

**The City has the following comments:**

1. The EIR should identify all proposed improvements located within the City's right of way including roadways, lighting, landscaping, etc., and confirm that proposed campus infrastructure improvements can be designed to meet or exceed City standards.
2. The EIR should confirm that the project's transportation system will complement the City's Bicycle Master Plan, Pedestrian Plan and other applicable City standards.
3. On-going project construction including site demolition, remediation, and grading, will increase truck traffic on streets maintained by the City of Richmond. The EIR should evaluate the total impact of long-term construction on City streets and identify possible mitigations.
4. The proposed project could increase demand on the City's sanitary sewage collection and treatment systems. The EIR should analyze both dry weather flows and peak wet weather flows and confirm that the City's collection and treatment system has sufficient capacity to

- meet future demand. The EIR should evaluate the effects on City infrastructure due to the expansion of demand for public utilities such as water, natural gas, and telecommunications.
5. The City's municipal fiber network is currently located along Regatta Boulevard and Meade Street. The EIR should evaluate potential impact of the project and its construction on the network's operation.
  6. If the project plans to discharge storm water runoff into the City drainage system, the EIR should determine whether the site will need to comply with State Water Resources Control Board requirements.
  7. The EIR should evaluate the need for additional City fire apparatus or services required to support the Richmond Bay Campus development.
  8. The Richmond Bay Campus site is the home of the University of California, Berkeley Richmond Field Station, and the grounds fall within the police service jurisdiction of the University of California Police Department. The Richmond Police Department stands ready to honor mutual aid agreements already in place between the agencies and anticipates expansion of those agreements as the campus evolves. The EIR should address the need to establish new or modify existing partnerships that promote public safety as part of the Richmond Bay Campus development that could include:
    - University of California and Richmond police joint substation or work stop on the project premises
    - Establishing a police substation in close proximity to the project site
  9. The EIR should identify mitigation measures for potentially significant impacts that promote sustainability and conservation of resources such as the use of alternative energy systems, water conservation and recycling, complete streets, natural ventilation and other methods that take full advantage of the local climate, transportation network, and recreation facilities.

We appreciate your consideration of the comments contained herein and we look forward to meeting with you to continue our ongoing planning efforts in the Southern Gateway Area. Please feel free to contact Senior Planner/Project Manager Lina Velasco or me at (510) 620-6706.

Sincerely,



Richard Mitchell

Director of Planning and Building Services

cc: Bill Lindsay, Richmond City Manager  
Shasa Curl, Richmond Administrative Chief  
Michael Banks, Richmond Fire Chief  
Allwyn Brown, Richmond Deputy Police Chief  
Alan Wolken, Richmond City Engineer

# **Scoping Meeting Transcript**

**In The Matter Of:**  
*RICHMOND BAY CAMPUS DEVELOPMENT*  
*SCOPING MEETING*

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*Error getting date*

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*CLARK REPORTING & VIDEO CONFERENCING*  
*2140 SHATTUCK AVE. STE. 405*  
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CLARK REPORTING AND VIDEOCONFERENCING (510) 486-0700

Richmond Bay Campus Long Range Development Plan  
and Phase One Scoping Meeting  
for Environmental Impact Report

Richmond City Council Chambers  
403 Civic Center Plaza, Richmond, CA

January 23, 2013

7:00 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS  
BY: JUDY LARRABEE, SHORTHAND REPORTER

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CLARK REPORTING AND VIDEOCONFERENCING

2140 SHATTUCK AVENUE, SUITE 405

BERKELEY, CALIFORNIA 94704

(510) 486-0700

1 PROCEEDINGS

2 JEFF MILLER: Good evening, everyone. Thank  
3 you for coming. My name is Jeff Miller. I am head of  
4 Public Affairs at Berkeley Lab. Tonight I'm here on  
5 behalf of the University of California to introduce  
6 the Public Scoping Meeting for the Richmond Bay  
7 Campus. Now because there are rules and protocols  
8 about meetings such as this, I'm going to have to read  
9 my remarks, which is really difficult for me because  
10 people who know me know that I like to be  
11 extemporaneous. But I'm not going to do so. I'm  
12 going to read these verbatim. So I apologize if it  
13 sounds a little rote, but that's just the way it has  
14 to be.

15 Tonight we are here to focus on the Environmental  
16 Review under the state CEQA process of the proposed  
17 Long Range Development Plan for the Richmond Bay  
18 Campus site and the proposed first phase of  
19 development under the LRDP. LRDP meaning Long Range  
20 Development Plan.

21 The purpose of tonight's meeting is to gather your  
22 comments as to the scope and content of the  
23 forthcoming Environmental Impact Report. A Notice of  
24 Preparation of the Draft Environmental Impact Report  
25 was issued on January 4th, which began the public

1 comment period that runs through February 4th. So  
2 tonight's public meeting is an integral part of this  
3 scoping process.

4 At the end of the scoping period on February 4th,  
5 we will review all the comments we receive tonight,  
6 plus any we receive through e-mail or hard copy or in  
7 any other form, and we will consider them in refining  
8 the scope of the Environmental Impact Report. We will  
9 then prepare a Draft Environmental Impact Report which  
10 will be publicly circulated for review and for which  
11 we will hold a public hearing in late spring.

12 Now while we do not intend to directly respond to  
13 your scoping comments, we will carefully review and  
14 consider each and every one of them in preparation of  
15 the Draft EIR.

16 Now, we have two types of cards available. if you  
17 would like to speak tonight, please fill out a green  
18 card and pass it to Ross who is standing up right  
19 here. If you would like to give us a written comment,  
20 you can please fill out a blue card. And if you wish  
21 to send a comment by e-mail or in writing before  
22 February 4th, the addresses are on the comment card.  
23 So for example, our e-mail address is  
24 LRDP-EIR@lbl.gov, and then mail will go to Jeff  
25 Philliber at Berkeley Lab, and his address is on this

1 card. Is everyone with me so far?

2 The next public meeting in the process will be to  
3 receive comments on the Draft EIR. We don't have a  
4 date for that yet, but that should probably occur  
5 sometime in June. Okay.

6 We also intend to present to the community a draft  
7 of the Long Range Development Plan when it is ready  
8 for review. We expect that to be in late March or  
9 April. We will hold a public meeting at the time and  
10 present and discuss a Draft Plan with you. That  
11 meeting would not be part of this CEQA environmental  
12 review process.

13 So I know I've thrown a lot of dates at you. So  
14 we do have a calendar available on the  
15 [RichmondBayCampus.lbl.gov](http://RichmondBayCampus.lbl.gov) Web site. If you're  
16 confused as some are -- I certainly am -- you might  
17 want to check that calendar and that should fix the  
18 problems around the dates.

19 The proposed LRDP is a partnership between UC  
20 Berkeley and Lawrence Berkeley National Lab. The  
21 proposed first phase of development of the LRDP is  
22 being undertaken by the Lab and UC. It will be  
23 undertaken in order to relocate and consolidate a  
24 number of Lawrence Berkeley National Laboratory  
25 programs currently located offsite from the main LBNL

1 site.

2 Tonight you will hear from Cathy Koshland from  
3 University of California Berkeley who will describe  
4 the proposed LRDP and Horst Simon from Berkeley Lab  
5 who will describe the proposed first phase of  
6 development. You will then hear from Jeff Philliber  
7 from Berkeley Lab who will describe in more detail the  
8 CEQA process. Then we will begin the official public  
9 comment period.

10 Please note that we have a legal reporter present  
11 who is transcribing tonight's proceedings for an  
12 official record which we've made available to the  
13 public. We also have an interpreter here for those  
14 who might need such a service. To give as many people  
15 as possible a chance to speak, we ask that speakers  
16 hold their comments to three minutes each.

17 When you came in, you may have seen also these  
18 posters that are now taken down. But they provided an  
19 overview of the proposed site and also described steps  
20 in the NEPA, which is the National Environmental  
21 Policy Act process, for the first phase of the  
22 Richmond Bay Campus development.

23 The federal environmental review process, NEPA,  
24 for the first phase of the development at the proposed  
25 Richmond Bay Campus, is being conducted simultaneously

1 with the state California Environmental Policy Act,  
2 the CEQA process. Two things going on simultaneously.  
3 If you would like to comment on the federal review,  
4 you can send an e-mail to Kim Abbott at  
5 Kim.abbott@bso.science.doe.gov. You will never  
6 remember that, so I'm sure Ross and others here can  
7 help you if you would like to comment via that  
8 process.

9 Finally I would like to emphasize that we're here  
10 tonight to conduct the process prescribed by the  
11 California Environmental Quality Act and state law.  
12 We welcome your comments on the scope of the  
13 environmental review for these projects.

14 And now I would like to introduce Cathy Koshland,  
15 Vice Provost for Teaching, Learning, Academic Planning  
16 & Facilities at UC Berkeley. She will then be  
17 followed by Horst Simon, who is Deputy Director at  
18 Berkeley Lab. Thank you.

19 CATHY KOSHLAND: Welcome to this meeting this  
20 evening. I'm going to talk briefly about our  
21 long-range plans for the Richmond Bay Campus,  
22 especially to brief those of you who haven't been able  
23 to participate in our three public meetings that we  
24 have held over the last year.

25 It's a pleasure to be here again in the city of

1 Richmond and to know that our project has reached this  
2 important milestone.

3 The UC Berkeley campus has long wanted its  
4 Richmond properties to contribute more to the  
5 University's core mission, and we want to contribute  
6 and be part of a vital, healthy city of Richmond. And  
7 I appreciate your support and partnership in this  
8 process.

9 The Richmond Bay Campus is part of a broader  
10 network of innovation centers that are part of the  
11 University of California. In this case, you see the  
12 center of the core campus of Berkeley as well as the  
13 main campus of the Berkeley Lab. And then the  
14 Richmond Bay Campus, and we also note UCSF's Mission  
15 Bay Campus where we also have ties on for both the  
16 Berkeley Campus and LBNL. So three centers of  
17 innovation. It's particularly important that the  
18 Richmond campus is part of the Green Corridor, and we  
19 see that as a critical investment in the future of our  
20 region, building economic vitality, leadership and  
21 innovation for the East Bay.

22 More specifically, here is the site. It includes  
23 the Richmond Field Station. The Field Station has  
24 been owned by the University of California and managed  
25 by UC Berkeley since 1950. More recently we acquired

1 the Regatta property next door which currently has  
2 warehouses, part of which are occupied by third  
3 parties and part of which are occupied by several of  
4 our collections, the Hearst Museum, the Berkeley Art  
5 Museum. Many of the others have critical storage  
6 facilities in that building. And then the College of  
7 Engineering has active research on the site at the  
8 present time.

9 The site we're discussing is the site marked  
10 "uplands" as well as the bottom portion to the north.  
11 The outboard site is submerged, and although we own it  
12 we obviously can't develop it.

13 The whole site that we're talking about for  
14 development that is surrounded by the yellow portion  
15 that is designated "uplands" is 133 acres. And just  
16 to give you a sense of proportionality of that, here's  
17 an overlay of that 133 acres on top of the core  
18 Berkeley campus which is about 180 acres, and you see  
19 that they are really relatively comparable.

20 And then we're also not so incomparable from the  
21 LBNL site. Though it's 202 acres, much of that is on  
22 a slope and therefore one can't build on. And then  
23 you can see the relationship between the Richmond Bay  
24 Campus site and the scale of the UCSF Mission Bay  
25 Project.

1           There's an interesting article in the Chronicle  
2 today about the ten-year anniversary of the  
3 development of the Mission Bay site and its success  
4 over this ten-year period. And we certainly aspire to  
5 something along those lines.

6           We've been in conversation with LBNL about a  
7 vision for this campus. We've narrowed it down to  
8 this, a state of the art, inspirational and  
9 sustainable place for this world-class, collaborative  
10 science for healthy living and sustainable  
11 communities.

12           At a meeting last year, some of you heard from a  
13 panel of scientists affiliated with LBNL and UC  
14 Berkeley talking about the research and the research  
15 we hope to pursue at the Richmond Bay Campus. We want  
16 to discover 21st-century solutions to 21st-century  
17 challenges in the areas of energy, the environment,  
18 human health, and the global economy. And already  
19 research in Richmond includes research under  
20 sustainable transportation with commercial  
21 applications. And in a moment, my colleague Horst  
22 Simon will discuss the first phase of research at the  
23 Richmond Bay Campus focused on the biosciences. But  
24 you can see the additional things that we're dreaming  
25 of at the moment.

1           Getting back down to earth, we've completed a  
2 number of studies for this site, and we think it can  
3 comfortably house about five million square feet of  
4 development. We expect that site to be a place for  
5 research labs, obviously offices and conference space,  
6 dining and cafés to support a population that we hope  
7 will grow to about 10,000, and other support space.

8           The expectation is that we will have active basic  
9 research there, but we also very much want to engage  
10 in translational research that would allow the ideas  
11 that are developed in the basic research enterprise to  
12 move into being spun off in companies and in ways that  
13 enrich the economic development of the East Bay and of  
14 California.

15           And finally, here is a view of how one might lay  
16 out the buildings and infrastructure, roadways,  
17 connecting pathways on this site. This is strictly a  
18 concept. This is not a Master Plan; it is not a  
19 design. But it's to give you a sense of how we might  
20 do it. You'll note the wide open green spaces.

21           That's the native prairie grasses that we seek to  
22 preserve. But we wanted to give you a sense of how  
23 we're developing, how we're thinking about this site,  
24 how we want it to interact with its neighbors in the  
25 city of Richmond, that there will be access and entry

1 points into the campus. We anticipate, of course,  
2 that this site will be developed in phases over 30 or  
3 40 years, and eventually reach that total  
4 infrastructure and total population that I mentioned  
5 earlier.

6 This is just a general overview of the project.  
7 We'll host a community meeting on the actual  
8 Long-Range Development Plan itself this spring where  
9 we can also discuss the research programs,  
10 partnerships and economic development that can emerge  
11 with this plan. But information gathered today will  
12 help inform our study on the possible environmental  
13 impacts of that plan.

14 So now I want to introduce Horst Simon who will  
15 describe the actual Phase One Development that we  
16 anticipate.

17 HORST SIMON: Thank you, Cathy. It is again  
18 a pleasure to be back in Richmond and to talk to the  
19 city neighbors -- future neighbors -- about our plans  
20 for a Second Campus, the Richmond Bay Campus. It's  
21 always a pleasure to work with Cathy and the team at  
22 UC Berkeley on this joint development. So as you've  
23 noticed, we have developed a very strong partnership  
24 over the last year also with UC Berkeley and look at  
25 this great project jointly with great enthusiasm.

1           So what I would like to talk about is what is  
2 called the Phase One Development. That is the first  
3 set of new buildings that Lawrence Berkeley National  
4 Labs would like to place on the Richmond Field  
5 Station.

6           And just to bring you back to the beginning of  
7 this process that is now more than two years ago is  
8 that we started out with the challenge of having about  
9 25 percent of our Lab facilities and almost 25 percent  
10 of our staff scattered over seven different sites in  
11 the East Bay that are marked here with these little  
12 yellow dots, ranging from JJI in Walnut Creek to NERSC  
13 in Oakland and then several sites in West Berkeley and  
14 in Emeryville. And it is obvious to you and it was  
15 obvious to us that this is very suboptimal. There's a  
16 lot of scientific synergy that is lost by having  
17 people in separate sites in addition to being, or  
18 course, very inefficient in terms of commuting between  
19 so many different places.

20           We were looking for a Second Campus and went  
21 through an RFQ process, and the City of Richmond  
22 emerged as the leading site with the Richmond Field  
23 Station. And so our vision for the future is to  
24 consolidate down to two sites -- and you saw how these  
25 dots are moving -- some of the dots are moving back to

1 the hill, but a large number of dots consolidate on  
2 the Richmond Bay Campus site that we're discussing  
3 today.

4 So specifically what we're trying to accomplish is  
5 to consolidate some of the existing facilities that  
6 are listed on this slide on the left here, the Joint  
7 Genome Institute, the Joint BioEnergy Institute,  
8 Advanced Biofuels, KBASE, and elements of the Life  
9 Science and Earth Sciences division in this Phase One  
10 Development which would be in the southeast corner of  
11 this conceptual plan that Cathy has shown you.

12 We expect that this first phase would be about  
13 16 acres, and we hope to find about 800 gross square  
14 of development capability there, which over the first  
15 couple of years would be the target for building out  
16 hopefully the Richmond Bay Campus site.

17 I want to describe the three first buildings that  
18 we envision to happen there. The very first building  
19 there is the so-called BioIntegration facility. The  
20 notion behind this building is to take biological  
21 facilities, that as I said are currently scattered  
22 across the East Bay -- you see them listed here on  
23 this slide -- and bring them together in a building.

24 It makes perfect sense to consolidate these facilities  
25 because they serve the scientist and the users, not

1 just at the Lab but in the nation. And by bringing  
2 them together in one building -- we have already done  
3 the analysis -- we will save space; we will get out of  
4 leased buildings, and we will produce a more  
5 productive facility that will serve the researchers  
6 that will not only join us on the Richmond Bay Campus  
7 site but, as I said, come from UC Berkeley, from the  
8 Bay Area, from the state of California, and from all  
9 over the world.

10 Just to explain -- and you will hear this in Jeff  
11 Philliber's presentation -- why we have also a NEPA  
12 process. This is going to be, as we hope, a federal  
13 building that will be financed by the Department of  
14 Energy. We are also engaging you in parallel with the  
15 CEQA process here with the NEPA process, specifically  
16 on this building.

17 We envisioned to have as a second building a  
18 building that is dedicated to the energy sciences.  
19 Just as a background, you are all aware of the  
20 environmental challenges that we face, not just as a  
21 community here but as a nation and the world in terms  
22 of the Increased carbon in the atmosphere. And our  
23 Lab is engaging in a number of research projects that  
24 look at the future of energy in the world and finding  
25 technologies that reduce carbon or are carbon neutral.

1           One of those technologies is the production of  
2 biofuels. The Joint BioEnergy Institute that's about  
3 five years old was started in a leased facility in  
4 Emeryville. That would be the anchor tenant for the  
5 second building, the energy building. Activities  
6 there would be augmented by other projects that are  
7 currently funded by DOE under the Biological  
8 Environmental Research Program.

9           Our third building would be our health building,  
10 health sciences. There's a large number of activities  
11 currently happening at the Lab that are currently  
12 mostly in a facility in West Berkeley on Potter Street  
13 that focus on health sciences. The notion here is  
14 that LBNL -- and you have probably heard some of the  
15 research stories when we had our young researchers  
16 here, but just to remind you -- we have a very active  
17 program which looks at physical technologies such as  
18 imaging, for example, and applies these technologies  
19 to the problems related to health.

20           We have a large core, for example, in breast  
21 cancer research. And so out of this combination of  
22 physically-based technology that we have developed at  
23 the Lab and the application of the health sciences, we  
24 have found a lot of important applications really  
25 benefiting the health of the population, in particular

1 as we consider environmental impacts on health.

2 That's the big focus for this third building.

3 Here's a very short highlight, a little overview  
4 of what will happen next. Of course, we've just  
5 started the CEQA and NEPA process, and we will engage  
6 you, as you've heard, about the Long-Range Development  
7 Plan.

8 These are the activities that will happen  
9 throughout 2013. If the LRDP and the project funding  
10 is approved, we envision to start the project in 2014,  
11 and then expect design construction happening from 14,  
12 15 onward through 17. And hopefully we'll be able to  
13 move into the new buildings, that's our goal, in late  
14 17 and early 18. And then, of course, start thinking  
15 about other phases -- perhaps you've seen our  
16 long-term vision for the Richmond Bay Campus for  
17 future phases.

18 So with that, I would like to turn it over to Jeff  
19 Philliber, who will tell you the details of the CEQA  
20 process.

21 JEFF PHILLIBER: Thank you very much. Hi.  
22 My name is Jeff Philliber. I'm the Berkeley Lab  
23 environmental planner. I'll be speaking today on  
24 behalf of the University of California to present to  
25 you the CEQA process for the Richmond Bay Campus

1 Project.

2 So CEQA has a couple of main purposes. The  
3 foremost purpose is to inform governmental decision  
4 makers as to the environmental consequences of their  
5 actions or their decisions. It also allows them to  
6 choose between alternatives. It provides mitigation  
7 and ways to avoid impacts.

8 Another thing that CEQA allows for is public  
9 information. It informs the public. Not only does it  
10 inform the public, but it allows the public to  
11 participate in the process. The public can help  
12 inform decision makers as to what the public thinks  
13 are issues of concern. And so all of you who are here  
14 tonight are participating in our process, and we thank  
15 you for showing up.

16 The University's CEQA process is outlined here for  
17 an Environmental impact Report. The Environmental  
18 Impact Report is the most extensive process that CEQA  
19 provides for analyzing impacts. It starts with a  
20 scoping, typically 30 days. We're in that period  
21 right now. The scoping period is initiated by the  
22 distribution or the public circulation of a Notice of  
23 Preparation. If you haven't received that, and you  
24 want one, please contact Ross. We have them here as  
25 well. There will also be typically a public scoping

1 meeting which is what we're engaged in tonight.

2 The comments that the University receives during a  
3 scoping period are then used to help inform the report  
4 preparers as they prepare a Draft Environmental Impact  
5 Report. The Draft EIR, when its ready, is publicly  
6 circulated, typically for 45 days. The public and  
7 agencies and any interested parties may then review  
8 the report and provide comments back to the  
9 University. There will also be, as Jeff Miller  
10 pointed out, a similar meeting to this one where we  
11 would listen to your comments as to the adequacy of  
12 that Draft EIR.

13 At the close of that period, all of the comments  
14 received would then be responded to in a Response to  
15 Comments document that would be part of a Final  
16 Environmental Impact Report. That report would also  
17 include any refinements to the EIR as well as any  
18 mitigation plan that needs to be put together and  
19 other items that are required by the Regents or by  
20 CEQA. That would be then submitted to the Regents or  
21 the University's decision-making body, and they would  
22 then decide whether to approve or certify the EIR or  
23 not. Only after certification of an EIR can the  
24 Regents then approve the project that's the subject of  
25 the EIR.

1           Our process we're projecting is we'll follow this  
2 rough timeline. We open the scoping period on January  
3 4th. It closes February 4th. The Draft EIR we're  
4 hoping will come out in the May/June timeframe of this  
5 year. The Final EIR we're projecting for sometime  
6 around October, and we are projecting or shooting for  
7 the Regents meeting in November. The Regents meet  
8 approximately once every other month.

9           There are different kinds of EIRs. This  
10 particular EIR comes as two different types. Program  
11 EIRs analyze general programs and master plans and  
12 proposals that are general and wide and broad in  
13 scope. Project-specific EIRs look at specific  
14 projects. This project as it's been described has  
15 both components. The LRDP will be analyzed  
16 programmatically in the EIR, and the Phase One portion  
17 of the project will be analyzed at a specific level of  
18 detail in the EIR.

19           Currently the University is considering a range of  
20 alternatives that would include what you see here: A  
21 reduced growth alternative on the site; an alternative  
22 development arrangement on the Richmond site that  
23 would allow for more flexibility in siting scientific  
24 facilities in the future; an off-site alternative that  
25 considers moving the entire campus to a different site

1 -- Alameda in particular has been looked at, but we  
2 were looking at all of the major sites that were  
3 considered in the planning process -- and a No Project  
4 Alternative which is required under CEQA which would  
5 have us analyze what would happen in the future if  
6 this project did not happen at all.

7 This includes most of the areas that would be  
8 analyzed in the Environmental Impact Report. You can  
9 see here -- if you want any details on any of these,  
10 just grab the NOP. We go into quite a bit of detail  
11 on our current assessment, our preliminary assessment  
12 of these areas.

13 As Jeff Miller mentioned, you probably noticed  
14 that the Department of Energy was answering some  
15 questions and had an informal poster session out here  
16 earlier this evening. And as Jeff pointed out, and  
17 Horst, both processes are occurring simultaneously,  
18 the CEQA process and the NEPA process.

19 One thing that's really important to note about  
20 these two processes, despite their many similarities,  
21 is that they're both independent of each other. That  
22 is, the University of California is conducting the  
23 CEQA process independently from the Department of  
24 Energy which is conducting the NEPA process.

25 Therefore, if you have comments that are pertinent to

1 one or the other, you should make it as clear as you  
2 can when you communicate with us who you want these  
3 comments to go to. We'll definitely try to  
4 accommodate you every way we can. But if I receive  
5 comments, I'll typically assume they're for the CEQA  
6 document. And Mr. Kim Abbott, who is in the back,  
7 he's the document manager for the NEPA document, and  
8 he will be receiving all the NEPA comments. If I  
9 receive comments that reference the NEPA document,  
10 I'll make sure Kim gets those, and he will do the same  
11 for me for CEQA.

12 So finally as we enter into the public comment  
13 portion of this meeting, I just want to say one thing.  
14 Folks who have done this before know this already, but  
15 one frustrating thing to some folks about a public  
16 scoping meeting under CEQA, and a bit frustrating to  
17 us too, is how we have to conduct the meeting.

18 Those of us who work at the University are very  
19 excited about this project, and we actually love to  
20 talk about it. But we won't be able to talk about it  
21 with you tonight. That would be at odds with the  
22 purpose of the CEQA scoping meeting which is for us,  
23 the University, to be good listeners.

24 So we will sit quietly, and we will record  
25 everything that you say or ask or comment upon. We're

1 going to particularly focus on anything you have to  
2 say that's pertinent to the scope or content of the  
3 forthcoming Environmental Impact Report. But we will  
4 certainly not turn off the microphone if you talk  
5 about the project or something else.

6 So with that, again, I want to thank you for  
7 coming. I'm going to turn this back to Jeff. Or we  
8 can just dive right in?

9 JEFF MILLER: Dive right in.

10 JENNIFER McDOUGALL: I'm Jennifer McDougall.  
11 I'm a planner with UC Berkeley, and Jeff and I will  
12 jointly facilitate the speaker comment portion of the  
13 meeting. We will start with Carole Schemmerlinig and  
14 then after that will be Patricia Jones.

15 Start with three minutes. Please come to the  
16 microphone there, and give your comments. We'll do  
17 three minutes. At two minutes I'll show the fact that  
18 there's one minute left, and then we'll do 30 seconds  
19 and then we'll ask you to wrap up your comments.

20 CAROLE SCHEMMERLINIG: My name is Carole  
21 Schemmerlinig. I'm a member of the LBNL CAG. I have  
22 pointed out to some of the people at the Lab that this  
23 is one of the better NOPs that I've seen and had to  
24 read. I'm pleased to say that it was more  
25 comprehensive in its answers and fewer boxes checked

1 saying no problem. We don't have to look any further.

2 I am, as a member of the LBNL CAG, concerned about  
3 several issues that will be part of this project too.  
4 Water -- and there is water on the site, although the  
5 NOP says it's not a natural stream -- it was a natural  
6 stream until it was put into a concrete ditch. And so  
7 the water, and the way it's treated in the Plan, is  
8 questionable. I would like to see it restored in a  
9 natural fashion.

10 I'm concerned also about, in general,  
11 contamination. The present site on the hill is  
12 heavily contaminated. I know that the one in Richmond  
13 has suffered great contamination because of the Seneca  
14 buildings -- or rather properties -- and it continues  
15 to be contaminated. I need to be reassured as much as  
16 possible that the contamination will not be increased  
17 by whatever goes on at the Richmond Field Station,  
18 although I'm not sure that I can be easily reassured.  
19 But I would like to be.

20 The contamination of the water and the air are two  
21 things that Richmond doesn't need more of. With  
22 Chevron and the Seneca site and several other sites in  
23 Richmond, I think Richmond deserves to have everything  
24 as clean as can be.

25 So that's my major concern. I think it could be a

1 very good site for some of the expansion of the Lab.  
2 But I think in the long run, the benefits to the  
3 citizens of Richmond are more important.

4 JENNIFER McDOUGALL: Thank you. Our next  
5 speaker is Patricia Jones.

6 PATRICIA JONES: Good evening. My name is  
7 Patricia Jones. I'm the Executive Director of  
8 Citizens for East Shore Parks. So thank you for  
9 giving me an opportunity to speak this evening.

10 CESP, Citizens for East Shore Parks, is an  
11 environmental nonprofit group that was instrumental in  
12 creating what is now called McLaughlin East Shore  
13 State Park. And the northern tip of this park is  
14 adjacent to your project.

15 Our mission is to create parks and open space  
16 along the East Bay shoreline. And so to that end,  
17 we're very interested to confirm that this shoreline  
18 property along Richmond's beautiful 32-mile shoreline,  
19 is respected in terms of habitat conservation and  
20 restoration and public access.

21 I see that you do have appropriated boxes checked  
22 for biological resources. I just urge you to evaluate  
23 these impacts completely. There is less -- and  
24 somebody else will speak more to this; I'm not the  
25 expert -- but I understand there's less than one

1 percent of coastal prairie left in California, and you  
2 have a large chunk of it on your property. And I  
3 would say that having an open lawn surrounded by  
4 buildings may not make for a healthy coastal prairie.

5 Also, as mentioned by Carole, there is a creek  
6 running through the property that we hope restoration  
7 will be explored on that creek.

8 So we look forward to seeing a complete EIR and  
9 EIS, and that this project can become a community  
10 asset to the region. And CESP will be submitting  
11 comments in writing. Thank you.

12 JENNIFER McDOUGALL: Our next speaker is John  
13 Shively, and then after John Shively is Bruce Beyaert.

14 JOHN SHIVELY: I'm John Shively. I got the  
15 news of this meeting wrong. I was told that it would  
16 start at 7:30, and so I just breezed in the door.  
17 Forgive me for that.

18 Anyhow, I am very interested in this project.  
19 Years ago, from 1976 to 1982, I was the manager of the  
20 University's Richmond Field Station, which was a  
21 misnomer. Field stations are associated with  
22 agricultural projects. At the time I was here, there  
23 were about 13 separate totally independent research  
24 activities going on at the Field Station. And it was  
25 a delightful time.

1           But there was a program back then that fortunately  
2 failed. They were going to quietly -- the College of  
3 Engineering was going to sell off the Field Station  
4 for commercial development. What spoiled it is I  
5 accepted the President's office desire to build a  
6 northern region library facility, and that slipped  
7 through the radar and dropped a huge anchor which  
8 spoiled the grand plan to sell off the Field Station  
9 for commercial development.

10           And frankly I'm delighted. I think you can use a  
11 better name. Richmond Bay Campus doesn't ring right.  
12 I prefer to see the Richmond Research Center of the  
13 University of California. Thank you.

14           BRUCE BEYAERT: Good evening. My name is  
15 Bruce Beyaert. I'm a Richmond resident and chair of  
16 TRAC, the Trails for Richmond Action Committee. As  
17 you know, the citizens of Richmond are very delighted  
18 to have LBNL and UCB coming to our community, becoming  
19 a part of it.

20           I'd just like to address one thing tonight, and  
21 that is that the Draft EIR clearly identify the role  
22 of adopted local plans. The city of Richmond last  
23 year adopted a new General Plan, a Bicycle Master  
24 Plan, and a Pedestrian Plan. The Draft -- the initial  
25 study states on page 28 that "projects on University

1 property are exempt from local land use planning  
2 jurisdiction."

3       However, CEQA apparently does apply to the  
4 project. That's why we're here tonight. And CEQA  
5 does require addressing inconsistencies with local  
6 plans and mitigating them to a less than significant  
7 level. And, of course, most of the project's impacts  
8 occur off-site, so I would assume that that would  
9 involve consistency with the local plans I mentioned.  
10 It would be very helpful to have that clarified and  
11 addressed in the Draft EIR citing appropriate legal  
12 authorities.

13       But aside the legal issues and the niceties of  
14 CEQA that do a great deal in cementing the emerging  
15 great relationships between LBNL and UCB, if the Draft  
16 EIR and the institutions would commit to complying  
17 with the letter and the spirit of the City's adopted  
18 plans.

19       Those are my only comments. TRAC has already  
20 submitted more specific written comments. Thank you.

21               JENNIFER McDOUGALL: Our next speaker is Mack  
22 Casterman, and after him will be Bill Pinkham.

23               MACK CASTERMAN: Hello. My name is Mack  
24 Casterman, and I am the conservation analyst for the  
25 East Bay Chapter of the California Native Plant

1 Society.

2 The California Native Plant Society's East Bay  
3 Chapter has published a list of 15 Botanical Priority  
4 Protection Areas in Alameda and Contra Costa County,  
5 and the Richmond Field Station is one of those areas.  
6 Our interest in the Station is in its rare remnant  
7 coastal prairie grassland, which as Patricia Jones  
8 stated, is exceedingly rare in the state. There is  
9 very little left at this point, and so we're hopeful  
10 that the EIR will make sure to plan for any impacts to  
11 that grassland community.

12 Obviously, avoidance is always the best  
13 mitigation, and in the case of native grassland it is  
14 often the only feasible mitigation option. So we will  
15 be looking forward to the EIR and how it addresses the  
16 potential impacts to the native grassland at the site.

17 Also, it's vitally important to begin floristic  
18 surveys now, not only for this Phase One of  
19 development, but for the other phases down the line  
20 here so that appropriate data is available for this  
21 and future Environmental Impact Reports.

22 Also in October of 2012 I recall seeing a picture  
23 of the Plan that has the drainage that is on the west  
24 side of the property put up and possibly restored to  
25 what looked like a meandering creek. The new updated

1 pictures don't show that. They just show the existing  
2 drainage as it is. So I would like more information  
3 on that, or maybe some updated photos.

4 And we will be submitting more detailed comments  
5 for the NOP, and we'll look forward to commenting on  
6 the EIR as well. Thank you.

7 JENNIFER McDOUGALL: Bill Pinkham.

8 BILL PINKHAM: Good evening. I'm Bill  
9 Pinkham. I'm on the board of the East Bay Bicycle  
10 Coalition and on the steering committee of our local'  
11 350.org group.

12 Very briefly, I hope that the EIR and the Plan  
13 will account for sea level rise in the Bay. It's  
14 pretty clear that we're going to have two or  
15 three feet already. There is 50 percent less ice on  
16 the planet than there was when we had those first  
17 pictures of earthrise that John Glenn and the other  
18 astronauts took. The seas are 30 percent more acidic,  
19 and it's much harder for them to absorb carbon. If  
20 the energy companies burn the stored energy they have  
21 right now, we'll pass a rise in two degrees Centigrade  
22 by 2015. Very scary. We're already up .8 degrees  
23 Centigrade. Especially because this project is going  
24 to be developed over 30 years or so, I think it's very  
25 important that that be a consideration. Thank you.

1           JENNIFER McDOUGALL: Do we have any other  
2 speaker cards tonight? Pamela Sihvola.

3           PAMELA SIHVOLA: My name is Pamela Sihvola,  
4 and I'm the co-chair of the Committee to Minimize  
5 Toxic Waste in Berkeley.

6           It is curious how little the association of this  
7 project with the Department of Energy has been  
8 mentioned. The Lawrence Berkeley National Laboratory,  
9 the Lawrence Livermore National Laboratory, the Los  
10 Alamos National Laboratory and this proposed Richmond  
11 National Laboratory are and will be all owned and  
12 operated by the Department of Energy, previously known  
13 as the Atomic Energy Commission, and managed by the  
14 University of California under contracts which  
15 generally are negotiated for five year terms.

16           Half of the Lawrence Berkeley National  
17 Laboratory's 72-year life span was operated without  
18 any environmental laws. Even after the Clean Air Act  
19 and the Clean Water Act, radioactive pollution  
20 continued in Berkeley next to the Lawrence Hall of  
21 Science, the Children's Museum, as tritium, a  
22 radioactive isotope of hydrogen, was released into the  
23 air and waters of the Strawberry Creek Watershed.

24           Regarding the proposed Richmond Field Station  
25 facility, it is critical that UC, LBNL, and the

1 Department of Energy prepare individual EIRs on the  
2 CEQA and full-blown Environmental Impact Statements  
3 under the National Environmental Policy Act for each  
4 of the proposed individual buildings, and analyze not  
5 only the impacts from construction but also the  
6 impacts from operations for the entire projected life  
7 span of each of these buildings.

8 If we had had a chance in Berkeley to comment on  
9 the National Tritium Labeling Facility Project during  
10 its planning phase, we would have learned that almost  
11 30 percent larger inventories, 30 times larger  
12 inventories for radioactive tritium were allowed at  
13 the LBNL's site, compared, for instance, to just the  
14 central campus of UC Berkeley. And there would have  
15 been a chance to prevent radioactive emissions which  
16 reached all the way to Lake Anza in Tilden Park but  
17 may have impacted the children at Lawrence Hall of  
18 Science just 110 meters downwind from the tritium  
19 stack.

20 This in mind, the Richmond community must be  
21 vigilant regarding, for instance, synthetic biology,  
22 the potential impacts and risks associated with UC  
23 Berkeley's Synthetic Biology Institute being  
24 considered for the Richmond site.

25 Since the Richmond Lab is a federal facility, the

1 proposed programmatic EIR under CEQA must be  
2 accompanied by a full-blown EIS under NEPA. And the  
3 documents I have received in the mail and what was  
4 presented tonight really have no reference to the  
5 comment period for the Department of Energy's portion  
6 of this project. There are no addresses where to send  
7 these comments. There's a reference to somebody in  
8 Oakridge.

9 So I am urging that the EIR be accompanied with a  
10 full-blown EIS, and again, each building that is  
11 constructed should have an EIR and an EIS for both  
12 operations and the construction to fully analyze the  
13 health risks and the environmental impacts for the  
14 entire projected life span of each building. Thank  
15 you.

16 JENNIFER McDOUGALL: Thank you very much.  
17 Are there any other speakers tonight? Thank you very  
18 much for attending tonight and for sharing your  
19 thoughts about the project with us.

20 (The meeting adjourned at 7:52 p.m.)

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**RICHMOND BAY CAMPUS DEVELOPMENT  
SCOPING MEETING**

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