

# University Village EIR

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## Comments from Sustainability Committee

### General Comments

- GHG analysis on the project and alternatives is too limited. Analysis does not show impact of this project on Albany's adopted GHG reduction target for 2020. Please revise and expand, for Project and Alternatives.
- Parking ratio calculations are not explained, making it hard to evaluate whether the project is providing more parking than needed.
- Can there be an alternative which parks Block A on the roof, or underneath, so that land devoted to surface parking can be better utilized (e.g., for park with trees for carbon sequestration).
- It would be good to see a discussion of the ways that a Whole Foods does or doesn't meet GHG reduction per AB 32, SB 375, Albany's GHG Reduction Ordinance, and Albany's Draft Climate Action Plan.
- It would be good to have a brief discussion of how this Project and Alternatives impacts local auto trips (by enabling Village and others within ¼ mile to walk to store), allows Albany residents to shorten their current VMTs to nearest Whole Foods in Berkeley and other similar stores, and also how it impacts jobs/housing "match" with respect to workers at retail stores and assisted living and affordable housing in Albany.
- Please add discussion of impacts if any, on adjacent Gil Tract.

### Specific Comments

- Pg. 43 - Can the potential uses of the 2,000 square foot retail building on Block A called "Creekside Retail" be further described? This use is hard to evaluate.
- Pg. 43 – States 112 spaces for Block A, but site diagram states 114 spaces.
- Pg. 43 – Are these site drainage facilities sufficiently low impact (question for committee members)?
- Pg. 44 - Parking detail discussing is missing for Block B in Project. Please provide detail for parking for Block B, including how retail component will be parked, and ratio of senior housing spaces to senior housing units.

### Mitigations Measures

- A Transportation Demand Management program, one of the Climate Action Plan measures under consideration, should be assessed as a mitigation measure for this project. It would likely serve to reduce the LOS impacts at key intersections, as well as reduce GHG emissions.
- Bay friendly plants are noted on site plans, but not listed in Mitigation Measures. Please add measure to ensure.