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November 1, 2021  
(REVISED)

Honorable Board of Directors  
Marin County Transit District  
3501 Civic Center Drive  
San Rafael, CA 94903

**SUBJECT: Comments on the Golden Gate Bridge, Highway, and Transportation District on the Draft Environmental Impact Report for the San Rafael Transit Center Replacement Project.**

**board of directors**

kate colin  
president  
city of san rafael

judy arnold  
vice president  
supervisor district 5

stephanie moulton-peters  
2nd vice president  
supervisor district 3

damon connolly  
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supervisor district 1

eric lucan  
director  
city of novato

katie rice  
director  
supervisor district 2

dennis rodoni  
director  
supervisor district 4

brian colbert  
alternate  
town of san anselmo

Dear Board Members:

**RECOMMENDATION:** Staff recommends your Board authorize the General Manager to submit the attached letter to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) as part of the public comment record for the Draft Environmental Impact Report on the San Rafael Transit Center Replacement Project.

**BACKGROUND:** The San Rafael Transit Center (SRTC), also known as the Bettini Transit Center, in Downtown San Rafael serves as the central hub for bus and rail transit in Marin County. The station is served primarily by local bus (Marin Transit), regional bus (GGBHTD), and regional rail (SMART). Pre-pandemic, the facility accommodated approximately 9,000 daily passenger trips and transfers.

Efforts to identify a new location for the bus facility in Downtown San Rafael date back to 2005 when SMART identified the proposed rail extension to Larkspur and the impacts on the current bus terminal. Since that time, the City of San Rafael, GGBHTD, the Transportation Authority of Marin (TAM), and SMART have worked closely on efforts to study the relocation of the Downtown transit center. These include the 2012 Downtown Station Area Plan, 2017 San Rafael Transit Center Relocation Study, and the current Relocation Analysis, Environmental Clearance, and Preliminary Design Project.

This facility is especially important to Marin Transit. All regular local fixed route services except two community shuttle routes and one rural route serve the facility. The facility provides a central transfer location between local and regional routes and a key access point into Downtown San Rafael. Transit operations at this location are designed to operate on a “pulse” schedule: every 15 minutes, buses converge to facilitate passenger transfers. This pulse operation has expanded over time to accommodate the growth in transit services while the extension of SMART has reduced the facility footprint.

In 2017, GGBHTD selected Kimley-Horn and Associates to lead the environmental analysis and develop a conceptual design for the new

transit center. Marin Transit staff have been working alongside the consultants and partner agencies to evaluate relocation alternatives that meet the project purpose and need. GGBHTD and their consultant presented three site alternatives to your Board on May 3, 2021. On August 11, 2021, GGBHTD released a Draft Environmental Impact Report (Draft EIR) for the San Rafael Transit Center Replacement Project for public comment. The document is available to view and download on the District's website at [www.goldengate.org/srtc](http://www.goldengate.org/srtc) and the public comment period is open until October 12, 2021. Public meetings on the report were held on September 14 and 15, 2021 including one conducted in English and one in Spanish.

The Draft EIR identified the Move Whistlestop Alternative as the preferred alternative. This alternative relocates the current facility one block to the north (between 3<sup>rd</sup>/4<sup>th</sup> and Tamalpais/Hetheron Streets) and in staff's opinion, offers the only truly integrated transit center with rail and bus. This alternative supports transit operations, creates a welcoming and safe environment for pedestrians and transit users, and will be an attractive feature for the community. Overall, staff feel the Draft Environmental Impact Report evaluated the alternatives with input from transit operators and the community, and the evaluation and supports the report's identified preferred alternative.

Staff have reviewed the document and request your Board authorize the General Manager to submit the attached letter on behalf of Marin Transit to be included as part of the public comment record. The letter includes the following comments and information related to the project:

- Updated information on local service and use of the current San Rafael Transit Center. The letter stresses the importance of the facility during COVID operating conditions and the increased service, and associated pressure put on the facility, even when ridership was low.
- Updated ridership information showing a strong return of local transit ridership. This trend has continued every month since the original Shelter in Place orders were issued and school ridership demands have accelerated ridership growth in recent months.
- Statement of support for using pre-COVID transit and traffic data, recognizing this facility should be designed for the future, not simply a moment in time
- Overall support for the selected preferred alternative. The letter stresses the importance of the project and the desire to have the facility designed and operated in a flexible manner to meet the needs of all users of the facility and anticipated future needs of mobility in Marin County.

All comments received by GGBHTD on environmental issues will be considered and addressed in the Final EIR, which is anticipated to be available for public review by early 2022.

**FISCAL IMPACT:** There is no fiscal impact.

Respectfully submitted,



Robert Betts  
Director of Operations & Planning

**Attachments:** Attachment A: Comments on the San Rafael Transit Center Relocation Project Draft EIR

Attachment B: San Rafael Transit Center Replacement Project Draft EIR:  
Executive Summary

Attachment C: San Rafael Transit Center Replacement Project Draft EIR  
Presentation



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November 1, 2021

Raymond Santiago, Principal Planner  
Golden Gate Bridge, Highway and Transportation District  
1011 Andersen Drive  
San Rafael, CA 94901-5318

**SUBJECT: Comments on the Draft Environmental Impact Report (DEIR) for the San Rafael Transit Center Replacement Project**

**board of directors**

Dear Mr. Santiago:

kate colin  
president  
city of san rafael

judy arnold  
vice president  
supervisor district 5

stephanie moulton-peters  
2nd vice president  
supervisor district 3

damon connolly  
director  
supervisor district 1

eric lucan  
director  
city of novato

katie rice  
director  
supervisor district 2

dennis rodoni  
director  
supervisor district 4

brian colbert  
alternate  
town of san anselmo

Thank you for the opportunity to review and comment on the DEIR for the relocation of the San Rafael Transit Center. Marin Transit has been an ongoing partner in this effort, and we look forward to seeing this important project get built one day soon. As you are aware, Marin Transit services currently account for 80% of all daily trips that serve the facility. These services connect to all locations within Marin, from Novato in the north, Sausalito in the south, Inverness in the west, and crossroads for transit service in Marin, this facility plays a critical role in our ability to provide timed transfer connections between local routes and regional bus and rail services in Downtown San Rafael. During the peak travel hours, local buses alone serve the facility every 7-8 minutes, offering 623 weekday bus trips.

The SMART extension to Larkspur was a welcomed addition to the robust public transit network here in Marin County, but it came at the cost of an impacted bus transfer facility in San Rafael. Since that time, bus operations have been challenged with these new constraints and our operators, and riders, continue to suffer through these compromised conditions. Any minor impact to schedule adherence quickly results in too many buses trying to access the limited platform space, creating congestion within the facility and can result in spillover impacts to the on the adjacent local roadway network. Aside from the added delays and impacts on bus operations, Operators miss restrooms breaks, passengers miss connections, and the stability and reliability of the transit services is degraded.

While the COVID pandemic has impacted our service and ridership, the San Rafael Transit Center continues to play a crucial role in providing mobility for those who rely on transit. Onboard passenger restrictions imposed early on in COVID forced the district to **add bus service** to accommodate the steady ridership, putting additional pressure on the facility to meet the day-to-day operational needs. As capacity restrictions have been lifted, bus service remains at all time high levels and ridership, including student demands, is returning. September 2021 fixed route bus ridership was 82% higher than a year ago, down just 33% from pre-COVID ridership levels. With the full

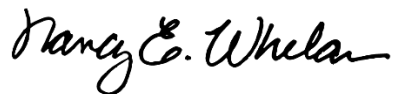
return of K-12 schools this fall, and a return of the College of Marin students in early 2022, we expect the surge in student ridership to continue to move us closer to pre-COVID levels.

There is no question that COVID-19 has significantly disrupted many elements of our day-to-day lives, including how we travel. While transit ridership levels across the country are down compared to pre-COVID, local ridership here in Marin has quickly rebounded and continues to play a significant role in getting those without access to automobiles mobility services. As the majority of all service and ridership at the current and future transit center will be associated with local Marin Transit service, we support the District's use of pre-COVID transit service and traffic levels as the basis for the environmental analysis. This analysis should look into the future and not design the project for a moment in time, especially when steady ridership growth has continued every month since the start of the pandemic.

Marin Transit would like to commend the Bridge District and its consultants on the DEIR and the identification of the locally preferred alternative, Move Whistlestop Alternative. Based on our involvement in the project's Technical Advisory Committee and attendance at the public workshops and meetings, we feel this document incorporates the ongoing dialogue and feedback from the TAC, stakeholders, and the community. We fully support the identified locally preferred alternative based on its ability to fulfill the project's purpose and need statement and minimize any resulting environmental impacts. **In short, this is the only alternative that offers a truly integrated, multimodal transit facility that addresses the safety and experience of the rider in using and navigating the transit network.**

Marin Transit looks forward to continuing our collaboration with the Bridge District and the other project partners to create a relocated San Rafael Transit Center that will flexibly meet the multi-modal transportation needs of all customers in the decades to come.

Sincerely,



Nancy Whelan

General Manager  
Marin Transit

# Executive Summary

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## ES.1 Introduction

This Draft Environmental Impact Report (EIR) has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) to evaluate the potential impacts of the proposed San Rafael Transit Center Replacement Project (proposed project) and other build alternatives. Four build alternatives are being considered for the proposed project: the Move Whistlestop Alternative (the preferred project), Adapt Whistlestop Alternative, 4th Street Gateway Alternative, and Under the Freeway Alternative. All build alternatives are within Downtown San Rafael. As required by Section 15123 of the State CEQA Guidelines, this Executive Summary contains the following sections.

- Project Overview
- Project Objectives
- Preferred Project
- Other Build Alternatives
- No Project Alternative
- Significant and Unavoidable Impacts
- Potential Areas of Controversy and Issues to Be Resolved

## ES.2 Project Overview

The Golden Gate Bridge, Highway and Transportation District (District), in coordination with the City of San Rafael (City), Marin County Transit District (Marin Transit), Transportation Authority of Marin (TAM), and Sonoma-Marín Area Rail Transit (SMART), plans to replace the transit center in Downtown San Rafael. The proposed project is needed primarily to replace the existing transit center following the loss of some of the transit center facilities that resulted from the implementation of the SMART Phase 2 line to Larkspur. A new transit center solution in Downtown San Rafael would address near-term and long-term transit needs while improving the desirability and usability of transit for both local residents and regional commuters.

## ES.3 Project Objectives

The project objectives are to:

- Provide improved transit connectivity and ease of use in and around Downtown San Rafael.
- Enhance local and regional transit use by bringing together multiple modes of the transportation network—including the SMART-bus connection—into a hub that affords transit users the safest, most efficient means of using bus and rail services.

- Efficiently accommodate transit users and services, optimize operating costs, and improve transit desirability.
- Design a functional, attractive, and cost-effective facility that can meet long-term projected service levels and be implemented in an expeditious manner, so as to minimize the period of use of the interim facility.
- Provide a transit facility that is readily accessible to individuals with disabilities, transit users, and transit-dependent populations, including those with low incomes.
- Provide a secure, safe, and inviting space for transit patrons.
- Create a more accessible transit facility for all users by reducing vehicular, rail, bicycle, and pedestrian conflicts and improving safety.
- Provide convenient, pedestrian connections to surrounding land uses.

A new transit center solution in Downtown San Rafael would address near-term and long-term transit needs while improving the desirability and usability of transit for local residents and regional commuters. It would also, to the extent feasible, minimize traffic congestion and facilitate efficient transit operations while also promoting pedestrian safety.

Table ES-1 provides a comparison of the potential impacts of the three build alternatives compared to the impacts of the preferred alternative, by resource topic.

## ES.4 Preferred Project

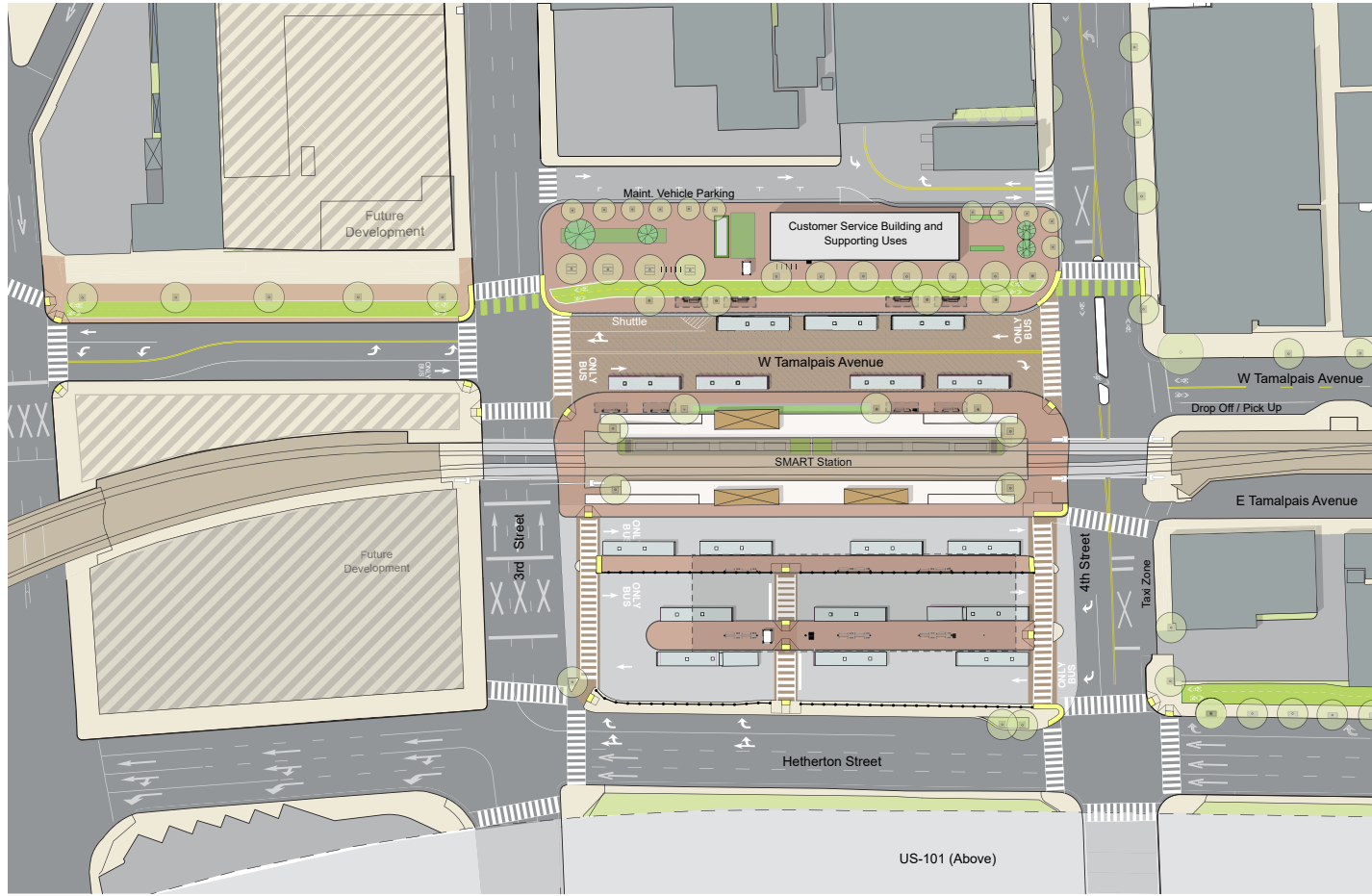
The Move Whistlestop Alternative has been identified as the District's preferred alternative. The site is generally between West Tamalpais Avenue to the west, Hetherton Street to the east, 4th Street to the north, and 3rd Street to the south. Additional improvements are included to shift West Tamalpais Avenue to the east from 2nd Street to 4th Street. This modification would align West Tamalpais Avenue with the block to the north and include construction of a bike path and sidewalk improvements on the west side of West Tamalpais Avenue from 2nd Street to 4th Street. From 2nd to 3rd Street, this improvement would extend into space occupied by the existing transit center and from 3rd Street to 4th Street, this improvement would extend onto the existing west sidewalk along West Tamalpais Avenue. See Figure ES-1 for the site plan.

The Move Whistlestop Alternative would feature five platforms, A through E, and one District building. It would utilize the curbside bays on both sides of West Tamalpais Avenue between 3rd and 4th Streets. West Tamalpais Avenue between 2nd and 4th Streets would be shifted east to be more proximate to the SMART tracks. The Whistlestop building would be relocated to the west side of West Tamalpais Avenue between 3rd and 4th Streets. Alternatively, a new building could be constructed utilizing similar façades or architectural elements from structures currently on the Whistlestop site. This building would include District customer service and operations building space. The District building would be one story and an estimated 3,000 square feet. It would include a driver break room with restrooms, District offices and customer support area with restrooms and a kitchen, and a public lobby with a service counter and restrooms. Tamalpais Avenue between 3rd and 4th Streets would be limited to buses only. Bus bays on the parcel containing the Citibank building and its affiliated parking lot, also referred to as the "Citibank parcel," would be accessed via driveways along 3rd and 4th Streets. The area west of West Tamalpais Avenue between 3rd and 4th
















Streets (i.e., space not utilized by the relocated Whistlestop building) would be provided for public plazas, customer service, bicycle parking, and/or transit-supportive land uses. The existing SMART pick-up/drop-off area on East Tamalpais Avenue between 3rd and 4th Streets would be removed and replaced with a pick-up/drop-off area for six vehicles on West Tamalpais Avenue between 4th Street and 5th Avenue. Fifty feet of shuttle parking would be provided on West Tamalpais Avenue between 3rd Street and 4th Street. Maintenance vehicle parking for six District vehicles would be provided on a new access alley constructed at the western edge of the site, connecting between 3rd Street and 4th Street. This would connect to a new driveway on 4th Street between Tamalpais Avenue and Lincoln Avenue to replace the removed driveway on West Tamalpais Avenue to the condo complex at Lincoln Avenue and 4th Street. Construction of the bicycle path on Tamalpais Avenue from 2nd Street to 4th Street would reflect implementation of one of the City's planned bicycle infrastructure improvements. This bike path would connect to the Mahon Creek Path.

Refer to Table ES-2 for a summary of the environmental impacts of the Move Whistlestop Alternative.





### Legend

-  Feature Tree
-  Tree with Tree Well
-  Tree
-  Platform Seating
-  Bus Canopy
-  Landscaped Area
-  Bike Racks
-  Secure Bike Parking
-  Security Kiosk
-  Bike Path
-  Canopy Overhead
-  Ped Safety Barrier
-  Ticket Machine
-  Improved Paving
-  Typical Paving



Source: Kimley-Horn, Via Architecture, 2021.



**Figure ES-1**  
**Move Whistlestop Alternative**

## ES.5 Other Build Alternatives

This EIR analyzes three other build alternatives at an equal level of detail. The build alternatives vary in site area and location as well as specific features. Similar to the preferred project, all build alternatives have the following components:

- Installation of 17 straight-curb bus bays to accommodate transit, airport coach services, and Greyhound services at the transit center
- Provision of paratransit, pick-up/drop-off, maintenance vehicle, and shuttle curb space
- Provision of bicycle parking, including racks and lockers
- Installation of minimum 9-foot-wide platforms adjacent to bus bays
- Installation of passenger amenities including weather protection (such as shelters or canopies) and seating
- Installation of other features including public art, security, and wayfinding signage
- Provision of a roughly 3,000-square-foot building including customer service, public restrooms, driver relief facilities, small retail, maintenance, and security

**Adapt Whistlestop Alternative:** This alternative site is generally between West Tamalpais Avenue to the east, Hetherton Street to the west, 4th Street to the north, and 3rd Street to the south. This alternative would include the construction of a bike path and pedestrian improvements on the west side of West Tamalpais Avenue from 2nd Street to 4th Street. See Figure ES-2 for the site plan. This alternative is on the same block as the existing SMART station. This alternative site crosses nine parcels currently occupied by the Whistlestop building, a café, a restaurant, parking spaces, the SMART tracks, and the Citibank parcel. Uses surrounding the project site include retail, commercial, and office uses to the north, U.S. Highway 101 (US-101) to the east, the existing San Rafael Transit Center to the south, and restaurants, residential, and retail facilities to the west.

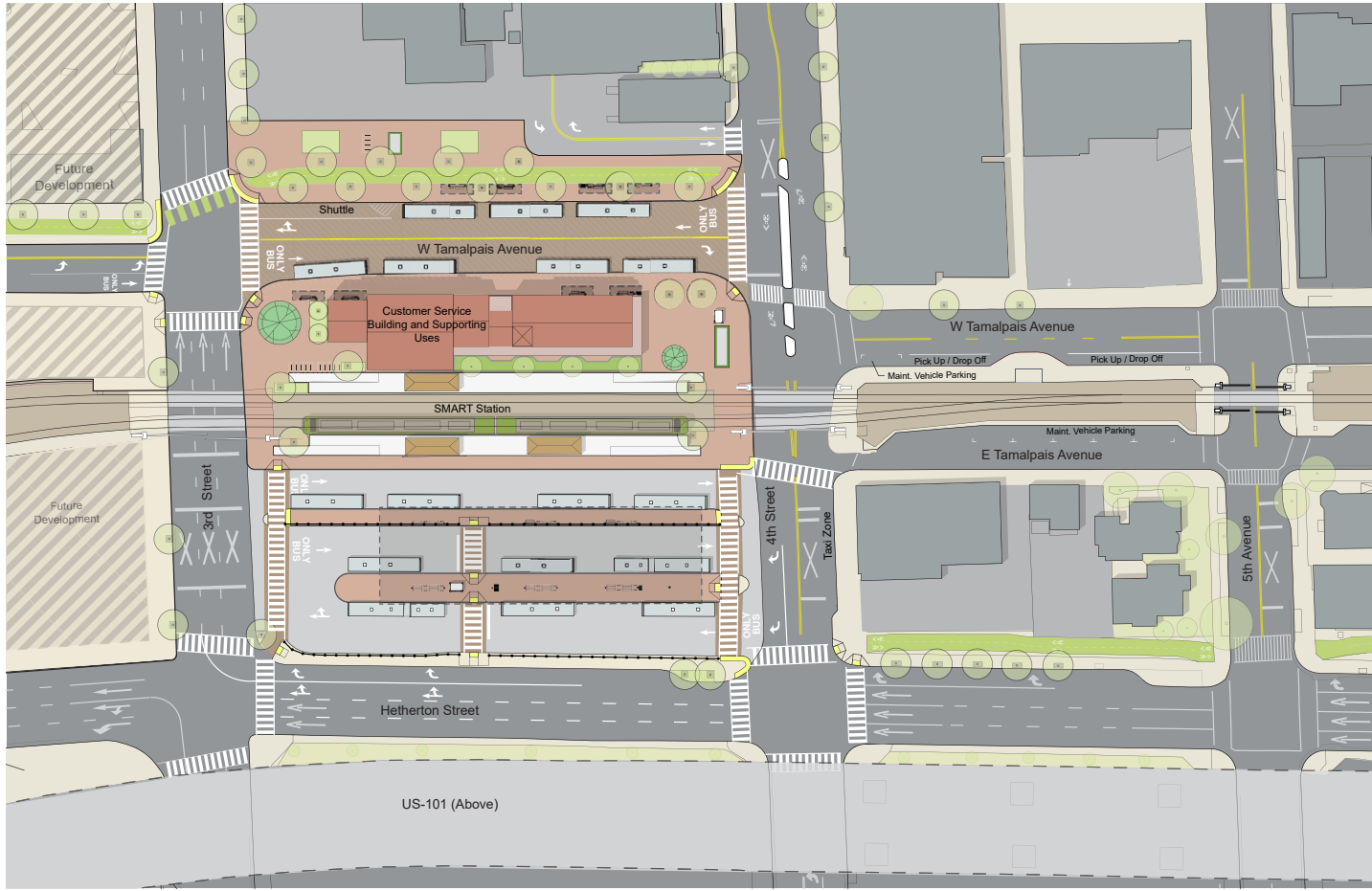
The Adapt Whistlestop Alternative would feature five platforms, A through E, and one District building. There would be 17 straight-curb bus bays to accommodate transit, airport coach services, and Greyhound services at the transit center. Each bus bay would have a minimum 9-foot-wide platform adjacent and platforms would provide passenger amenities including weather protection (such as shelters or canopies) and seating. Paratransit, pick-up/drop-off, maintenance vehicle, and shuttle curb space would be provided. Other features would include public art, security, provision for bicycle parking including racks and lockers, and wayfinding signage. The Whistlestop building (minus the Jackson Café) would be renovated or remodeled to serve as District customer service and operations building space. Space would be provided for public plazas, customer service, bicycle parking, and/or transit-supportive land uses. Construction of the bicycle path on Tamalpais Avenue from 2nd Street to 4th Street would reflect implementation of one of the City's planned bicycle infrastructure improvements. This bike path would connect to the Mahon Creek Path.

Table ES-2 summarizes the impacts of the Adapt Whistlestop Alternative.
















**4th Street Gateway Alternative:** This alternative site is bounded by 5th Avenue, 3rd Street, Hetherton Street, and the SMART tracks, as well as curb space along West Tamalpais Avenue; see Figure ES-3 for the site plan. The 4th Street Gateway Alternative would feature six platforms, A through F, and two District buildings. There would be three on-street bays located curbside on the

west side of Hetherton Street between 4th Street and 5th Avenue. In order to accommodate these curbside bays, southbound right turns from Hetherton Street to 4th Street would be precluded. On the east side of both sites, space would be provided for public plazas, customer service, bicycle parking, and/or transit-supportive land uses. Table ES-3 summarizes impacts of the 4th Street Gateway Alternative.

**Under the Freeway Alternative:** This alternative site is generally located beneath US-101 and bounded by 5th Avenue, south of 4th Street, Irwin Street, and Hetherton Street; see Figure ES-4 for the site plan. Underneath US-101 there is a park-and-ride lot, maintained and operated by the California Department of Transportation. Irwin Creek, underneath US-101, flows parallel to US-101. The Under the Freeway Alternative would feature six platforms, A through F, and one District building. The affiliated bus bays would be accessed via driveways on 4th Street, Irwin Street, and Hetherton Street. Internal circulation would be provided for the northern block to allow buses accessing bays from either side of the site to egress on either side as well, which is critical given the diverse bus routing accessing the site. Space would be provided for public plazas, customer service, and/or transit-supportive land uses. This would require three bridges/viaducts over Irwin Creek to connect Hetherton Street to the bus bays. Table ES-4 summarizes impacts of the Under the Freeway Alternative.



### Legend

-  Feature Tree
-  Tree with Tree Well
-  Tree
-  Platform Seating
-  Bus Canopy
-  Landscaped Area
-  Bike Racks
-  Secure Bike Parking
-  Security Kiosk
-  Bike Path
-  Canopy Overhead
-  Ped Safety Barrier
-  Ticket Machine
-  Improved Paving
-  Typical Paving



Graphics ... 0748.17 (6/24/21) AB
















Source: Kimley-Horn, Via Architecture, 2021.



**Figure ES-2  
Adapt Whistlestop Alternative**



### Legend

-  Feature Tree
-  Tree with Tree Well
-  Tree
-  Platform Seating
-  Bus Canopy
-  Landscaped Area
-  Bike Racks
-  Secure Bike Parking
-  Security Kiosk
-  Bike Path
-  Canopy Overhead
-  Ped Safety Barrier
-  Ticket Machine
-  Improved Paving
-  Typical Paving



Graphics ... 0748.17 (6/24/21) AB
















Source: Kimley-Horn, Via Architecture, 2021.



**Figure ES-3**  
**4th Street Gateway Alternative**



### Legend

-  Feature Tree
-  Tree with Tree Well
-  Tree
-  Platform Seating
-  Bus Canopy
-  Landscaped Area
-  Bike Racks
-  Secure Bike Parking
-  Security Kiosk
-  Bike Path
-  Canopy Overhead
-  Ped Safety Barrier
-  Ticket Machine
-  Improved Paving
-  Typical Paving



Graphics... 0748.17 (6/24/21) AB

Source: Kimley-Horn, Via Architecture, 2021.



**Figure ES-4**  
**Under the Freeway Alternative**

## ES.6 No-Project Alternative

The No-Project Alternative is based on what would reasonably be expected to occur if the proposed project is not implemented. Under the No-Project Alternative, the District would not relocate the transit center; it would remain at its current location in Downtown San Rafael between 2nd Street, 3rd Street, West Tamalpais Avenue, and Hetherton Street and continue to operate as it does currently. The No-Project Alternative would include the existing transit center, which has been compromised by the implementation of the SMART Phase 2 line and is currently deficient in bus operations, connectivity between modes, and pedestrian safety. The 17 existing bus bays are fully utilized at peak times and would not allow for any additional growth in bus volumes. Additionally, there is no land available for provision of paratransit, additional pick-up/drop-off, maintenance vehicle, and shuttle curb space.

## ES.7 Significant and Unavoidable Impacts

Section 15126.2(b) of the State CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The following environmental impacts were determined to be significant and unavoidable.

### ES.7.1 Move Whistlestop Alternative (Preferred Project)

There are no significant and unavoidable impacts associated with the Move Whistlestop Alternative.

### ES.7.2 Adapt Whistlestop Alternative

There are no significant and unavoidable impacts associated with the Adapt Whistlestop Alternative.

### ES.7.3 4th Street Gateway Alternative

#### ES.7.3.1 Cultural Resources

This alternative would cause a significant and unavoidable impact due to loss of historical resources.

#### ES.7.3.2 Transportation

The 4th Street Gateway Alternative would also be partially inconsistent with Program M-2.2B and Policy M-2.5 of the Draft *San Rafael General Plan 2040*, due to the substantial increases in vehicle idling time in the project vicinity under Year 2040 conditions and the removal of the southbound right-turn from Hetherton Street to 4th Street. Additionally, while the 4th Street Gateway Alternative would result in substantial increases in vehicle idling time in the project vicinity under Year 2040 conditions, this alternative would not be subject to level of service standards due to the Policy M-2.5(c) Downtown Standards, resulting in partial consistency with the policy. The alternative's inconsistencies with *The City of San Rafael General Plan 2020* and Draft *San Rafael General Plan 2040* would interfere with the implementation of future land use development and long-term roadway improvements identified by these plans. Mitigation for these inconsistencies is considered infeasible due to the existing level of development in the City and the planned future development identified in *The City of San Rafael General Plan 2020* and Draft *San Rafael General Plan*

2040. Therefore, impacts associated with the 4th Street Gateway Alternative would remain significant and unavoidable under Year 2040 conditions.

## **ES.7.4 Under the Freeway Alternative**

### **ES.7.4.1 Cultural Resources**

This alternative would cause a significant and unavoidable impact due to loss of historical resources.

### **ES.7.4.2 Transportation**

The Under the Freeway Alternative would result in the displacement of 72 park-and-ride spaces. Replacement parking within Downtown San Rafael may be infeasible due to the existing level of development in the City and the planned future development identified in *The City of San Rafael General Plan 2020* and Draft *San Rafael General Plan 2040*. Therefore, this impact would be inconsistent with the City's parking policies. Impacts associated with inconsistency with parking policies for the Under the Freeway Alternative would be significant and unavoidable.

## **ES.8 Potential Areas of Controversy and Issues to Be Resolved**

On October 16, 2018, the District filed a Notice of Preparation with the Governor's Office of Planning and Research. During the 30-day comment period (ending November 19, 2018), written comments regarding the scope and content of the Draft EIR were received from regulatory agencies and the public. Additionally, a scoping session on the Draft EIR was held on October 30, 2018, at the Whistlestop building at 930 Tamalpais Avenue in San Rafael. All written and oral comments received during the comment period and scoping session were considered in the preparation of the Draft EIR. A copy of the Notice of Preparation and all comments are included in the Scoping Summary Report, which is included as Appendix A. Issues to be resolved include but are not limited to the following:

- Consensus around the preferred alternative
- Final design of the preferred alternative
- Disposition of the existing transit center



**Table ES-1. Comparison of Other Build Alternatives to the Preferred Project**

Resource	Move Whistlestop Alternative (Preferred Project) Level of Impact	No-Project Alternative		Adapt Whistlestop Alternative		4th Street Gateway Alternative		Under the Freeway Alternative	
		Level of Impact	Comparison to Preferred Project	Level of Impact	Comparison to Preferred Project	Level of Impact	Comparison to Preferred Project	Level of Impact	Comparison to Preferred Project
Aesthetics	LTS	NI	<	LTS	=	LTS w/MM	>	LTS w/MM	>
Air Quality	LTS w/MM	NI	<	LTS w/MM	=	LTS w/MM	=	LTS w/MM	=
Biological Resources	LTS w/MM	NI	<	LTS w/MM	=	LTS w/MM	=	LTS w/MM	>
Cultural Resources	LTS w/MM	NI	<	LTS w/MM	=	SU	>	SU	>
Energy	LTS w/MM	NI	< <sup>a</sup>	LTS w/MM	=	LTS w/MM	=	LTS w/MM	=
Geology and Soils	LTS	NI	<	LTS	=	LTS	=	LTS	=
Greenhouse Gas Emissions	LTS w/MM	NI	<	LTS w/MM	=	LTS w/MM	=	LTS w/MM	=
Hazards and Hazardous Materials	LTS w/MM	NI	<	LTS w/MM	=	LTS w/MM	=	LTS w/MM	=
Hydrology and Water Quality	LTS w/ MM	NI	<	LTS w/ MM	=	LTS w/ MM	=	LTS w/ M	>
Land Use and Planning	LTS	SU	< <sup>a</sup>	LTS	=	LTS	=	LTS	=
Noise and Vibration	LTS w/MM	NI	<	LTS w/MM	=	LTS w/MM	>	LTS w/MM	>
Population and Housing	LTS	NI	<	LTS	=	LTS	=	LTS	=
Public Services and Recreation	LTS	NI	<	LTS	=	LTS	=	LTS	=
Transportation	LTS	SU	> <sup>a</sup>	LTS	=	SU	>	SU	>
Tribal Cultural Resources	LTS w/MM	NI	<	LTS w/MM	=	LTS w/MM	=	LTS w/MM	=
Utilities and Service Systems	LTS	NI	<	LTS	=	LTS	=	LTS	=
Wildfire	LTS	NI	<	LTS	=	LTS	=	LTS	=

NI: No Impact

LTS: Less than Significant

LTS w/MM: Less than Significant with Mitigation

SU: Significant and Unavoidable

<: Impacts would be less than the impacts of the Move Whistlestop Alternative.

>: Impacts would be greater than the impacts of the Move Whistlestop Alternative.

=: Impacts would be equivalent to the impacts of the Move Whistlestop Alternative.

<sup>a</sup> Under the No-Project Alternative, the beneficial transportation impacts of the Move Whistlestop Alternative would not occur.

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
<b>Aesthetics</b>				
Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and its Surroundings in a Non-Urbanized Area, Including Scenic Vistas, or Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality in an Urbanized Area, Including Scenic Vistas	Both	Less than significant	--	--
Substantially Damage Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway	Both	No Impact	--	--
Create a New Source of Substantial Light or Glare that Would Adversely Affect Day or Nighttime Views Near the Project Improvements	Construction	Less than significant	--	--
	Operations	Significant	MM-AES-OP-3: Apply Minimum Lighting Standards	Less than significant
Cumulative Impacts (light and glare)	Construction	Less than significant	--	--
	Operations	Significant	MM-AES-OP-3	Less than significant
Cumulative Impacts (historic structures)	Both	No impact	--	--
<b>Air Quality</b>				
Conflict With or Obstruct Implementation of the Applicable Air Quality Plan	Both	Less than significant	--	--
Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region Is a Nonattainment Area for an Applicable Federal or State Ambient Air Quality Standard	Both	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Expose Sensitive Receptors to Substantial Pollutant Concentrations	Construction	Significant	MM-AQ-CNST-1: Use Clean Diesel-Powered Equipment during Construction to Control Construction-Related Emissions	Less than significant
	Operations	Less than Significant		--
Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People	Both	Less than significant	--	--
Cumulative Impacts: Conflict With or Obstruct Implementation of the Applicable Air Quality Plan	Both	Less than significant	--	--
Cumulative Impacts: Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region Is a Nonattainment Area for an Applicable Federal or State Ambient Air Quality Standard	Both	Less than significant	--	--
Cumulative Impacts: Expose Sensitive Receptors to Substantial Pollutant Concentrations	Both	Less than significant	--	--
Cumulative Impacts: Result in Other Emissions (Such as Those Leading to Odors) Adversely Affecting a Substantial Number of People	Both	Less than significant	--	--
<b>Biological Resources</b>				
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 Wildlife or U.S. Fish and Wildlife Service	Both	No impact	--	--
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 Wildlife or U.S. Fish and Wildlife Service	Both	No impact	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Have a Substantial Adverse Effect on State or Federally Protected Wetlands (Including, but not Limited to, Marsh, Vernal Pool, Coastal, etc.) through Direct Removal, Filling, Hydrological Interruption, or Other Means	Both	No impact	--	--
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	Construction	Significant	MM-BIO-CNST-1: Conduct Environmental Awareness Training for Construction Employees MM-BIO-CNST-6: Conduct a Preconstruction Survey for Nesting Birds and Implement Protective Buffers Around Active Nests	Less than significant
	Operations	No Impact	--	--
Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance	Construction	Significant	MM-BIO-CNST-3: Install Orange Construction Fencing Between the Construction Area and Adjacent Sensitive Biological Resources	Less than significant
	Operations	No impact	--	--
Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan	Both	No impact	--	--
Cumulative Impacts	Construction	Significant	MM-BIO-CNST-1 MM-BIO-CNST-3 MM-BIO-CNST-6	Less than significant
<b>Cultural Resources</b> Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5	Construction	Less than significant	--	--
	Operations	No Impact	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to Section 15064.5	Construction	Significant	MM-CULT-CNST-4: Develop and Implement an Archaeological Testing Plan MM-CULT-CNST-5: Conduct Cultural Resource Awareness Training Prior to Project-Related Ground Disturbance and Stop Work if Archaeological Deposits Are Encountered During Ground-Disturbing Activities MM-CULT-CNST-6: Develop and Implement a Tribal Cultural and Archaeological Monitoring Plan	Less than significant
	Operations	No Impact	--	--
Disturb Any Human Remains, Including those Interred Outside of Formal Cemeteries	Construction	Significant	MM-CULT-CNST-4 MM-CULT-CNST-5 MM-CULT-CNST-6 MM-CULT-CNST-7: Comply with State Laws Relating to Human Remains	Less than significant
	Operations	Significant	MM-CULT-CNST-4 MM-CULT-CNST-5	Less than significant
Cumulative (built environment historical resources)	Both	Less than significant	--	--
Cumulative (archaeological resources)	Construction	Significant	MM-CULT-CNST-4 MM-CULT-CNST-5 MM-CULT-CNST-6	Less than significant
	Operations	No Impact	--	--
Cumulative (human remains)	Both	Significant	MM-CULT-CNST-4 MM-CULT-CNST-5 MM-CULT-CNST-6 MM-CULT-CNST-7	Less than significant

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
<b>Energy</b>				
Result in Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources, During Project Construction Or Operation	Construction	Significant	MM-GHG-CNST-1: Implement BAAQMD's Best Management Practices to Reduce GHG Emissions from Construction	Less than significant
	Operations	Less than significant	--	--
Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Geology and Soils</b>				
Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Rupture of a Known Earthquake Fault, Strong Seismic Ground Shaking, Seismic-Related Ground Failure (Including Liquefaction), or Landslides	Both	Less than significant	--	--
Result in Substantial Soil Erosion or the Loss of Topsoil	Both	Less than significant	--	--
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 Onsite or Offsite Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse	Both	Less than significant	--	--
Be Located on Expansive Soil, as Defined in Table 18-1-B of the Uniform Building Code (1994), Creating Substantial Direct or Indirect Risks to Life or Property	Both	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
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 Wastewater	Both	No impact	--	--
Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	Construction	Less than significant	--	--
	Operations	No impact	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Greenhouse Gas Emissions</b>				
Generate Greenhouse Gas Emissions During Construction, Either Directly or Indirectly, that May Have a Significant Impact on the Environment	Construction	Significant	MM-GHG-CNST-1: Implement BAAQMD's Best Management Practices to Reduce GHG Emissions from Construction	Less than significant
	Operations	Less than significant	--	--
Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Hazards and Hazardous Materials</b>				
Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	Both	Less than significant	MM-HYD-CNST-1: Prepare and Implement a Stormwater Pollution Prevention Plan	--
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	Construction	Significant	MM-HAZ-CNST-1: Phase II Site Investigation MM-HYD-CNST-1	Less than significant
	Operations	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School	Both	Less than significant	--	--
Be Located on a Site Which Is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code § 65962.5 and, as a Result, Create a Significant Hazard to the Public or the Environment	Both	No impact	--	--
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, Result in a Safety Hazard or Excessive Noise for People Residing or Working in the Project Area	Both	No impact	--	--
Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan	Both	Less than significant	--	--
Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury or Death Involving Wildland Fires	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Hydrology and Water Quality</b>				
Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Ground Water Quality	Construction	Significant	MM-HYD-CNST-1	Less than Significant
	Operation	Less than significant	--	--
Substantially Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge Such that the Project May Impede Sustainable Groundwater Management of the Basin	Both	Less than significant	--	--



**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Substantially Alter the Existing Drainage Pattern of the Site or Area, Including through the Alternation of the Course of a Stream or River or through the Addition of Impervious Surfaces, in a Manner that Would Result in Substantial Erosion or Siltation On or Off Site, Substantially Increase the Rate or Amount of Surface Runoff in a Manner that Would Result in Flooding On or Off Site, Create or Contribute Runoff Water that Would Exceed the Capacity of Existing or Planned Stormwater Drainage Systems or Provide Substantial Additional Sources of Polluted Runoff, or Impede or Redirect Flood Flows	Both	Less than significant	--	--
In Flood Hazard, Tsunami, or Seiche Zones, Risk Release of Pollutants Due to Project Inundation	Both	Less than significant	--	--
Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan	Both	No impact	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Land Use and Planning</b>				
Physically Divide an Established Community	Both	Less than significant	--	--
Cause a Significant Environmental Impact Due to a Conflict with Any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
<b>Noise</b>				
Generation of Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of the Project in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies	Construction	Significant	MM-NOI-CNST-1: Use Best Noise Control Practices During Construction	Less than significant
	Operations	Significant	MM-NOI-OP-2: Provide Acoustical Treatments for Mechanical Equipment as Needed to Comply with City Noise Standards	Less than significant
Generation of Excessive Groundborne Vibration or Groundborne Noise Levels	Construction	Significant	MM-NOI-CNST-3: Implement Vibration-Reducing Practices During Construction	Less than significant
	Operations	Less than significant	--	--
Cumulative Impacts	Construction	Significant	MM-NOI-CNST-1	Less than significant
	Operations	Less than significant	--	--
<b>Population and Housing</b>				
Induce Substantial Unplanned 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)	Both	Less than significant	--	--
Displace Substantial Numbers of Existing People or Housing, Necessitating the Construction of Replacement Housing Elsewhere	Both	No impact	--	--
Cumulative Impacts	Both	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
<b>Public Services and Recreation</b>				
Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Governmental Facilities or a 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 Following Public Services	Both	Less than significant	--	--
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	Both	No impact	--	--
Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities that Might Have an Adverse Physical Effect on the Environment	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Transportation</b>				
Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities	Both	Less than significant	--	--
Conflict or Be Inconsistent with CEQA Guidelines §15064.3, Subdivision (b)	Both	Less than significant	--	--
Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)	Both	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Result in Inadequate Emergency Access	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Tribal Cultural Resources</b>				
Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource, Defined in Public Resources Code § 21074 as Either a Site, Feature, Place, Cultural Landscape that Is Geographically Defined in Terms of the Size and Scope of the Landscape, Sacred Place, or Object with Cultural Value to a California Native American Tribe, and that Is Listed or Eligible for Listing in the California Register of Historical Resources, or in a Local Register of Historical Resources as Defined in Public Resources Code Section 5020.1(k) or a Resource Determined by the Lead Agency, in Its Discretion and Supported by Substantial Evidence, to Be Significant Pursuant to Criteria Set Forth in Subdivision (c) of Public Resources Code § 5024.1	Construction		MM-CULT-CNST-4: Develop and Implement an Archaeological Testing Plan MM-CULT-CNST-5: Conduct Cultural Resource Awareness Training Prior to Project-Related Ground Disturbance and Stop Work if Archaeological Deposits are Encountered During Ground-Disturbing Activities MM-CULT-CNST-6: Develop and Implement a Tribal Cultural and Archaeological Monitoring Plan MM-CULT-CNST-7: Comply With State Laws Relating to Human Remains	Less than significant
	Operations	Less than significant	--	--
Cumulative Impacts	Construction	Significant	MM-CULT-CNST-4 MM-CULT-CNST-5 MM-CULT-CNST-6 MM-CULT-CNST-7	Less than significant
	Operations	No Impact	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
<b>Utilities and Service Systems</b>				
Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment, or Stormwater Drainage, Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects	Both	Less than significant	--	--
Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years	Both	Less than significant	--	--
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	Both	Less than significant	--	--
Generate Solid Waste In Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals; and Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--
<b>Wildfire</b>				
Substantially Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan	Both	Less than significant	--	--
Due to Slope, Prevailing Winds, and Other Factors, Exacerbate Wildfire Risks, and Thereby Expose Project Occupants to Pollutant Concentrations from a Wildfire or the Uncontrolled Spread of a Wildfire	Both	Less than significant	--	--

**Table ES-2. Summary of Move Whistlestop Alternative and Adapt Whistlestop Alternative Impacts and Required Mitigation Measures**

<b>Impact</b>	<b>Phase</b>	<b>Significance before Mitigation</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Require the Installation or Maintenance of Associated Infrastructure (Such as Roads, Fuel Breaks, Emergency Water Sources, Power Lines, or Other Utilities) that May Exacerbate Fire Risk or that May Result in Temporary or Ongoing Impacts on the Environment	Both	Less than significant	--	--
Expose People or Structures to Significant Risks, Including Downslope or Downstream Flooding or Landslides, as a Result of Runoff, Post-Fire Slope Instability, or Drainage Changes	Both	Less than significant	--	--
Cumulative Impacts	Both	Less than significant	--	--

**Table ES-3. Summary of 4th Street Gateway Alternative Impacts and Required Mitigation Measures**

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
<b>Aesthetics</b>				
Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and its Surroundings in a Non-Urbanized Area, Including Scenic Vistas, or Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality in an Urbanized Area, Including Scenic Vistas	Operations	Significant	MM-CULT-CNST-1: Prepare and Implement Relocation Plans	Less than significant
Cumulative Impacts (historic structures)	Construction	Significant	MM-CULT-CNST-1	Less than significant
	Operations	No Impact	--	--
The remaining impacts are the same as those listed in Table ES-2.				
<b>Air Quality</b>				
Same as those listed in Table ES-2.				
<b>Biological Resources</b>				
Same as those listed in Table ES-2.				
<b>Cultural Resources</b>				
Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5	Construction	Significant	MM-CULT-CNST-1 MM-CULT-CNST-2: Prepare and Submit Historical Documentation MM-CULT-CNST-3: Develop and Implement an Interpretive Program	Significant and unavoidable (potential damage to two historical resources)
The remaining impacts are the same as those listed in Table ES-2.				
<b>Energy</b>				
Same as those listed in Table ES-2.				
<b>Geology and Soils</b>				
Same as those listed in Table ES-2.				
<b>Greenhouse Gas Emissions</b>				
Same as those listed in Table ES-2.				

**Table ES-3. Summary of 4th Street Gateway Alternative Impacts and Required Mitigation Measures**

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
<b>Hazards and Hazardous Materials</b>				
Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School	Both	No Impact	--	--
Same as those listed in Table ES-2.				
<b>Hydrology and Water Quality</b>				
Same as those listed in Table ES-2.				
<b>Land Use and Planning</b>				
Same as those listed in Table ES-2.				
<b>Noise</b>				
Cumulative	Construction	Less than significant	--	--
The remaining impacts are the same as those listed in Table ES-2.				
<b>Population and Housing</b>				
Same as those listed in Table ES-2.				
<b>Public Services and Recreation</b>				
Same as those listed in Table ES-2.				
<b>Transportation</b>				
Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities	Operations	Significant	None	Significant and unavoidable (inconsistency with polices related to travel times)
The remaining impacts are the same as those listed in Table ES-2.				
<b>Tribal Cultural Resources</b>				
Same as those listed in Table ES-2.				



**Table ES-3. Summary of 4th Street Gateway Alternative Impacts and Required Mitigation Measures**

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
<b>Utilities and Service Systems</b>				
Same as those listed in Table ES-2.				
<b>Wildfire</b>				
Same as those listed in Table ES-2.				

**Table ES-4. Summary of Under the Freeway Alternative Impacts and Required Mitigation Measures**

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
<b>Aesthetics</b>				
Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and its Surroundings in a Non-Urbanized Area, Including Scenic Vistas, or Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality in an Urbanized Area, Including Scenic Vistas	Construction	Significant	MM-AES-CNST-1: Install Visual Barriers Between Construction Work Areas and Sensitive Receptors	Less than significant
	Operations	Significant	MM-CULT-CNST-1: Prepare and Implement Relocation Plans	Less than significant
Create a New Source of Substantial Light or Glare that Would Adversely Affect Day or Nighttime Views Near the Project Improvements	Construction	Significant	MM-AES-CNST-2: Limit Construction Near Residences to Daylight Hours	Less than significant
Cumulative Impacts (historic structures)	Construction	Significant	MM-CULT-CNST-1	Less than significant
	Operations	No Impact	--	--
The remaining impacts are the same as those listed in Table ES-2.				
<b>Air Quality</b>				
Same as those listed in Table ES-2.				
<b>Biological Resources</b>				
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 Wildlife or U.S. Fish and Wildlife Service	Construction	Significant	MM-BIO-CNST-1: Conduct Environmental Awareness Training for Construction Employees MM-BIO-CNST-2: Conduct Preconstruction Surveys for Bats and Implement Protective Measures	Less than significant
	Operation	No impact	--	--

**Table ES-4. Summary of Under the Freeway Alternative Impacts and Required Mitigation Measures**

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
Have a Substantial Adverse Effect on State or Federally Protected Wetlands (Including, but not Limited to, Marsh, Vernal Pool, Coastal, etc.) through Direct Removal, Filling, Hydrological Interruption, or Other Means	Construction	Significant	MM-BIO-CNST-3: Install Orange Construction Fencing Between the Construction Area and Adjacent Sensitive Biological Resources MM-BIO-CNST-4: Conduct Periodic Biological Monitoring MM-BIO-CNST-5: Compensate for Temporary and Permanent Loss of Perennial Stream	Less than significant
Cumulative Impacts	Construction	Significant	MM-BIO-CNST-1 MM-BIO-CNST-2: Conduct Preconstruction Surveys for Bats and Implement Protective Measures MM-BIO-CNST-3 MM-BIO-CNST-4: Conduct Periodic Biological Monitoring MM-BIO-CNST-5: Compensate for Temporary and Permanent Loss of Perennial Stream MM-BIO-CNST-6	Less than significant
The remaining impacts are the same as those listed in Table ES-2.				
<b>Cultural Resources</b>				
Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5	Construction	Significant	MM-CULT-CNST-1: Prepare and Implement Relocation Plans MM-CULT-CNST-2: Prepare and Submit Historical Documentation MM-CULT-CNST-3: Develop and Implement an Interpretive Program	Significant and unavoidable (demolition of a historical resource)
The remaining impacts are the same as those listed in Table ES-2.				
<b>Energy</b>				
Same as those listed in Table ES-2.				

**Table ES-4. Summary of Under the Freeway Alternative Impacts and Required Mitigation Measures**

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
<b>Geology and Soils</b>				
Same as those listed in Table ES-2.				
<b>Greenhouse Gas Emissions</b>				
Same as those listed in Table ES-2.				
<b>Hazards and Hazardous Materials</b>				
Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School	Both	No Impact	--	--
The remaining impacts are the same as those listed in Table ES-2.				
<b>Hydrology and Water Quality</b>				
Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Ground Water Quality	Construction	Significant	MM-HYD-CNST-1: Prepare and Implement a Stormwater Pollution Prevention Plan MM-CNST-BIO-5	Less than Significant
	Operation	Less than Significant	--	--
The remaining impacts are the same as those listed in Table ES-2.				
<b>Land Use and Planning</b>				
Same as those listed in Table ES-2.				
<b>Noise</b>				
Cumulative	Construction	Less than significant	--	--
The remaining impacts are the same as those listed in Table ES-2.				
<b>Public Services and Recreation</b>				
Same as those listed in Table ES-2.				

**Table ES-4. Summary of Under the Freeway Alternative Impacts and Required Mitigation Measures**

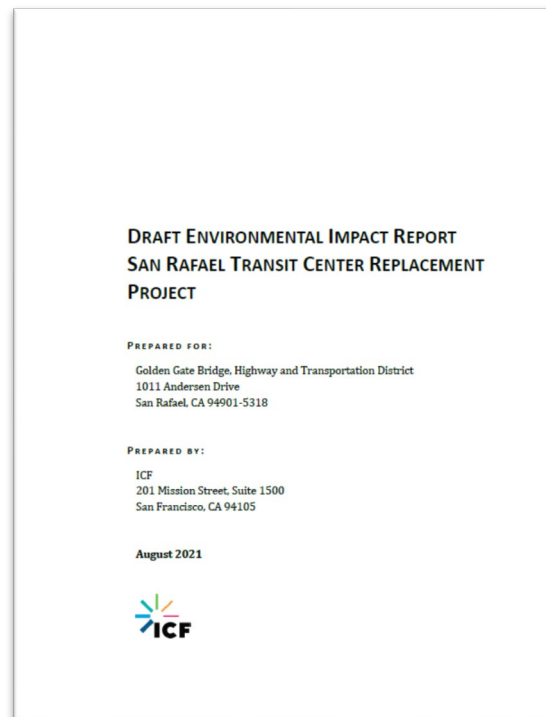
Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
<b>Transportation</b>				
Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities	Operations	Significant	None	Significant and unavoidable (inconsistent with policies related to parking)
The remaining impacts are the same as those listed in Table ES-2.				
<b>Tribal Cultural Resources</b>				
Same as those listed in Table ES-2.				
<b>Utilities and Service Systems</b>				
Same as those listed in Table ES-2.				
<b>Wildfire</b>				
Same as those listed in Table ES-2.				



# **Comments on GGBHTD Draft EIR for the San Rafael Transit Center Relocation Project**

**November 1, 2021**

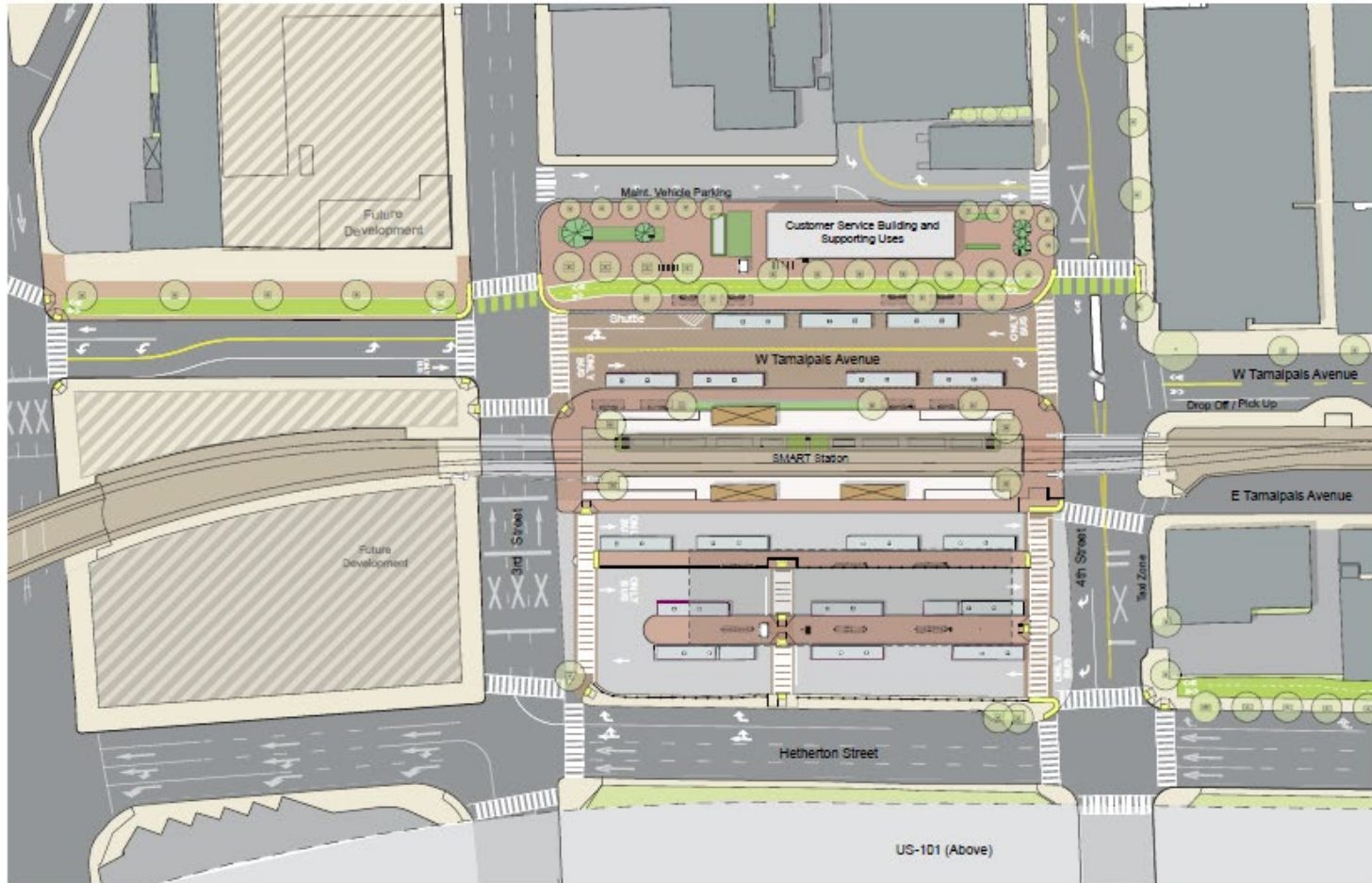
- **August 11, 2021:** DEIR released for public comment
- **September 14 & 15, 2021:** Public meetings on DEIR
- **October 12, 2021:** Original deadline for comments
- **November 2, 2021:** Extended deadline for comments



- Highlighted the compromised operation since the extension of SMART to Larkspur (i.e. “temporary facility”)
- Stressed the importance of the facility to support operations, pre, during, and post COVID
- Provided updated ridership information to show the recovery of local transit ridership and services
- Statement of support to use pre-COVID ridership and traffic volumes in the analysis
- Overall support for the locally preferred alternative



# DEIR Preferred Alternative (Move Whistlestop)



## Legend

- Feature Tree
- Tree with Tree Well
- Tree
- Platform Seating
- Bus Canopy
- Landscaped Area
- Bike Racks
- Secure Bike Parking
- Security Kiosk
- Bike Path
- Canopy Overhead
- Ped Safety Barrier
- Ticket Machine
- Improved Paving
- Typical Paving



# Questions?



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