

9B.1 Additional Comments Received on the Draft Environmental Impact Report

This chapter includes the text of a comment letter received by the Golden Gate Bridge, Highway and Transportation District (District) on the Draft Environmental Impact Report (EIR) for the San Rafael Transit Center Replacement Project (proposed project) that was inadvertently omitted from the initial publication of the Final EIR and written responses to the comments. The comment letter is shown in Table 9-1.

Table 9-1. List of Commenters

Letter #	Date of Comment	Organization	Commenter Name(s)
<i>Individuals</i>			
41	November 1, 2021		Glenn and Peggy Koorhan

9B.2 Responses to Comments

9B.2.41 Comment Letter 41, Glenn and Peggy Koorhan

Comment Letter 41

From: Glenn Koorhan <gkoorhan@att.net>
Sent: Sunday, December 4, 2022 10:18 PM
To: SRTC <SRTC@goldengate.org>
Cc: Raymond Santiago <RSantiago@goldengate.org>; alicia.giudice@cityofsanrafael.org
Subject: FW: Comments - San Rafael Transit Center DEIR

Dear Mr. Santiago,

41-1

It's been almost three weeks since we sent the email below and we have yet to hear back from you. We would very much appreciate the courtesy of a reply. If we do not receive a reply before the upcoming District Board meeting, we will have no choice but to highlight the fact that we have written to you four times (including our timely submitted comments on the DEIR) without receiving any reply or acknowledgement whatsoever.

Kindly let us know why our comments were not addressed in the final EIR, or if perhaps another supplement will be issued that does address them.

Thanks in advance,

Glenn and Peggy Koorhan

Glenn S. Koorhan
912 Lootens Place, 2nd Floor

San Rafael, CA 94901
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415-457-0810 - Fax
415-706-7088 - Cell

From: Glenn Koorhan <gkoorhan@att.net>
Sent: Monday, November 14, 2022 2:49 PM
To: 'srtc@goldengate.org' <srtc@goldengate.org>
Cc: 'rsantiago@goldengate.org' <rsantiago@goldengate.org>; 'alicia.giudice@cityofsanrafael.org' <alicia.giudice@cityofsanrafael.org>
Subject: FW: Comments - San Rafael Transit Center DEIR

Dear Mr. Santiago,

We would appreciate an explanation as to why our timely-submitted comments below on the SRTC DEIR were not addressed in the recently released final EIR (including new Chapter 9.A containing other comments that were missed). Our comments were initially submitted on October 12, 2021, and again on November 1, 2021. They were sent to the designated email address (srtc@goldengate.org) as instructed, and we received no notification that they were not received. Are you not permitted to reply to comments received from a property owner whose property may be demolished as part of the project?

Our comments point out factual errors in the DEIR document, not the least of which is the incorrect statement contained in "Impact POP-2" on page 3.12-7 under the Move Whistlestop Alternative stating that "there are no residential structures on the project site" and that this alternative "would not displace existing housing or people." Three families currently residing in apartment units at 703-705 Fourth Street and 927 Tamalpais would be displaced if these buildings are demolished.

Thanks in advance for getting back to us as to why our comments were not addressed.

Best regards,

Glenn and Peggy Koorhan

Glenn S. Koorhan
912 Lootens Place, 2nd Floor
San Rafael, CA 94901
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From: Glenn Koorhan <gkoorhan@att.net>
Sent: Monday, November 1, 2021 2:57 PM
To: 'srtc@goldengate.org' <srtc@goldengate.org>
Subject: FW: Comments - San Rafael Transit Center DEIR

Dear Mr. Santiago,

We are writing once again just to make sure you received our comments below regarding the SRTC DEIR sent 10/12/21. If you would kindly confirm receipt by replying to this email, we would very much appreciate it.

Thanks, and best regards,

Glenn Koorhan

Glenn S. Koorhan

912 Lootens Place, 2nd Floor
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From: Glenn Koorhan <gkoorhan@att.net>
Sent: Tuesday, October 12, 2021 1:10 PM
To: 'srtc@goldengate.org' <srtc@goldengate.org>
Subject: Comments - San Rafael Transit Center DEIR

Dear Mr. Santiago,

We are writing to comment on the Draft EIR for the SRTC relocation project. My wife and I are the owners of 703-705 Fourth Street and 709-711 Fourth Street, with the former slated to be bulldozed and the latter stripped of almost all of its off street parking under the Move Whistlestop and Adapt Whistlestop alternatives.

We'd first like to correct some factual errors in the DEIR, as follows:

41-2

- In Table 2-1 on pages 2-6 and 2-7, the correct address for parcel 11-275-02 is 709-711 Fourth Street and the correct address for parcel 11-275-03 is 703-705 Fourth Street.
- In Section 2.5.2, the residential component of the complex at Lincoln Avenue and 4th Street is apartments, not condos.
- In Section 3.12.2.3 on page 3.12-7, the DEIR incorrectly states that "there are no existing residential structures on the project site" for the Move and Adapt Whistlestop alternatives. Parcel 11-275-03 has two one-bedroom apartments on its second floor and parcel 11-275-04 (927 Tamalpais) has an apartment on its top floor. All are fully occupied and the tenants would be displaced under these two alternatives, rendering the "no impact" conclusions for these alternatives incorrect.

41-3

In general, we would echo the extensive comments made by the City of San Rafael in its recent letter regarding the DEIR. The DEIR uses outdated data and "glosses over" many important topics. For example, the traffic impacts of a new alley running between 3rd and 4th Streets in the Move

Whistlestop alternative are not adequately considered. There is a small, existing alley between the buildings at 703-705 and 709-711 Fourth Street and we can state, having used this alley almost every day for the last 30 years, that ingress and egress onto 4th Street is very difficult given the constant 4th Street traffic. It's gotten much worse with the SMART crossings and it's almost impossible in the 3 PM – 5 PM period on weekdays. Some of the impacts of the new alley are:

- The Move Whistlestop alternative adds District-vehicle traffic and all 729 Fourth Street garage traffic to this narrow alley. It won't work. Westbound vehicles turning left from 4th Street into the alley, as well as outbound vehicles turning left or right onto 4th Street, would have long wait times for much of each day.
- The increased level of activity in the alley poses a hazard for the historic building at 709-711 Fourth Street and its occupants. That building sits right on the property line and it would only be a matter of time before a vehicle (or two or three) accidentally crashes into it.
- Pedestrians on the south side sidewalk along Fourth Street would have to contend with this increased level of alley traffic, creating a dangerous condition for them. When the Tavern on Fourth is operating at 711 Fourth Street, its patrons often step outside on the sidewalk for fresh air, standing along the curb cut to the alley. This would be another dangerous condition.

The Adapt Whistlestop alternative has most of these same alley ingress and egress problems.

41-4

We would also note that the DEIR does not consider with any specificity the difference between constructing a new facility on the 703-705 Fourth Street site and moving all or part of the Whistlestop building to that site. Is the latter even feasible? It seems that the DEIR should answer this question in the affirmative before labeling the "Move Whistlestop" alternative as such. Otherwise that label is materially misleading. The City of San Rafael has as one of its key considerations for this project the preservation of the Whistlestop building. While we don't necessarily agree with the level of importance attached to this building, the DEIR should address – and be honest about - whether Whistlestop can indeed be preserved under the Move Whistlestop alternative. The more likely end result, it seems to us, is that a new building would be built to serve as the District offices at this site.

41-5

Four final comments on the Move and Adapt Whistlestop alternatives: (1) as noted above, the DEIR should address the fact that at least three housing units would be lost under these alternatives, (2) the DEIR should address the loss of the historic structure at 927 Tamalpais, (3) although the loss of parking *per se* is exempt from CEQA analysis, its impacts aren't; the project will cause the loss of 12 off-street spaces on our property and at least 18 on-street spaces along Tamalpais Avenue and Fourth Street, thereby increasing traffic impacts from parkers driving around searching for a space, and (4) the DEIR should more carefully analyze the "No Build" alternative. Enhancing what already exists would save millions of dollars, preserve Whistlestop, keep most bus activity a block off of the main entrance to our downtown commercial district, and greatly reduce most impacts.

Thank you for this opportunity to comment.

Respectfully,

Glenn and Peggy Koorhan

Glenn S. Koorhan

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9B.2.41.1 Response to Comment Letter 41, Glenn and Peggy Koorhan

Comment 41-1

It's been almost three weeks since we sent the email below and we have yet to hear back from you. We would very much appreciate the courtesy of a reply. If we do not receive a reply before the upcoming District Board meeting, we will have no choice but to highlight the fact that we have written to you four times (including our timely submitted comments on the DEIR) without receiving any reply or acknowledgement whatsoever.

Kindly let us know why our comments were not addressed in the final EIR, or if perhaps another supplement will be issued that does address them.

Response to Comment 41-1

The District appreciates the commenters' outreach. The District has no record of having received the commenters' original letter dated October 12, 2021. The District has considered the substantive concerns raised in this original comment letter and has provided responses to those comments. In response to these comments, the District has made updates to the Final EIR in the form of an errata.

Comment 41-2

We'd first like to correct some factual errors in the DEIR, as follows:

- *In Table 2-1 on pages 2-6 and 2-7, the correct address for parcel 11-275-02 is 709-711 Fourth Street and the correct address for parcel 11-275-03 is 703-705 Fourth Street.*
- *In Section 2.5.2, the residential component of the complex at Lincoln Avenue and 4th Street is apartments, not condos.*
- *In Section 3.12.2.3 on page 3.12-7, the DEIR incorrectly states that "there are no existing residential structures on the project site" for the Move and Adapt Whistlestop alternatives. Parcel 11-275-03 has two one-bedroom apartments on its second floor and parcel 11-275-04 (927 Tamalpais) has an apartment on its top floor. All are fully occupied and the tenants would be displaced under these two alternatives, rendering the "no impact" conclusions for these alternatives incorrect.*

Response to Comment 41-2

The comments provide suggested corrections to text in Chapter 2, *Project Description*, and Chapter 3.12, *Population and Housing*.

The suggested changes to Chapter 2 include updates to the addresses for two parcels and a clarification about the type of housing included in one of the parcels within the project site. The revisions suggested by the commenter have been made; see the attached *Additional Changes and Errata to the EIR* for the updated text.

The commenter also provides a clarification regarding the presence of residential units in the footprints of the Move Whistlestop and Adapt Whistlestop Alternatives. The commenter states that there are three residential units, two located at 703-705 4th Street and one located at 927 Tamalpais Avenue. The impact analysis in Section 3.12 for Impact POP-2 has been revised in the

Final EIR to include these units. The impact would be less than significant, as the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. See the attached *Additional Changes and Errata to the EIR* for the updated text.

Comment 41-3

In general, we would echo the extensive comments made by the City of San Rafael in its recent letter regarding the DEIR. The DEIR uses outdated data and “glosses over” many important topics. For example, the traffic impacts of a new alley running between 3rd and 4th Streets in the Move Whistlestop alternative are not adequately considered. There is a small, existing alley between the buildings at 703-705 and 709-711 Fourth Street and we can state, having used this alley almost every day for the last 30 years, that ingress and egress onto 4th Street is very difficult given the constant 4th Street traffic. It’s gotten much worse with the SMART crossings and it’s almost impossible in the 3 PM – 5 PM period on weekdays. Some of the impacts of the new alley are:

- *The Move Whistlestop alternative adds District-vehicle traffic and all 729 Fourth Street garage traffic to this narrow alley. It won’t work. Westbound vehicles turning left from 4th Street into the alley, as well as outbound vehicles turning left or right onto 4th Street, would have long wait times for much of each day.*
- *The increased level of activity in the alley poses a hazard for the historic building at 709-711 Fourth Street and its occupants. That building sits right on the property line and it would only be a matter of time before a vehicle (or two or three) accidentally crashes into it.*
- *Pedestrians on the south side sidewalk along Fourth Street would have to contend with this increased level of alley traffic, creating a dangerous condition for them. When the Tavern on Fourth is operating at 711 Fourth Street, its patrons often step outside on the sidewalk for fresh air, standing along the curb cut to the alley. This would be another dangerous condition.*

The Adapt Whistlestop alternative has most of these same alley ingress and egress problems.

Response to Comment 41-3

Regarding the commenter’s concerns about turns into and out of the existing driveway between the buildings at 703-705 and 709-711 Fourth Street, left turns into the driveway from westbound 4th Street would not be allowed. Right-turns out from the driveway would have similar or less delays to existing conditions on Tamalpais Avenue at 4th Street, given that this driveway is further from the SMART crossing and Hetherton Street. Overall traffic volumes to and from the driveway would be lower than on Tamalpais Avenue.

Regarding the commenter’s concerns about potential impacts to the historic building at 709-711 Fourth Street from driveway activity adjacent to 709-711 Fourth Street, vehicle speeds in this area would be low and a raised curb would be provided to separate the driveway from the building to further channelize vehicles.

Regarding the commenter’s concerns about potential impacts to pedestrians from traffic at the driveway adjacent to 709-711 Fourth Street, the configuration of the Move Whistlestop and Adapt Whistlestop Alternatives does not represent an unusual or unique situation for pedestrians relative to typical conditions in downtown San Rafael. Traffic volumes turning across the 4th Street

pedestrian pathway would be less than existing conditions at the Tamalpais Avenue intersection with the project.

The comment does not raise any issues about the adequacy of the EIR; therefore, no revisions are required.

Comment 41-4

We would also note that the DEIR does not consider with any specificity the difference between constructing a new facility on the 703-705 Fourth Street site and moving all or part of the Whistlestop building to that site. Is the latter even feasible? It seems that the DEIR should answer this question in the affirmative before labeling the "Move Whistlestop" alternative as such. Otherwise that label is materially misleading. The City of San Rafael has as one of its key considerations for this project the preservation of the Whistlestop building. While we don't necessarily agree with the level of importance attached to this building, the DEIR should address – and be honest about - whether Whistlestop can indeed be preserved under the Move Whistlestop alternative. The more likely end result, it seems to us, is that a new building would be built to serve as the District offices at this site.

Response to Comment 41-4

The commenter suggests that the Draft EIR should have considered the difference between constructing a new transit center facility on the 703-705 Fourth Street site versus moving the Whistlestop building to that site and that the Draft EIR should discuss the feasibility of relocating the Whistlestop building. The EIR does not present the final configuration of the District building because the final determination of whether part or all of the building can be moved will not be known until later phases of the project. An initial assessment indicated that moving a portion of the Whistlestop Building is feasible, but the final building configuration will be further defined in subsequent design phases. The comment does not raise any issues about the adequacy of the EIR; therefore, no revisions are required.

Comment 41-5

Four final comments on the Move and Adapt Whistlestop alternatives: (1) as noted above, the DEIR should address the fact that at least three housing units would be lost under these alternatives (2) the DEIR should address the loss of the historic structure at 927 Tamalpais, (3) although the loss of parking per se is exempt from CEQA analysis, its impacts aren't; the project will cause the loss of 12 off-street spaces on our property and at least 18 on-street spaces along Tamalpais Avenue and Fourth Street, thereby increasing traffic impacts from parkers driving around searching for a space, and (4) the DEIR should more carefully analyze the "No Build" alternative. Enhancing what already exists would save millions of dollars, preserve Whistlestop, keep most bus activity a block off of the main entrance to our downtown commercial district, and greatly reduce most impacts.

Response to Comment 41-5

The comment suggests that the EIR should address the loss of housing units under the Move Whistlestop and Adapt Whistlestop Alternatives. See the response to comment 41-2 for a discussion of these housing units.

The comment suggests that the EIR should address potential historic resources impacts to the building at 927 Tamalpais Avenue. 927 Tamalpais Avenue does not qualify individually as a

historical resource under CEQA. See the response to comment 5-34 for a complete discussion of potential impacts to this structure related to the proposed East Downtown Core Historic District.

The comment states that there will be a loss of off-street and on-street parking. The Final EIR addresses the loss of public on- and off-street parking spaces in Section 3.14, *Transportation*. While the loss of parking in itself is not a CEQA impact, parking as it relates to a project's consistency with adopted policies is considered in the Final EIR. As such, Section 3.14, *Transportation*, includes a consistency analysis of relevant policies, including those focused on parking. Regarding the comment about the loss of 18 on-street parking spaces, Impact TRA-1 (page 3.14-29 of the Final EIR) discusses policy-related impacts associated with the loss of on-street parking.

Regarding the demolition of the building at 703-705 4th Street and associated parking loss, it is correct that private, off-street parking spaces would be removed under these alternatives. These alternatives would not replace these private, off-street parking spaces, because there are no adopted policies associated with replacing private parking spaces. Therefore, the loss of these private, off-street parking spaces does not conflict with adopted policies.

Lastly, the comment suggests that the EIR should include a more detailed analysis of the No-Project Alternative. See the response to comment 5-67 (pages 9-86 and 9-87 of the Final EIR). The Draft EIR meets the requirements of CEQA Guidelines Section 15125.6(d), as it provides detailed information regarding the No-Project Alternative. Additionally, Table 5-1 of the Draft EIR provides a matrix displaying the environmental impacts of each alternative including the No-Project Alternative.

As described in Draft EIR Section 5.4.1 (page 5-4 of the Final EIR), the No-Project Alternative would not meet the basic project objectives. It would include the existing transit center, which has been compromised by the implementation of the SMART Phase 2 line. This facility would not meet the project objective to provide improved transit connectivity and ease of use in and around Downtown San Rafael. Connectivity and ease of use would not be improved. The No-Project Alternative would not improve local and regional transit use by enhancing the integration of multiple modes of the transportation network, including the SMART-bus connection. The existing transit center would remain separated from the SMART station by heavily traveled 3rd Street and would require users to navigate between stations. Other improvements to the safety, accessibility, and functionality of transit would not be achieved if the No-Project Alternative were implemented.

Additionally, the No-Project Alternative would not meet the transportation goals established in the *San Rafael Transit Center Relocation Study* (City of San Rafael et al. 2017), the *San Rafael Downtown Station Area Plan* (City of San Rafael 2012), the long-range *Strategic Vision Plan* (TAM 2017), or *Plan Bay Area 2040* (MTC and ABAG 2017). The No-Project Alternative would also not meet the goals proposed in *San Rafael General Plan 2040* (City of San Rafael 2021) and *Downtown San Rafael Precise Plan* (City of San Rafael Community Development Department 2021).

Additional Changes and Errata to the EIR

The District has made additional revisions since publication of the Final EIR related to Comment Letter 41. These changes represent minor clarifications only and are shown in errata format below. The revisions have been made to the EIR either as corrections or updates. Underlining indicates where additions were made to the original text. Strikeout indicates where the original text was deleted.

Changes to the EIR

Executive Summary

Page ES-3, Section ES.4, has been revised as follows:

This would connect to a new driveway on 4th Street between Tamalpais Avenue and Lincoln Avenue that would replace the removed driveway on West Tamalpais Avenue to the ~~condo~~apartment complex at Lincoln Avenue and 4th Street.

Page ES-5, Section ES.5, has been revised as follows:

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, three residential units, 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.

Page ES-23, Table ES-2, has been revised as follows:

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

Impact	Phase	Significance before Mitigation	Mitigation	Significance after Mitigation
Population and Housing				
Impact POP-2: 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	--	--
Impact POP-2: Displace Substantial Numbers of Existing People or Housing, Necessitating the Construction of Replacement Housing Elsewhere	Both	Less than significant No impact	--	--
Cumulative Impacts	Both	Less than significant	--	--

Chapter 2, Introduction

Table 2-1, on pages 2-6 and 2-7 of the Final EIR, has been revised as follows:

Updated Table 2-1. Land Use and Zoning Designations of the Build Alternative Footprints

Parcel Number	Land Use and Zoning Designation	Address
Move Whistlestop Alternative		
011-275-02	T5MS 70/90	709-711 4th Street 709 4th Street Unit 200
011-275-03 ¹	T5MS 70/90	703-705 4th Street 701 4th Street
Adapt Whistlestop Alternative		
011-275-02	T5MS 70/90	703-705 4th Street 701 4th Street
011-275-03 ¹	T5MS 70/90	709-711 4th Street 709 4th Street Unit 200

¹ Buildings at this parcel number would be relocated or removed.

Section 2.5.1, on page 2-7 of the Final EIR, has been revised as follows:

The site is generally between West Tamalpais Avenue to the west and 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. From 3rd Street to 4th Street, this improvement would extend onto the existing west sidewalk along West Tamalpais Avenue. See Figure 2-4 for the site plan. This alternative is on the

same block as the existing SMART station. This alternative includes several parcels currently occupied by the Whistlestop building, a café, a restaurant, three residential units, parking spaces, the SMART tracks, and the parcel containing the Citibank building and its affiliated parking lot, also referred to as the “Citibank parcel.” Surrounding the project site are retail, commercial, and office uses to the north, US-101 to the east, the existing San Rafael Transit Center to the south, and restaurants and retail facilities to the west.

The first paragraph of Section 2.5.2, on page 2-11 of the Final EIR, has been revised as follows:

The access alley would connect to a new driveway on 4th Street between Tamalpais Avenue and Lincoln Avenue that would replace the removed driveway on West Tamalpais Avenue to the ~~condo~~apartment complex at Lincoln Avenue and 4th Street.

Section 2.6.2.1, on page 2-18 of the Final EIR, has been revised as follows:

The site is generally between West Tamalpais Avenue to the west, Hetherston Street to the east, 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 2-5 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, three residential units, parking spaces, the SMART tracks, and the Citibank parcel. Uses surrounding the project site include retail, commercial, and office uses to the north, US-101 to the east, the existing San Rafael Transit Center to the south, and restaurants, residential, and retail facilities to the west.

The second paragraph of Section 2.6.2.2, on page 2-18 of the Final EIR, has been revised as follows:

The access alley would connect to a new driveway on 4th Street between West Tamalpais Avenue and Lincoln Avenue to replace the removed driveway on West Tamalpais Avenue to the ~~condo~~apartment complex at Lincoln Avenue and 4th Street. Space would be provided for public plazas, customer service, bicycle parking, and/or transit-supportive land uses.

Chapter 3.10, Land Use and Planning

The project area descriptions for the Move Whistlestop and Adapt Whistlestop Alternative in Section 3.10.1.2 (page 3.10-14) have been revised as follows:

Move Whistlestop Alternative

This alternative site crosses several parcels and is currently occupied by the Whistlestop building, a café, a restaurant, three residential units, parking spaces, the SMART tracks, and the Citibank building with its affiliated parking lot.

Adapt Whistlestop Alternative

This alternative site crosses several parcels and is currently occupied by the Whistlestop building, a café, a restaurant, three residential units, parking spaces, the SMART tracks, and the Citibank building with its affiliated parking lot.

Chapter 3.12, Population and Housing

Page 3.12-7 of the Final EIR, Impact POP-2, has been corrected as follows:

Move Whistlestop Alternative

This project site crosses several parcels and is currently occupied by the Whistlestop building, a café, a restaurant, parking spaces, the Sonoma-Marin Area Rail Transit (SMART) tracks, and the Citibank with its affiliated parking lot. There are three residential units located on existing residential structures on the project site—two units located at 703-705 4th Street and one unit located at 927 Tamalpais. While these residences would be removed with implementation of the alternative, the project would not displace a substantial number of existing housing or people, nor would the removal necessitate construction of replacement housing elsewhere. ~~The Move Whistlestop Alternative would not displace existing housing or people, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.~~ The impact would be *less than significant*. No mitigation is required.

Adapt Whistlestop Alternative

~~No existing~~ The same residential structures are on the project site as described for the Move Whistlestop Alternative would be affected by the Adapt Whistlestop Alternative. The Adapt Whistlestop Alternative's impacts on displacing housing or people would be the same as those of the Move Whistlestop Alternative outlined above. ~~Therefore, there would be no impact.~~ The impact would be *less than significant*.

Chapter 5, Alternatives

Section 5.4.2.1, on page 5-8 of the Final EIR, has been revised as follows:

The site is generally between West Tamalpais Avenue to the west and Hetherton Street to the east, 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 2-5 for the site plan. This alternative is on the same block as the existing SMART station. This alternative includes nine parcels currently occupied by the Whistlestop building, a café, a restaurant, three residential units, parking spaces, the SMART tracks, and the Citibank building with its affiliated parking lot, also referred to as the "Citibank parcel." Surrounding the project site are retail, commercial, and office uses to the north, US-101 to the east, the existing San Rafael Transit Center to the south, and restaurants, residential, and retail facilities to the west.

Page 5-14 of the Final EIR, Table 5-1, has been revised as follows:

Table 5-1. Comparison of Other Alternatives to the Preferred Alternative

Resource	Move Whistlestop Alternative (Preferred Alternative) Level of Impact	No-Project Alternative		Adapt Whistlestop Alternative		4th Street Gateway Alternative		Under the Freeway Alternative	
		Level of Impact	Comparison to Preferred Alternative	Level of Impact	Comparison to Preferred Alternative	Level of Impact	Comparison to Preferred Alternative	Level of Impact	Comparison to Preferred Alternative
Population and Housing	LTS	NI	<	LTS	=	LTS	≤	LTS	=