Appendix A
Scoping Summary Report

ENVIRONMENTAL SCOPING REPORT

SAN RAFAEL TRANSIT CENTER REPLACEMENT PROJECT

PREPARED FOR:

Kimley-Horn and Associates. Inc.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

PREPARED BY:

ICF
75 E. Santa Clara Street, Suite 300
San Jose, CA 96113

February 2019

Contents

Chapter 1 **Introduction** **1-1**
1.1 Purpose of Scoping Report 1-1
1.2 Project Location and Background 1-1
1.3 Project Objectives 1-2
1.4 Description of Project Alternatives 1-2
1.5 Project Schedule 1-3
Chapter 2 **Overview of the Environmental Review Process** **2-1**
2.1 Environmental Impact Report 2-1
2.2 Purpose of the NOP and Scoping Process 2-1
2.3 NOP and Scoping Notification 2-1
Chapter 3 **Report on the Scoping Meeting** **3-1**
Chapter 4 **Summary of Key Issues** **4-1**
4.1 Project Description and Design 4-1
4.2 Scope of Environmental Analysis 4-5
4.3 Project Alternatives 4-10
4.4 Funding/Costs 4-10
4.5 Other 4-10

Appendix A: Notice of Preparation

- Notice of Preparation (NOP)

Appendix B: Scoping Meeting Presentation

- PowerPoint Presentation
- Informational Boards

Appendix C: Scoping Meeting Materials

- Sign-in Sheet from the Scoping Meeting
- Scoping Meeting Postcard
- Scoping Meeting Poster

Appendix D: NOP Comments

- Scoping Meeting Comment Cards
- Scoping Comments received via mail and email

Tables and Figures

Table		Page
1	List of Commenters	3-1

Figure		Page
1	Regional Location	1-5
2	Two-Story Concept	1-6
3	Across the Freeway Concept	1-7
4	4th Street Gateway Concept	1-8
5	Whistlestop Block Concept	1-9
6	North of 4th Street Concept	1-10

Acronyms and Abbreviations

BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
District	Golden Gate Bridge, Highway and Transportation District
EIR	Environmental Impact Report
GHG	greenhouse gas
LOS	Level of Service
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
NWP	Northwestern Pacific Railroad
PDA	Priority Development Area
project	San Rafael Transit Center Replacement Project
SMART	Sonoma-Marin Area Rail Transit
TAM	Transportation Authority of Marin
U.S. 101	U.S. Highway 101

Chapter 1
Introduction

1.1 Purpose of Scoping Report

The Golden Gate Bridge, Highway and Transportation District (District) is serving as the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed San Rafael Transit Center Replacement Project (project). As the CEQA Lead Agency, the District issued a Notice of Preparation (NOP) for the Environmental Impact Report (EIR) and initiated an environmental scoping period from October 16 to November 19, 2018. The EIR will be prepared in accordance with CEQA. The purpose of this scoping report is to document and consolidate the comments received on the scope of the project, the alternatives to be considered, and the environmental issues to be addressed in the EIR.

1.2 Project Location and Background

The San Rafael Transit Center, also known as the C. Paul Bettini Transit Center, is owned by the District, which operates Golden Gate Transit regional and inter-county bus transit services. The transit center is located in downtown San Rafael at the intersection of 3rd Street and Hetherton Street (see Figure 1). With more than 500 bus trips daily and 17 operating bus bays, the transit center is the largest regional transit hub in Marin County, providing access to the regional transportation network for area residents and a key transfer point for employees, visitors, and students in San Rafael and the greater North Bay region. The transit center primarily serves bus routes operated by Golden Gate Transit and Marin Transit, but it is also served by Sonoma County Transit, Sonoma County Airport Express, Marin Airporter, Greyhound, and paratransit services. On weekdays, nearly 9,000 people board or alight buses at the transit center to make their necessary transportation connections. Downtown San Rafael is an important destination, with nearly half of the passengers travelling to or from downtown, and the remaining riders making transfers to other destinations. The 17 bus bays are fully occupied during peak-period pulse times, leaving little room for growth in bus service.

In August 2017, the Sonoma-Marin Area Rail Transit (SMART) District commenced passenger rail service on its initial corridor, consisting of 43 miles of rail and 10 stations (Phase 1) in Sonoma and Marin Counties. SMART's Phase 1 corridor parallels U.S. Highway 101 (U.S. 101), beginning at the Sonoma County Airport and terminating in downtown San Rafael just north of the transit center. SMART riders transferring from the downtown San Rafael SMART station—located north of 3rd Street—to access the current transit center south of 3rd Street, as well as riders originating from downtown San Rafael, must navigate congested vehicle traffic passing through local intersections and accessing the U.S. 101 on-ramps adjacent to the transit center.

In addition, Phase 2 of the SMART project, which was approved in 2015 and began construction in early 2018, will extend passenger rail service from its current downtown San Rafael terminus to Larkspur. The southward extension of SMART will require the construction of two sets of tracks through the middle of the existing transit center site south of 3rd Street. The SMART Phase 2 line will bisect the existing transit center, reconfigure Platforms C and B, negatively impact bus

circulation and bus bay flexibility within and around the transit center, and disrupt pedestrian access and transfer activity among the remaining platforms at the site. This change will affect how buses and people access and travel through the transit center as well as reducing the amount of space available for buses and riders, which will be detrimental to bus, vehicle, and pedestrian access and safety. As a result, the transit center must be relocated to another location in downtown San Rafael.

1.3 Project Objectives

The District, in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and SMART, plans to replace the transit center in downtown San Rafael. The proposed project is needed primarily to preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities. Specifically, the purpose of the project is 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 and optimize operating costs and improve transit desirability.
- Design a functional, attractive, 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 both local residents and regional commuters. It would also, to the extent feasible, minimize traffic congestion and facilitate smooth transit operations while also promoting pedestrian safety.

1.4 Description of Project Alternatives

In the NOP, the District identified five preliminary alternatives. These alternatives are described below, and the conceptual design for each is shown in Figures 2, 3, 4, 5, and 6, respectively. These preliminary alternatives will be further refined and screened based on agency and public input.

- Two-Story Concept is bounded by 4th Street to the north, Hetherton Street to the east, 2nd Street to the south, and Tamalpais Avenue to the west (Figure 2). This concept includes the

parcel to the east of the SMART station as the ground-level of a proposed two-story transit center. This alternative includes 6 bus bays on the ground level and 12 bus bays on the upper level. This alternative has the smallest footprint, only requiring the acquisition of one parcel, but also would cost more due to the two-story construction.

- Across-the-Freeway Concept is bounded by 5th Avenue to the north, Irwin and Hetherton Streets to the east, 3rd Street to the south, and Tamalpais Avenue to the west (Figure 3). This alternative has two options: the first would include a three-bay transit island on Hetherton Street between 3rd and 4th Streets, and the second would shift Hetherton Street to the west to allow for on-street bays on the east side of Hetherton Street between 3rd and 4th Streets. This concept incorporates the area underneath U.S. 101, which would eliminate some existing California Department of Transportation (Caltrans) Park and Ride lot parking stalls and require covering Erwin Creek (a tributary of San Rafael Creek), across a portion of the block.
- 4th Street Gateway Concept is bounded by 5th Avenue to the north, Hetherton Street to the east, 3rd Street to the south, and the SMART tracks to the west (Figure 4). In order to accommodate three curbside bus bays, southbound right-turn movements from Hetherton Street to 4th Street would be precluded.
- Whistlestop Block Concept is bounded by 4th Street to the north, Hetherton Street to the east, 3rd Street to the south, and Lincoln and Tamalpais Avenues to the west (Figure 5). This concept co-locates the proposed transit center on the same block as the existing SMART station. The Whistlestop building would either be relocated, reconfigured, or restored and used for customer service functions with the proposed transit center.
- North of 4th Street Concept would occupy the entire block bounded by 5th Avenue to the north, Irwin Street to the east, 4th Street to the South, and Hetherton Street to the west. It is generally located beneath U.S. 101 (Figure 6) and would eliminate some existing parking stalls in the Caltrans Park and Ride lot, and require covering Erwin Creek (a tributary of San Rafael Creek), across the full length of the block. While this concept would accommodate 17 bus bays within this block, it would require customer service, restrooms, and pick-up/dropoff functions to be located off site. Features common to all five alternatives include the provision of at least 17 bus bays, pickup/ drop-off areas for passenger vehicles or taxis, bicycle parking, customer service and security space, bus operator restrooms, and parking for operations staff. Some of these facilities could be provided at locations outside of the extents of the concepts shown in Figures 2 through 6 below.

1.5 Project Schedule

The District expects to complete the environmental review process by early 2020, and preliminary project design (30%) by the Fall of 2020; the final design, permitting, and construction would commence thereafter.

This page intentionally left blank.

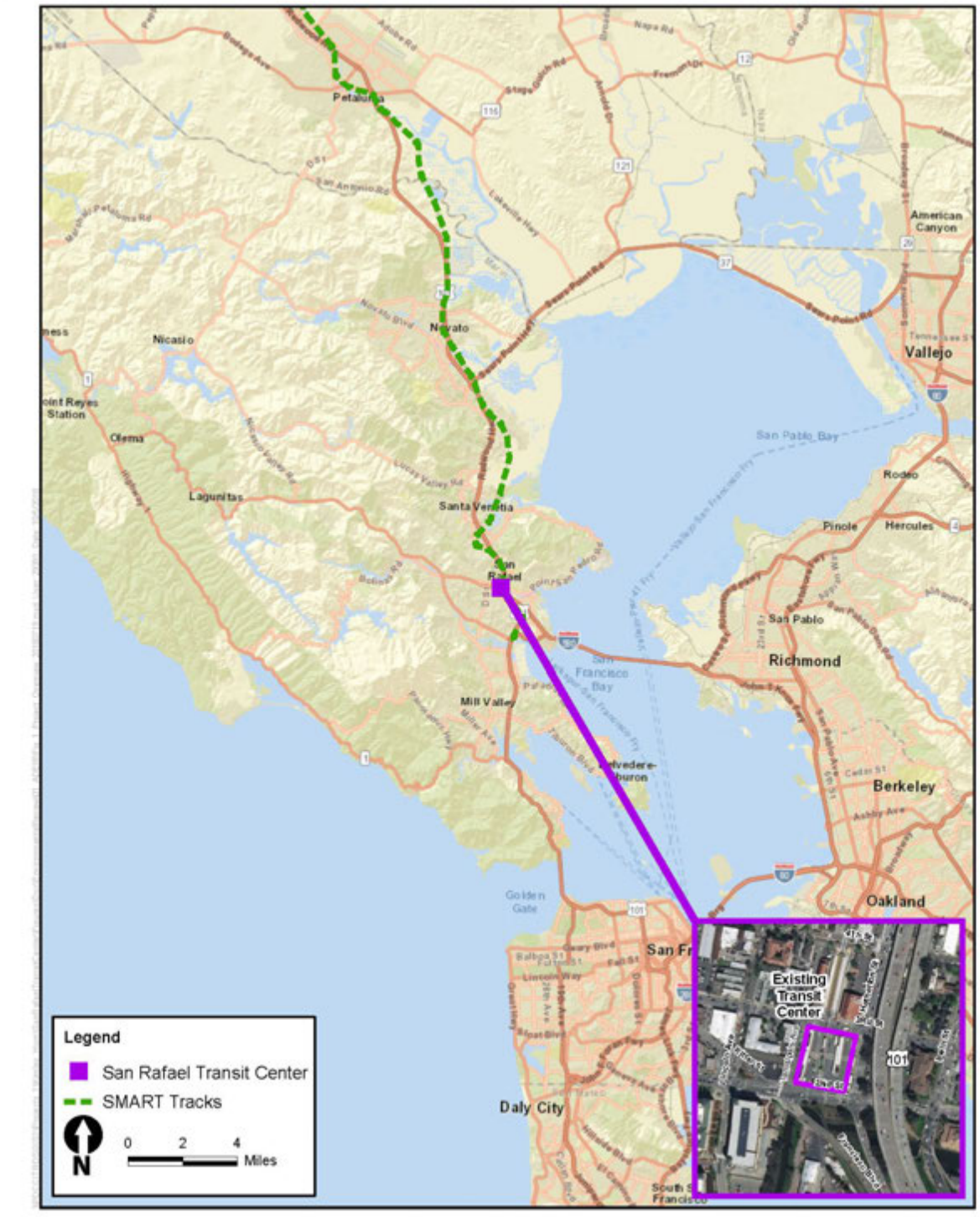


Figure 1
Regional Location

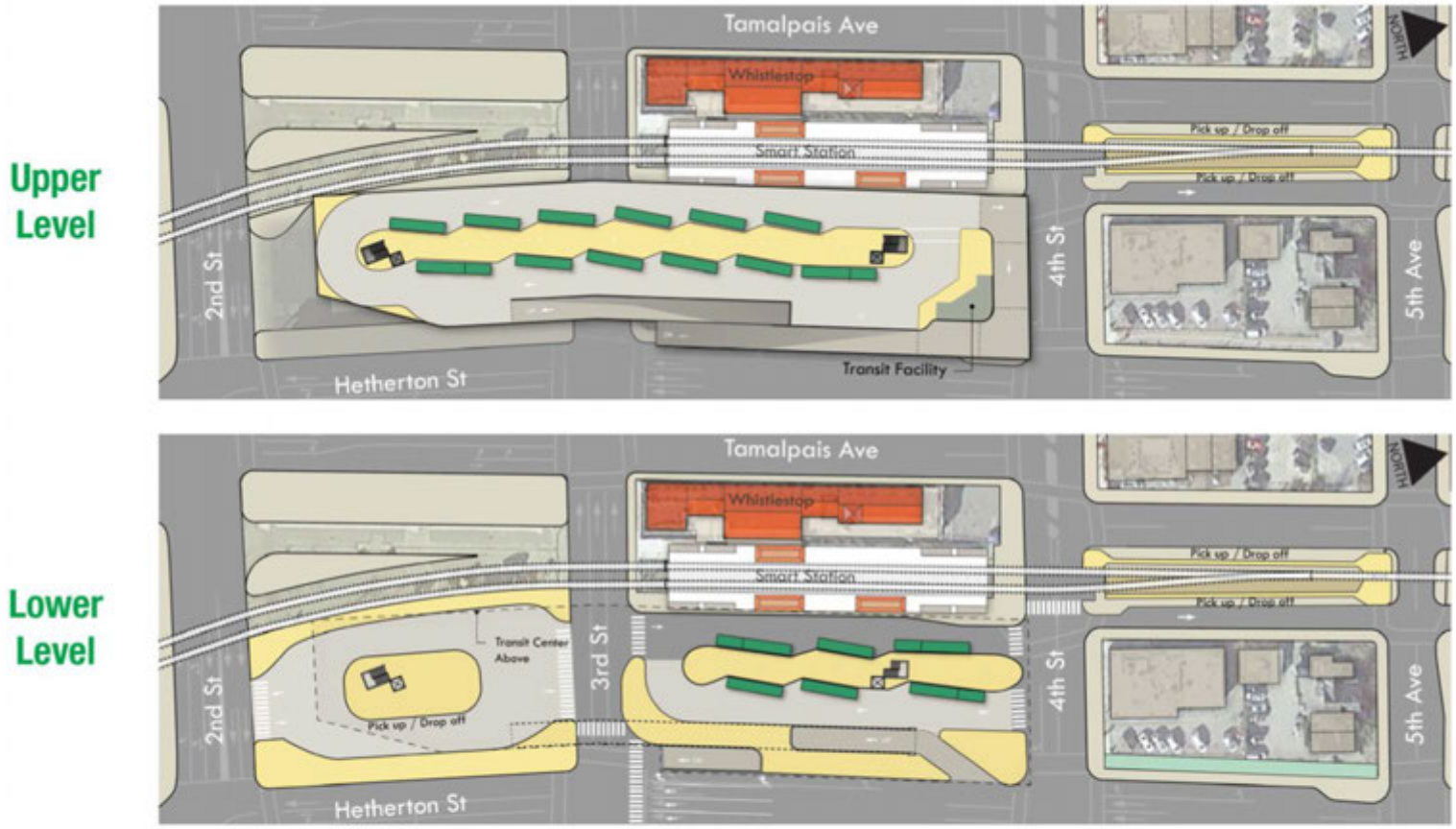


Figure 2
Two-Story Concept

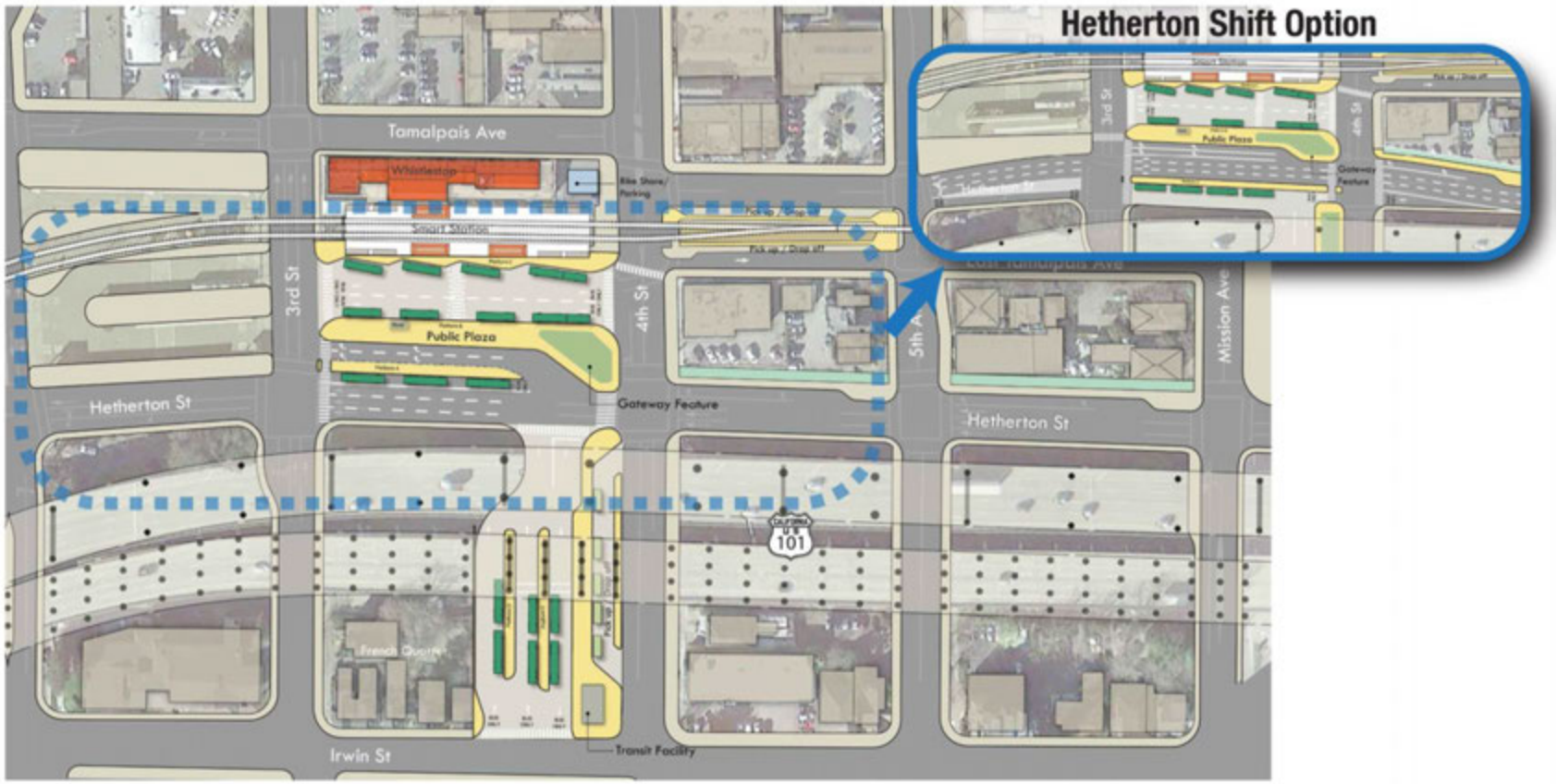


Figure 3
Across the Freeway Concept

Figure 4
4th Street Gateway Concept

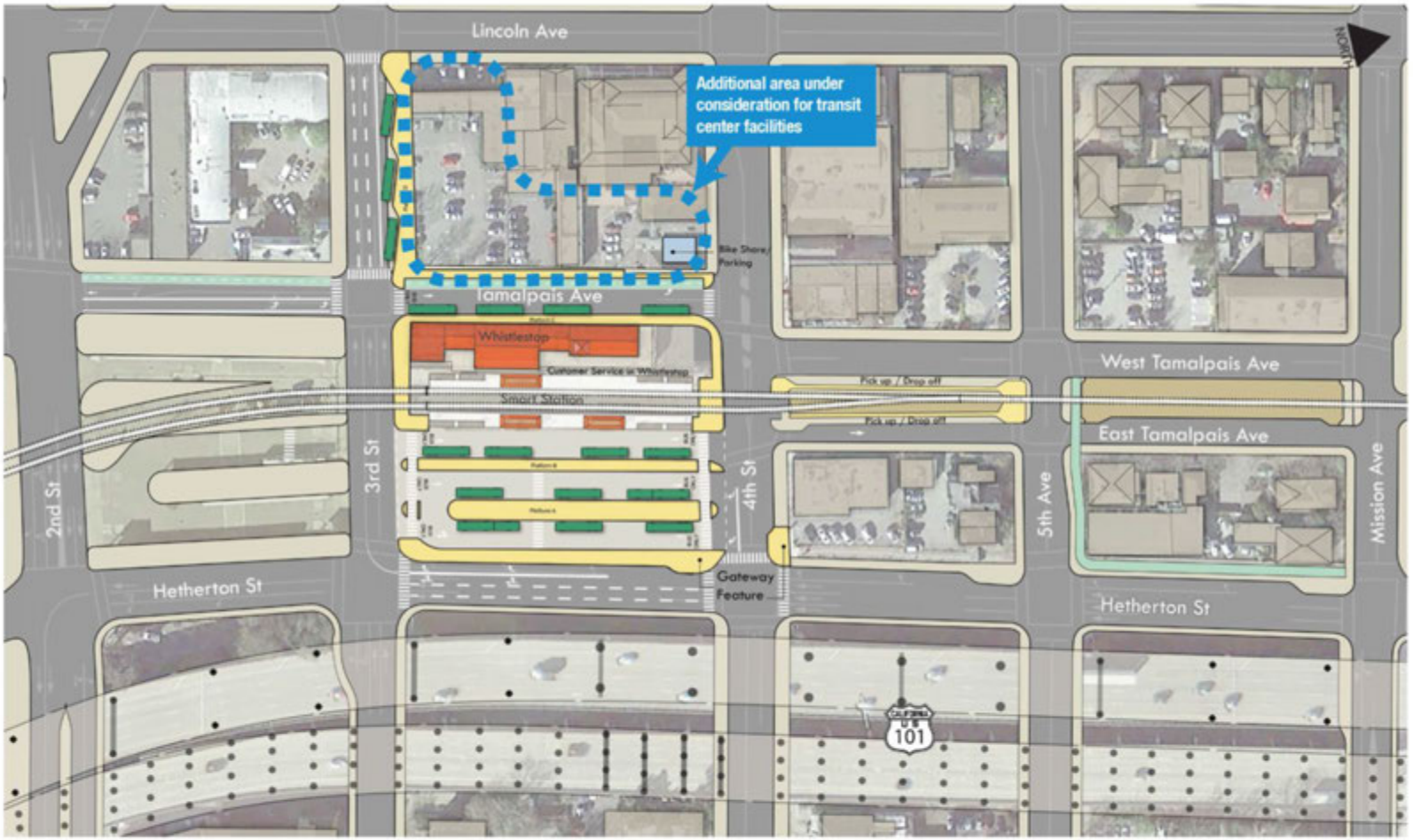


Figure 5
Whistlestop Block Concept

Figure 6
North of 4th Street Concept

Chapter 2
Overview of the Environmental Review Process

2.1 Environmental Impact Report

The purpose of the EIR is to disclose the environmental impacts of the project. The NOP identified potential environmental effects to be examined in the EIR including those related to aesthetics, air quality and greenhouse gas emissions; biological resources; cultural resources; geology, soils, and seismicity; hazards and hazardous materials; hydrology and water quality; land use and planning; noise and vibration; population and housing; transportation and transit; and utilities and public services (including recreation). Cumulative impacts, alternatives to the project, and growth inducing impacts will also be analyzed. Impacts resulting from both short-term construction and long-term operation of the project will be identified. Mitigation measures will be identified for significant impacts, as appropriate.

2.2 Purpose of the NOP and Scoping Process

The scoping process initiates environmental review for EIRs and is designed to determine the focus and content of the Draft EIR. An NOP is prepared to inform agencies, stakeholders, and the public that a Draft EIR is being prepared and provides information on how they may submit comments. Comments received are reviewed and considered by the lead agency, which uses them to further refine the EIR scope and alternatives, including the design and/or potential impacts and mitigation strategies of the project.

The scoping process for the project invited agencies and interested parties to provide input on the project, the proposed topics of evaluation and potential impacts, and mitigation measures to be considered. As part of the EIR scoping process, the District conducted a public scoping meeting (on October 30, 2018) to notice agencies, interested parties, and the public about the project and the Draft EIR and to initiate public involvement in the environmental review process.

2.3 NOP and Scoping Notification

The scoping process for the project began with formal agency notification. On October 16, 2018, the District distributed an NOP to advise interested agencies and the public that the District intends to prepare an EIR for the project. The District distributed the NOP to approximately 36 Federal, State, Regional, and Local agencies.

The District also notified potentially interested individuals and organizations regarding the scoping process and public scoping meeting for the project. The District used multiple methods to announce the scoping process and public meetings:

- Display advertisements in local newspapers

- Postcard mailings to addresses within a half-mile radius of the San Rafael Transit Center
- Poster displays attached to sandwich boards at the transit center and in nearby windows
- Project website updated with information about the event
- Information posted on the City of San Rafael's Nextdoor account
- Emails sent to the District's email database
- Press release circulated to media outlets
- Social media postings including three Facebook posts and six Twitter posts.
- Phone and email outreach to leaders of the Canal Alliance, Canal Multicultural Center, and Ad Hoc Committee.
- Automatic traffic sign display of meeting information

An article previewing the meeting and outlining the project was published in the *Marin Independent Journal* (published on October 28, 2018). The District mailed approximately 7,000 postcards to addresses within a half-mile of the San Rafael Transit Center. Content on these postcards included a Spanish translation and provided the NOP notice, project website, and information about the scoping meeting.

Information on the project, scoping meeting, and instructions on how to provide comments were also posted on the project website.

Appendix A includes a copy of the NOP.

Chapter 3
Report on the Scoping Meeting

The District conducted a formal environmental scoping meeting to gather input and comments prior to the development of the EIR at the following time and place:

Tuesday, October 30, 2018,
5:30 – 7:00 p.m.
The Whistlestop
930 Tamalpais Avenue
San Rafael, CA

The public scoping meeting included a sign-in/open house portion where the public could view informational display boards representing the different project alternatives and concept exhibits for the San Rafael Transit Center, and a presentation portion of the meeting during which the consultant team provided an overview of the project and the environmental process in PowerPoint format. The meeting drew approximately 100 attendees. The display boards and PowerPoint presentation from the scoping meeting are provided in **Appendix B**. The materials associated with the scoping meeting, include sign-in sheets, postcards, and the scoping meeting poster, are provided in **Appendix C**.

Written comments were accepted at the meeting and via mail or email to the District until the comment deadline. **Table 1** identifies the commenters from the scoping meeting and via mail or email. Copies of the written comments received at the scoping meeting or via email and post are provided in **Appendix D**.

Table 1. List of Commenters

Letter #	Commenter
Scoping Meeting Comment Cards collected at the October 30 Scoping Meeting	
1	Barbara Alexander
2	Sylvie Anderson
3	Rick Beckstrom
4	Jill Carmody
5	Alice Cochran
6	Bjorn Griepenburg
7	Jim Harrison
8	Steve Lamb
9	Cynthia Landecker
10	Gretchen Leavitt
11	Kramati Manasa
12	Patrick Muithya
13	Hugh Murphy
14	Kevin O'Keefe
15	Jeff Olson
16	David Potter

Letter #	Commenter
17	Niko Reed
18	Niko Reed
19	Niko Reed
20	Alan Schaevitz
21	Alan Schaevitz
22	Leslie Simons
23	Ila Smith
24	Pat Soberanis
25	Pat Soberanis
26	Stan Spannok
27	Richard Turnbill
28	Eric Valls
Federal Agency Comments	
	NA
State Agency Comments	
29	Department of Fish and Wildlife
30	Department of Transportation – District 4
31	State Clearinghouse
32	Public Utilities Commission
33	Native American Heritage Commission
Regional/Local Agency Comment	
34	City of San Rafael
35	City of San Rafael Citizens Advisory Committee
36	San Francisco Bay and Water Trail Program
37	Sonoma-Marin Area Rail Transit (SMART)
Organization Comments	
38	EcoRing
39	League of Women Voters of Marin County
40	Marin Conservation League
41	Marin County Bicycle Coalition
42	Montecito Area Residents' Association
43	Point San Pedro Road Coalition
44	Sustainable San Rafael
45	Transportation Solutions Defense and Education Fund
Public Comments Received Via Mail and Email	
46	DJ Allison
47	Kevin Anderson
48	Terrell Anderson
49	Erin Aradi
50	Lisette Arellano
51	Steve Ash
52	Avard

Letter #	Commenter
53	Jennifer Bair
54	Connor Barnett
55	Lilly Barnet
56	Lucia Barnett
57	AB Bauer
58	Morris Beasley
59	Terry Berkemeier
60	Katherine Bernheim
61	Jo Biel
62	Lisel Blash
63	Robert Boyce
64	Edward Branscome
65	Amanda Brown
66	Geoffrey Brunell
67	Braun Burkhard
68	Emily Buskirk
69	Chris Carvalho
70	Edward Chin
71	Erik Clyman
72	Mark Comin
73	Nathan Cohen
74	Michael Cooke
75	Helga Cotter
76	Andrew Cullen
77	Billy D
78	Darren Davis
79	Jason Davis
80	Sherna Deamer
81	Dan DeFrank
82	Dean DiGiovanni
83	Chris Dis
84	Kevin and Helen Driscoll
85	Helene Drumm
86	Christine Egan
87	Monique Epstein
88	Lorenze Ersland
89	Stacey Farrell
90	Carol Fern
91	Patsy Fleisch
92	Jennifer de la Fonteigne-Barnett
93	Kalynn S Franjieh
94	Matt Garibaldi

Letter #	Commenter
95	Dora Gavros
96	Frank Gerber
97	Georgia Giondomenica
98	Mirto Golino
99	Chis Gospodnetch
100	J Leigh Gregg
101	Jan Gross
102	Nancy Grover
103	William Hammonds
104	Mark Harmon
105	Lori Harvey
106	Coral HC
107	Susan Hewitt
108	Robin Hildebrant
109	Kyle Hubbard
110	Rachel Huettinger
111	Georgia Hughes
112	Mark Ingwersen
113	Raoul Issac
114	Hilary Jeffris
115	Beth Jennings
116	Kyle W Jordan
117	Jack Judkins
118	Peg Kane
119	Katie Kelly
120	Stu Kneeland
121	Glenn Koorhan
122	Tuomas Kostianinen
123	Maddy Kragh
124	Paloma Krasilchik-Ojeda
125	Steve Lamb
126	Kimberly Lambert
127	William Lang
128	Stacey Lapuk
129	Olle Larsson
130	Janice Leach
131	Jason Lee
132	Min Lee
133	Mike Lenz
134	Tim Leonoudakis
135	Rick Lewis
136	Amy-Joe Likover

Letter #	Commenter
137	Conrad Linke
138	Janet Lipsey
139	Felicia London
140	Don Magdanz (1)
141	Don Magdanz (2)
142	James Malaspina
143	Dana Martin
144	Diana McBride
145	Preston McCoy
146	Jake McKibben
147	Mark McLaughlin
148	Thomas McNulty
149	Andrea Meislin
150	Stefanie Mendez
151	Doug Moler (1)
152	Doug Moler (2)
153	Hugh Murphy
154	Ali Navarro
155	Susan Nawbary
156	Gary Novack
157	Sean O'Connell
158	Tom Olson
159	Timothy Park
160	Christine Pang
161	Rekh Pareek
162	Drew Patterson
163	Randall Potter
164	Kate Powers
165	Cornelia Provost
166	Joseph Radwan
167	Leslie Reese
168	Jeffrey Rhoads (1)
169	Jeffrey Rhoads (2)
170	Nancy Roberts
171	Ben Ross
172	Roberta Rossetti
173	Elizabeth Ryan
174	Den Satake
175	Wendy Schaevitz
176	Erik Schmidt
177	Jeffrey Schneider
178	Judy Schriebman

Letter #	Commenter
179	Steven Schoonover
180	Jean Severinghaus
181	Leslie Simons
182	Craig Smith
183	Nancy Spellman
184	Stock
185	Christy Strobe
186	Abe Stucky
187	Liz Swearingen
188	Dan Testa
189	Christen Thompson
190	Lorraine Trautwein
191	Dave Troup (1)
192	Dave Troup (2)
193	Lada Tsibulya
194	Rachel Urab
195	Stan Urab
196	Natalie Urban
197	Nick Urban
198	David Vasser
199	Frank Valentini
200	Marc Vendetti
201	John Vipiana
202	Steve Waterloo
203	Richard Waxman
204	Paul Whiting
205	Michael Wilmar
206	Monique Winkler
207	Cindy Winter
208	Helen Young
209	Nash Zamzow
210	Jana Zanetto
211	Sharon Zurcher

Chapter 4
Summary of Key Issues

The following is a summary of the key issues raised in the comments received by the District through comment cards, mail, and email. Copies of the comments are provided in **Appendix D**.

4.1 Project Description and Design

General

- Requests that the EIR analyze impacts from each alternative at an equal level of detail.
- Requests that all alternatives, descriptions, impacts, and mitigation assume future operation of SMART service to Larkspur Landing, including daily service through San Rafael.
- Requests a discussion of how the project will accommodate newer transit technologies, including microbuses, ride-sharing vehicles, and autonomous vehicles.
- Requests that EIR expressly state in Project Objectives the City of San Rafael's key design goals, which are: maximize 4th Street vitality, clearly define the SRTC access routes, improve utilization of the Caltrans right-of-way, demonstrate sustainable design, and preserve the Whistlestop building (930 Tamalpais Avenue).
- Requests an initial screening of the five site location options in order to eliminate from further consideration concepts that do not meet project objectives.
- Requests that restrooms and concessions be considered a requirement for all alternatives.
- Requests that the EIR consider potential short-term and long-term parking impacts for each alternative.
- Requests that signage should consider tourists as well as commuters and be multilingual.
- Requests that project be designed so that neither pedestrians nor cyclists need to cross the SMART tracks to reach buses or the SMART pathway.
- Requests that nearby property owners receive advance notification of proposals.
- Requests that the transit center be as close to the SMART train as possible.
- Requests that the Taxi-Cab Coalition be included in further discussions.
- Requests for a taxi stand to accommodate the taxis in Marin County.
- Requests spoken announcements of arriving buses and trains at new transit center.
- Raises concerns about any alternative that has passengers crossing/waiting under freeways or crossing Hetherton Street.
- Requests adequate shelter from the rain at new transit center.
- Requests for inclusion of protected bike lanes in the project.
- Requests that the project facilitate short and direct transfers.

- Requests a pedestrian bridge on 3rd Street at Heatherton.
- Requests that design capacity for the transit center be at least an order of magnitude higher than current patronage levels along with the suggestion that this can be achieved by building into the project the ability to expand.
- Requests information about how each alternative will affect bus delays.

Purpose and Need

- Requests adding " and bicycle" to the following Project Objective: Provide convenient, pedestrian, and bicycle connections to surrounding land uses.

Two-Story Concept Alternative

- Asks to consider impacts of vertical transit center on ADA accessibility and safety for transferring passengers; stairs present difficulty in transferring for those with mobility issues.
- Asks to consider visual impacts of crossing at 3rd Street.
- Asks to consider danger of passengers making transfers across busy streets.
- Raises concerns regarding cost of a structure that would co-locate all 17 bus bays off-street to meet current and future needs.
- Raises concerns about aesthetics of building; two-story design may be visually intrusive.
- Raises concerns about cost of this alternative.
- Asks to consider utilizing the undisturbed portion of Bettini for additional bus bays.

Across-the-Freeway Concept Alternative

- Asks to consider lack of natural light and tunnel effect below structure.
- Offers support for this alternatives as improving a visually blighted area.
- Raises concerns about undesirability of walking across Hetherton Street under freeway.
- Raises concerns about the crossing providing difficulty for those with limited mobility.
- Raises concerns about long walks between transfers.

4th Street Gateway Concept Alternative

- Requests that the EIR consider traffic condition on Irwin/Hetherton during peak hours and their impacts on signalized intersections.
- Asks to consider the danger of passengers making transfers across busy streets, particularly 4th Street.
- Raises concerns about safety of eliminating right turns from Hetherton onto 4th Street.
- Raises concerns about this alternative's impacts on historic buildings (635 and 637 5th Avenue), 1895-era Queen Anne Victorians and the wish to preserve them.
- Raises concerns that public plaza would be on a busy street which doesn't integrate with anything.

- Raises concerns with the way this alternative stretches the transit center north, creating a bus staging area which would exasperate the "wall" created by U.S. 101.
- Raises concerns about the aesthetic impacts of having the transit center as the entry to San Rafael.
- Raises concerns with traffic resulting from the transit center discouraging shopping and eating in the downtown area.

Whistlestop Block Concept Alternative

- Expresses preference for the Whistlestop Block Concept and requests that it be modified so riders could transfer between bus and train without crossing streets.
- Requests the addition of four bus stops on Hetherton Street and three on opposite side of the platform.
- Requests more space to accommodate additional stops and to allow for buses traveling east on 4th Street to turn more easily onto Hetherton.
- Requests moving three bus bays on 3rd Street and four bus bays on Tamalpais Avenue to the area now used for Whistlestop parking lot at Tamalpais and Lincoln.
- Requests that Tamalpais Avenue between 3rd Street and 4th Street be designated as a passenger drop off and pick up area.
- Requests illustration of internal vehicle circulation patterns to access all properties within the block.
- Raises concerns about bus bays on 3rd Street because of negative impact on traffic and pedestrians near Lincoln Ave.
- Raises concerns about alternative resulting in additional congestion.
- Requests that the Whistlestop Building be an attractive center with shops and cafes.
- Requests bus ticketing facilities in the building.
- Requests closing Tamalpais Avenue between 3rd Street and 4th Street to create a bicycle and pedestrian boulevard/public plaza.
- Raises concerns about the extremely narrow sidewalk on Tamalpais and public safety as exiting passengers use this sidewalk.
- Raises concerns about the relocation of historic San Rafael Depot building.
- Requests reversing the direction of the four buses on Tamalpais so they enter from 4th Street and proceed south.
- Raises concerns that preserving the Whistlestop building leaves it as "an ungainly island" in the middle of the transit center.

North of 4th Street Concept Alternative

- Requests a defined location for pickup and drop off.
- Asks to consider Caltrans' potential objection to construction under the highway.

- Asks to consider the biological impacts of covering creek.
- Asks to consider the aesthetic experience for bus passengers waiting under highway.
- Requests additional parking.
- Asks to consider safety issues for pedestrians crossing from Hetherton to and from the transit center.
- Raises concerns about transfers to SMART trains requiring too far of a walk.
- Requests that the site accommodate ancillary facilities critical to providing a full-service transit center.
- Raises concerns about the safety of people crossing Hetherton or Irwin.

Parking, Pedestrian, and Bicycles Facilities

- Requests that the EIR discuss pedestrian transportation access to/from all directions and identify crosswalks proposed to be eliminated or improved for each alternative.
- Requests that the EIR discuss impacts on different transit riders including residents, workers, and students in terms of Level of Service (LOS) walking time delay.
- Requests that the EIR discuss bicycle safety and accessibility of pathway and bike parking.
- Requests that the EIR discuss the compatibility and impacts on the North-South Greenway multiuse path and requests including the pathway on figures in the EIR.
- Requests that the EIR discuss impacts of loss of parking resulting from the project.
- Requests that project incorporates the bike routes adopted in *San Rafael Bicycle and Pedestrian Plan* and the *Station Area Plan*.
- Requests putting the multi-use path on the east side of West Tamalpais in order to eliminate driveway crossings as identified in the *SMART Downtown Station Area Plan*.
- Requests that the EIR discuss how project will positively or negatively impact east west circulation for students passing under the highway to Davidson Middle School, San Rafael High School, and to shops and services downtown.
- Requests that the project include private sector provision of Transit Bicycle Center.
- Requests that North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd street be free from loading zones, parking, and other bicycle obstructions, and include a separation or physical protection for people biking.
- Requests 250–500 bicycle parking spaces.
- Requests protected bike lanes and improved, safe pedestrian crossing designs.
- Requests secure bicycle parking at the station.
- Requests protected bike lanes throughout the corridor and along 4th Street and Tamalpais.
- Requests a dedicated bike pathway along 2nd Street.
- Requests a safe, dedicated east-west bicycle route through San Rafael.

- Requests that the SMART Pathway from Anderson Avenue to 2nd to Mission Ave along Tamalpais Ave should be protected from vehicle traffic.
- Requests that the project use the property where the existing transit center is located to construct safe, accessible, additional parking in a new structure.
- Requests additional car parking to accommodate those who use the park and ride lots.
- Requests raised pedestrian walkways for protection and to increase traffic flow.
- Requests staggered signal light on cross streets of Hetherton to allow bikes and pedestrians opportunity to cross before cars.
- Requests an area for bike parking, bike share, and space for other emerging car-free mobility options.
- Asks to consider removing all buildings between 2nd Street, 3rd Street, Hetherton/Irwin to make room for drivers and pedestrians.
- Requests a bike bridge from north of the transit center to the south with one looped-exit/entrance at the station.

Construction and Operational Activities

- Requests that the EIR analyze impacts for construction and for life of the project.

4.2 Scope of Environmental Analysis

Aesthetics

- Requests that the EIR discuss visual impacts resulting from open bus movement areas and public plaza to urban built environment.
- Requests that the EIR discuss impacts resulting from light pollution in the area and provide mitigation.
- Requests that the EIR discuss the viewshed of the surrounding hills.
- Requests a qualitative analysis of glare associated with vehicles, buses and window glazing.
- Requests computer-generated visual simulations for the site options that identify existing and post-development conditions.
- Requests that the EIR utilize the *San Rafael General Plan 2020*, the *San Rafael Transit Center Relocation Guidance Report*, and the *"Good Design" Guidelines for Downtown* as a starting point for determining key goals and policies.
- Requests that transportation hubs be made attractive, welcoming places with landscaping and trees.
- Requests that the existing Victorian buildings be preserved.
- Requests that additional trees be planted and more color be added for atmosphere.
- Requests consideration of the aesthetic impacts of the unused portion of the Bettini property under the Two-Story alternative.

- Asks to consider the "place-making" potential of each alternative as a key impact.
- Asks how the alternatives provide "eyes on the street" to keep the area safe.
- Requests that the EIR discuss protection or loss of view corridors into downtown and to surrounding hillsides.

Air Quality and Greenhouse Gas Emissions

- Requests that the EIR discuss and analyze impacts on air quality and greenhouse gas emission, but also cumulative and net, including emissions from buses and vehicles, and emissions due to increased idling from potential congestion.
- Requests that the EIR include a quantitative air quality analysis.
- Requests that the EIR include a health risk assessment.
- Requests that the EIR utilize City of San Rafael's updated *Climate Change Action Plan* (CCAP) and reduction strategy.

Biological Resources

- Requests that the EIR discuss impacts of covering Erwin Creek, impacts on ducks and turtles and other wildlife.
- Requests that the EIR discuss impacts on nearly riparian or wetland habitats and biological resources, both resident and migratory.
- Asks that the project identifies whether trees will be planted as part of the project and their impacts as they grow.
- Requests a jurisdictional determination for wetland boundaries.
- Requests that a qualified biologist assesses biological resources in and around the wetlands.
- Discusses potential impacts on biological resources associated with the project.
- Requests that an arborist identify and assess impacts on trees.

Cultural Resources

- Requests a discussion of historical setting with an acknowledgement that the area has been substantially impacted by historic regional transportation activities including rail; the elevation of U.S. 101 over city streets; and the modification of San Rafael, Mahon, and Irwin Creeks.
- Requests that the EIR discuss and assess impacts on the following potential historic resources: 930 Tamalpais Avenue (Whistlestop), 927 Tamalpais Avenue (Trevor's), 709 4th Street (4th Street Tavern), 633 5th Avenue, and 637 5th Avenue.
- Requests a reconnaissance of the study area to determine if other existing buildings may meet the historic resource criteria.
- Requests that a qualified archaeologist prepare a report to identify potential pre-historic and archaeological site in the project area.

- Requests a thorough evaluation of all historic buildings in the transit center area including the Northwestern Pacific Railroad (NWP) Depot and the two Queen Anne's at 5th Street and Heatherton.
- Requests the preservation of the NWP Depot for adaptive reuse as a placemaking component of the area.
- Requests the preservation of the two Victorians on 5th Street.
- Asks that the EIR discuss the historic structures in the "green rectangle," including 929 Mission Revival NWP Deport, Queen Anne's at 633 and 637 5th Street, 709 4th Street, and 927 Tamalpais.
- Expresses concern that the NWP Depot be preserved.

Geology, Soils, and Seismicity

- Requests the preparation of a Geotechnical Investigation including subsurface boring and soil testing.

Hazards and Hazardous Materials

- Requests that a Phase I Site Assessment be prepared to confirm listed sites and property with known contaminants.

Hydrology and Water Quality

- Asks that the EIR discuss and show existing creeks in the project area and discuss impacts and changes resulting from sea level rise scenarios as outlined in the County of Marin's *Bay Waterfront Adaptation and Vulnerability Evaluation* (BayWAVE).
- Requests that the EIR identify what alternatives meet the goals of the California Natural Resource Agency's "*Paying it Forward: The Path Toward Climate-Safe Infrastructure in California."*
- Requests that the EIR describe the maximum anticipated rates and volumes of stormwater runoff and capacity of stormwater management system.
- Requests that the EIR include a discussion of toxicity of soils in the project area with a description of how contaminants will be prevented from entering waterways.
- Requests that the EIR discuss potential risks associated with sea level rise.

Land Use

- Asks that the EIR considers questions regarding ownership and maintenance responsibility in alternatives with Caltrans as the primary landowner.
- Suggests including a discussion of the San Rafael Transit Center's relationship to the *San Rafael Transit Center Relocation Guidance Repor*t and the "Good Design" Guidelines for Downtown and noting the status of these plans.
- Requests a discussion of the impact of each alternative on the appeal of area "opportunity sites" for development contributing to the "gateway" quality of the area.

Noise and Vibration

- Requests that the EIR discuss of impacts of vehicle noise on waiting and public areas.
- Requests that the EIR disclose if pile-driving is necessary or proposed for the construction of the project.
- Requests inclusion of field measurements of existing baseline conditions.

Population and Housing

- Requests a discussion of impacts on population and housing in relation to the *San Rafael General Plan 2020* and to *Plan Bay Area 2040*'s Downtown Priority Development Area (PDA) projections.
- Suggests considering potential impacts on the planned 91-unit senior residential development located at 700–703 3rd Street.

Socioeconomics

- Requests that the EIR discuss impacts from construction and operation of the project on downtown businesses, particularly in the east part of 4th Street.

Security and System Safety

- Suggests prioritizing safety for pedestrians and bicyclists, particularly east/west, and school kids.

Transportation and Transit

- Requests that analysis of transportation impacts use all recent traffic studies in the project area including, but not limited to, recent studies by San Rafael's Department of Public Works, Kimley-Horn study of 3rd Street and Hetherton intersection, 3rd Street Rehabilitation Project, as well as available congestion management analysis and traffic data from Marin County's Transportation Authority of Marin.
- Requests a Travel Demand Analysis analyzing project-related trip generation, distribution, and turning movement.
- Requests the development of a Transit Demand Management (TDM) program including elements such as onsite showers and lockers, secured bicycle storage, and electrical vehicle charging stations.
- Requests that the EIR discuss impacts from vehicle access and exit routes from all direction, including U.S. 101 and merges that would be added.
- Requests that the EIR discuss impacts resulting from the relocation, elimination, or change of any traffic lanes and pedestrian crosswalks in the project area.
- Requests that the EIR identify adjacent streets and neighborhoods that could experience increased traffic backup, at what times, and include mitigation measures.
- Requests that the EIR discuss sight distances for drivers, particularly buses, as they enter or park in new bays.

- Requests that the EIR discuss provisions for passenger access and boarding in new bays.
- Requests that the EIR discuss how U.S. 101 through traffic will be affected by the project.
- Requests that the EIR discuss how the project will support City of San Rafael goals of reduced congestion and improved safety for pedestrians and bicyclists.
- Requests that the EIR discuss impacts on traffic congestion.
- Requests that the EIR discuss number of passengers estimated to be accessing the proposed project via train, foot, car, bicycle, and other appropriate modes, including at different time of the day.
- Requests that the EIR discuss vehicle miles traveled.
- Requests that the EIR review the project for consistency and/or conflicts with the circulation goals and polices in *San Rafael General Plan 2020* and *City of San Rafael Pedestrian and Bicycle Master Plan* (2018).
- Requests that the EIR discuss advanced signalization and other technological management system opportunities for the project.
- Requests that the EIR discuss evolving mobility options and technologies in the vicinity and include corresponding recommendations for land use.
- Requests that all areas surrounding the proposed project should be looked at as traffic calmed areas.
- Raises concerns about the elimination of the left-turn lane at 3rd Street and Hetherton.
- Requests that the EIR discuss benefits of public-private transit hub in the historic NWP Depot building.
- Requests that the EIR discuss the north-to-south bus flow on Tamalpais.
- Requests that the EIR consider Tamalpais south of 3rd Street and the sliver of the Bettini site west of the rail tracks as an alternative location for the three 3rd Street bus bays.
- Requests that the EIR analyze the intersection treatments needed at Tamalpais and 3rd and 4th Streets to assure safe access for pedestrians, passengers, and cyclists.
- Requests that the EIR discuss adequacy of car drop-off and taxi zones.
- Requests that the EIR discuss access to the project for those arriving by car, including the provision or loss of drop-off and commuter parking facilities.

Utilities and Public Services, Recreation

- Requests that the EIR discuss impacts on local roads and highways, including the San Pedro Road corridor, during emergencies and evacuations, such as during wildfire or flood.
- Requests that the project consider creative signs for bus/taxi/train information.
- Requests that the EIR discuss essential services response times and ratios.
- Requests that the EIR discuss potential public realm impacts within a ¼-mile radius of project site, such as the need for wider sidewalks, gathering areas, wayfinding signage, and landscaping.

- Requests that the District use this opportunity to complete the Bay Trail in downtown San Rafael.
- Requests that the EIR discuss impacts of vehicular circulation around the site on emergency vehicles.

4.3 Project Alternatives

- Requests that the EIR consider a site south of 2nd Street at the Glass and Sash building and the adjoining roofing business to allow for future land use planning responsive to sea level rise.
- Requests that the EIR discuss what properties would have to be acquired and what businesses would have to be relocated for each alternative, as well as potential land uses for the remaining portions of parcels.
- Requests that the EIR discuss future re-use option of current site.
- Requests designs that use the current location for a least two street-level alternatives.

Non-CEQA Topics

- Requests that the District prepare a Fiscal Impact Analysis to assist in assessing and weighing alternatives.

4.4 Funding/Costs

- Request that the District not discount alternatives based on funding issues.
- Requests a discussion of the merits of securing public ownership of an expanded site, including ground-leasing development rights rather than selling existing public property.
- Requests that the EIR consider the cost of acquiring private properties and relocating their tenants.

4.5 Other

- Requests more advanced noticing regarding meetings.

Appendix A
Notice of Project Scoping

Notice of Preparation (NOP)

NOTICE OF PREPARATION

October 16, 2018

To:
Reviewing Agencies and Organizations

From:
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901-5318

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the San Rafael Transit Center Replacement Project and Notice of Scoping Meeting

The Golden Gate Bridge, Highway and Transportation District (District), as the lead agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for the proposed San Rafael Transit Center Replacement Project (project). We are interested in your agency's views regarding the scope and content of the environmental documentation that is germane to your statutory responsibilities in connection with the proposed project. The project description, location, overview, EIR scope, and potential environmental effects are provided in the attached materials.

Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Raymond Santiago, Principal Planner, Golden Gate Bridge, Highway and Transportation District, at the address shown above, or email to SRTC@goldengate.org. Requests to be included on the project mailing list and receive additional information about the project should also be directed to SRTC@goldengate.org. Because of time limits mandated by state law, your written response must be sent at the earliest possible date, but no later than the later of 30 days after this notice or November 19, 2018. Please include a name and phone number of a contact person in your organization.

The District will hold a scoping meeting in an open-house format to discuss the proposed project and review environmental issues to be addressed in the draft EIR on Tuesday, October 30, 2018, from 5:30–7:00 p.m. at Whistlestop, 930 Tamalpais Avenue, San Rafael, CA. Persons with disabilities will be able to access the buildings used for the scoping meeting. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact the dedicated project line at (415) 257-4444 by 5:00 p.m. no later than October 25, 2018. A Spanish interpreter will be available at the meeting.

If the project receives federal funding, it is anticipated that a joint EIR/National Environmental Policy Act document would be prepared and the Federal Transit Administration (FTA) will serve as the federal lead agency.

Date: 10/16/18

Signature:

Name: Raymond A. Santiago

Title: Principal Planner

Telephone: (415) 257-4443

Email: SRTC@goldengate.org

Reference: California Code of Regulations, Title 14, (State CEQA Guidelines) Sections 15082(a), 15103, 15375.

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSIT DISTRICT
1011 Andersen Drive, San Rafael, CA 94901-5318

NOTICE OF PREPARATION
ATTACHMENT

Project Title
San Rafael Transit Center Replacement Project

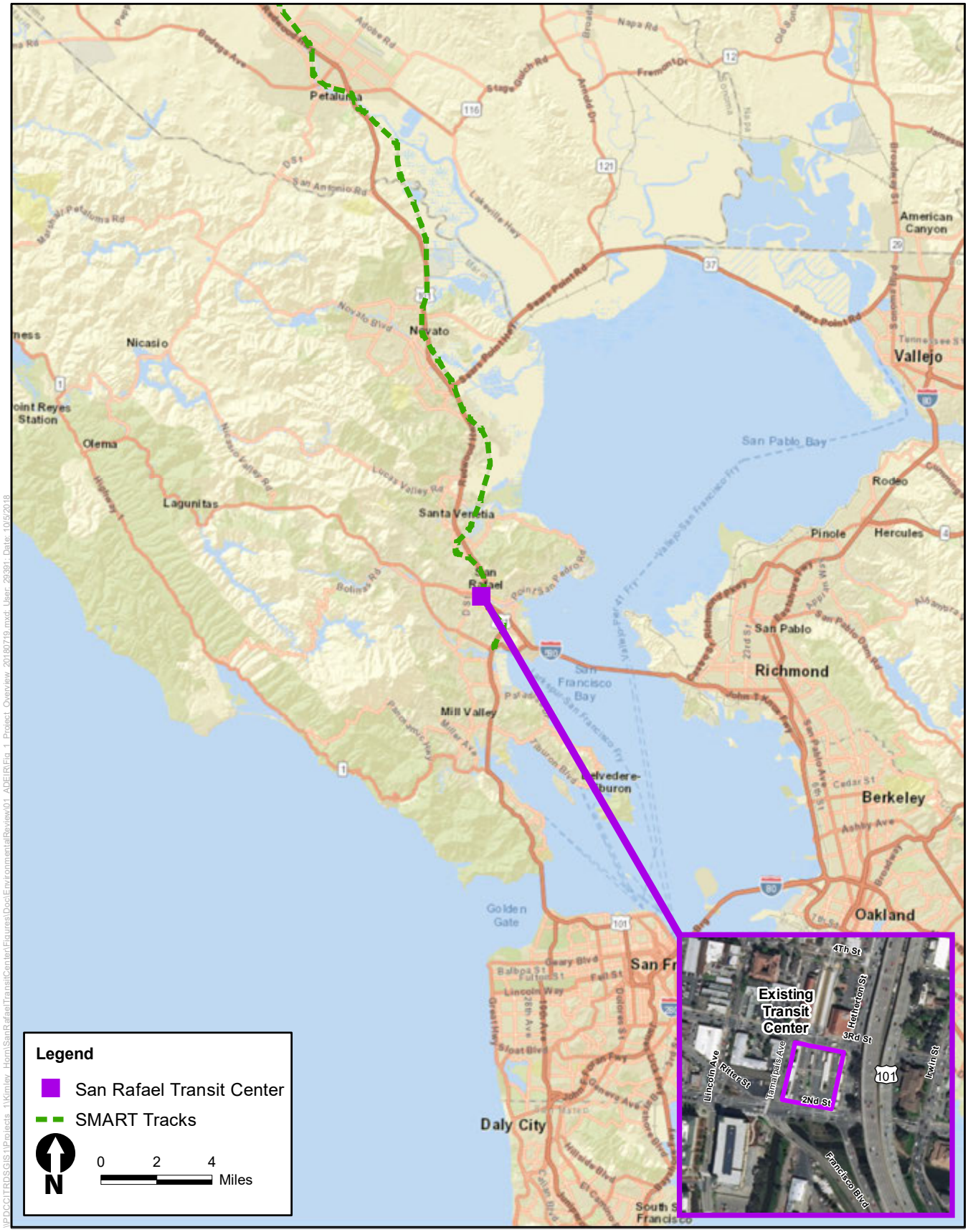
California Environmental Quality Act (CEQA) Lead Agency
Golden Gate Bridge, Highway and Transportation District

Project Information available at:
1011 Andersen Drive
San Rafael, CA 94901-5318

or via website:
http://goldengate.org/SRTC/

Project Location and Background
The San Rafael Transit Center, also known as the C. Paul Bettini Transit Center, is owned by the Golden Gate Bridge, Highway and Transportation District (District), which operates Golden Gate Transit regional and inter-county bus transit services. The transit center is located in downtown San Rafael at the intersection of 3rd Street and Hetherton Street (see Figure 1). With more than 500 bus trips daily and 17 operating bus bays, the transit center is the largest regional transit hub in Marin County, providing access to the regional transportation network for area residents and a key transfer point for employees, visitors, and students in San Rafael and the greater North Bay region. The transit center primarily serves bus routes operated by Golden Gate Transit and Marin Transit, but it is also served by Sonoma County Transit, Sonoma County Airport Express, Marin Airporter, Greyhound, and paratransit services. On weekdays, nearly 9,000 people board or alight buses at the transit center to make their necessary transportation connections. Downtown San Rafael is an important destination, with nearly half of the passengers travelling to or from downtown, and the remaining riders making transfers to other destinations. The 17 bus bays are well-utilized during most peak-period pulse times, leaving little room for growth in bus service.

In August 2017, the Sonoma-Marin Area Rail Transit (SMART) District commenced passenger rail service on its initial corridor, consisting of 43 miles of rail and 10 stations (Phase 1) in Sonoma and Marin Counties. SMART's Phase 1 corridor parallels U.S. Highway 101 (US-101) beginning at the Sonoma County Airport and terminating in downtown San Rafael just north of the transit center. SMART riders transferring from the downtown San Rafael SMART station—located north of 3rd Street—to access the current transit center south of 3rd Street, as well as riders originating from downtown San Rafael, must navigate congested vehicle traffic passing through local intersections and accessing the US-101 on-ramps adjacent to the transit center.


Legend
San Rafael Transit Center
SMART Tracks
N
0
2
4
Miles
Existing Transit Center
4Th St
3Rd St
2Nd St
Hetherton St
Irwin St
Lincoln Ave
Ritter St
Tamalpais Ave
101
Francisco Blvd
Petaluma
Novato
Nicasio
Olema
Point Reyes Station
Lagunitas
Santa Venetia
San Rafael
Mill Valley
Sausalito
Golden Gate
Daly City
San Francisco Bay
San Pablo Bay
Vallejo
American Canyon
Rodeo
Hercules
Pinole
San Pablo
Richmond
Berkeley
Oakland
Alameda
Tiburon
Belvedere-Tiburon

In addition, Phase 2 of the SMART project, which was approved in 2015 and began construction in early 2018, will extend passenger rail service from its current downtown San Rafael terminus to Larkspur. The southward extension of SMART will require the construction of two sets of tracks through the middle of the existing transit center site south of 3rd Street. The SMART Phase 2 line will bisect the existing transit center, reconfigure Platforms C and B, negatively impact bus circulation and bus bay flexibility within and around the transit center, and disrupt pedestrian access and transfer activity among the remaining platforms at the site. This change will affect how buses and people access and travel through the transit center as well as the reduction in the amount of space available for buses and riders, which will be detrimental to bus, vehicle, and pedestrian access and safety. As a result, the transit center must be relocated to another location in downtown San Rafael.

Project Objectives

The District, in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and SMART, plans to replace the transit center in downtown San Rafael. The proposed San Rafael Transit Center Replacement Project (project) is needed primarily to preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities. Specifically, the purpose of the project is 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 and optimize operating costs and improve transit desirability.
- Design a functional, attractive, 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 both local residents and regional commuters. It would also, to the extent feasible, minimize traffic congestion and facilitate smooth transit operations while also promoting pedestrian safety.

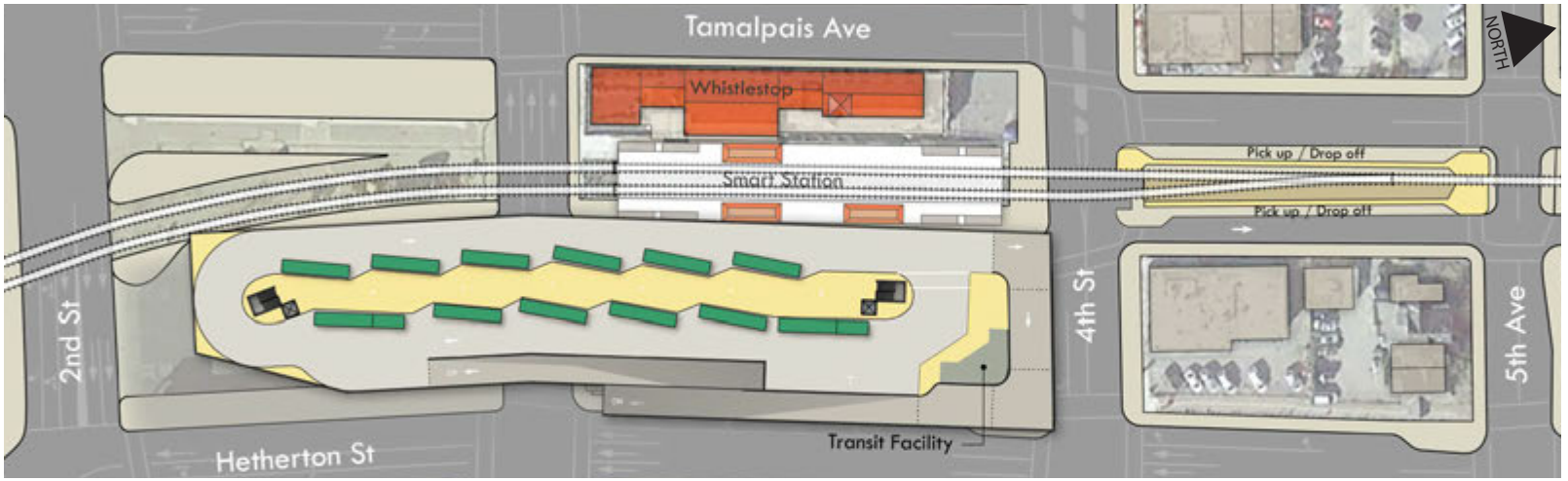
Preliminary Project Alternatives to Be Analyzed in the Draft Environmental Impact Report

The District has identified five preliminary alternatives. The alternatives are described below and the conceptual design for each alternative is shown in Figures 2, 3, 4, 5, and 6, respectively. The District also will study a No Project Alternative pursuant to CEQA requirements. These preliminary alternatives will be further refined and screened based on agency and public input.

- ***Two-Story Concept*** is bounded by 4th Street to the north, Hetherton Street to the east, 2nd Street to the south, and Tamalpais Avenue to the west (Figure 2). This concept includes the parcel to the east of the SMART station as the ground-level of a proposed two-story transit center. This alternative includes 6 bus bays on the ground level and 12 bus bays on the upper level. This alternative has the smallest footprint, only requiring the acquisition of one parcel, but also would cost more due to the two-story construction.
- ***Across-the-Freeway Concept*** is bounded by 5th Avenue to the north, Irwin and Hetherton Streets to the east, 3rd Street to the south, and Tamalpais Avenue to the west (Figure 3). This alternative has two options: the first would include a three-bay transit island on Hetherton Street between 3rd and 4th Streets, and the second would shift Hetherton Street to the west to allow for on-street bays on the east side of Hetherton Street between 3rd and 4th Streets. This concept incorporates the area underneath US-101, which would eliminate some existing California Department of Transportation (Caltrans) Park and Ride lot parking stalls and require covering Erwin Creek (a tributary of San Rafael Creek), across a portion of the block.
- ***4th Street Gateway Concept*** is bounded by 5th Avenue to the north, Hetherton Street to the east, 3rd Street to the south, and the SMART tracks to the west (Figure 4). In order to accommodate three curbside bus bays, southbound right-turn movements from Hetherton Street to 4th Street would be precluded.
- ***Whistlestop Block Concept*** is bounded by 4th Street to the north, Hetherton Street to the east, 3rd Street to the south, and Lincoln and Tamalpais Avenues to the west (Figure 5). This concept co-locates the proposed transit center on the same block as the existing SMART station. The Whistlestop building would either be relocated, reconfigured, or restored and used for customer service functions with the proposed transit center.
- ***North of 4th Street Concept*** would occupy the entire block bounded by 5th Avenue to the north, Irwin Street to the east, 4th Street to the South, and Hetherton Street to the west. It is generally located beneath US-101 (Figure 6) and would eliminate some existing parking stalls in the Caltrans Park and Ride lot, and require covering Erwin Creek (a tributary of San Rafael Creek), across the full length of the block. While this concept would accommodate 17 bus bays within this block, it would require customer service, restrooms, and pick-up/drop-off functions to be located off site.

Features common to all five alternatives include the provision of at least 17 bus bays, pick-up/drop-off areas for passenger vehicles or taxis, bicycle parking, customer service and security space, bus operator restrooms, and parking for operations staff. Some of these facilities could be provided at locations outside of the extents of the concepts shown in Figures 2 through 6 below. The project website provides more detailed information on the project and the public outreach conducted to date: http://goldengate.org/SRTC/.

Upper Level



Lower Level

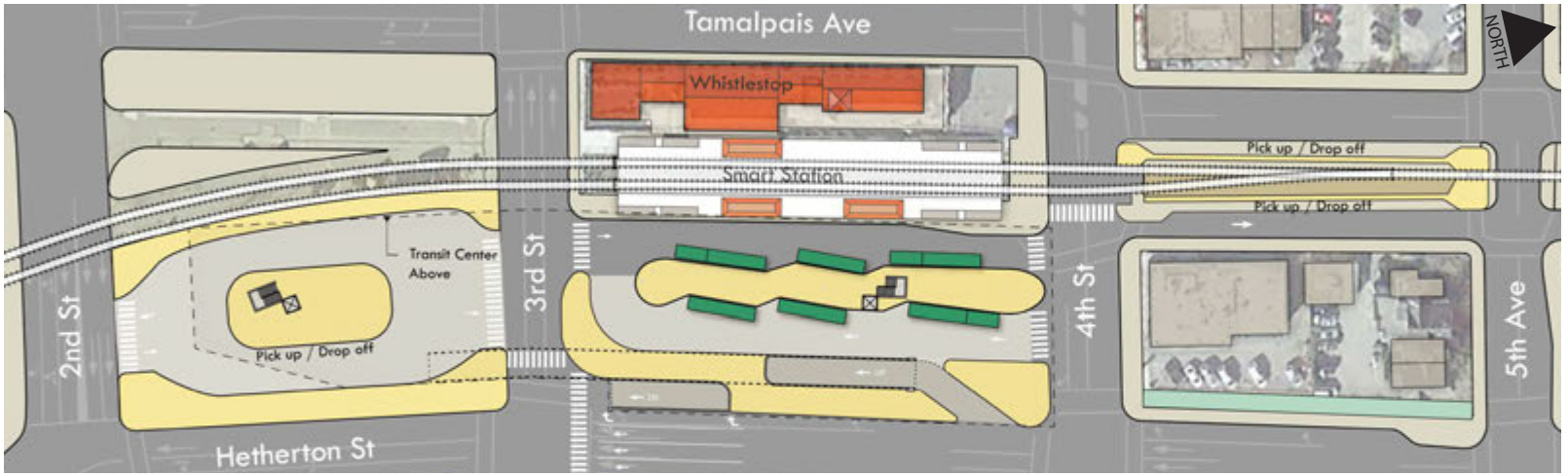


Figure 2

Two-Story Concept

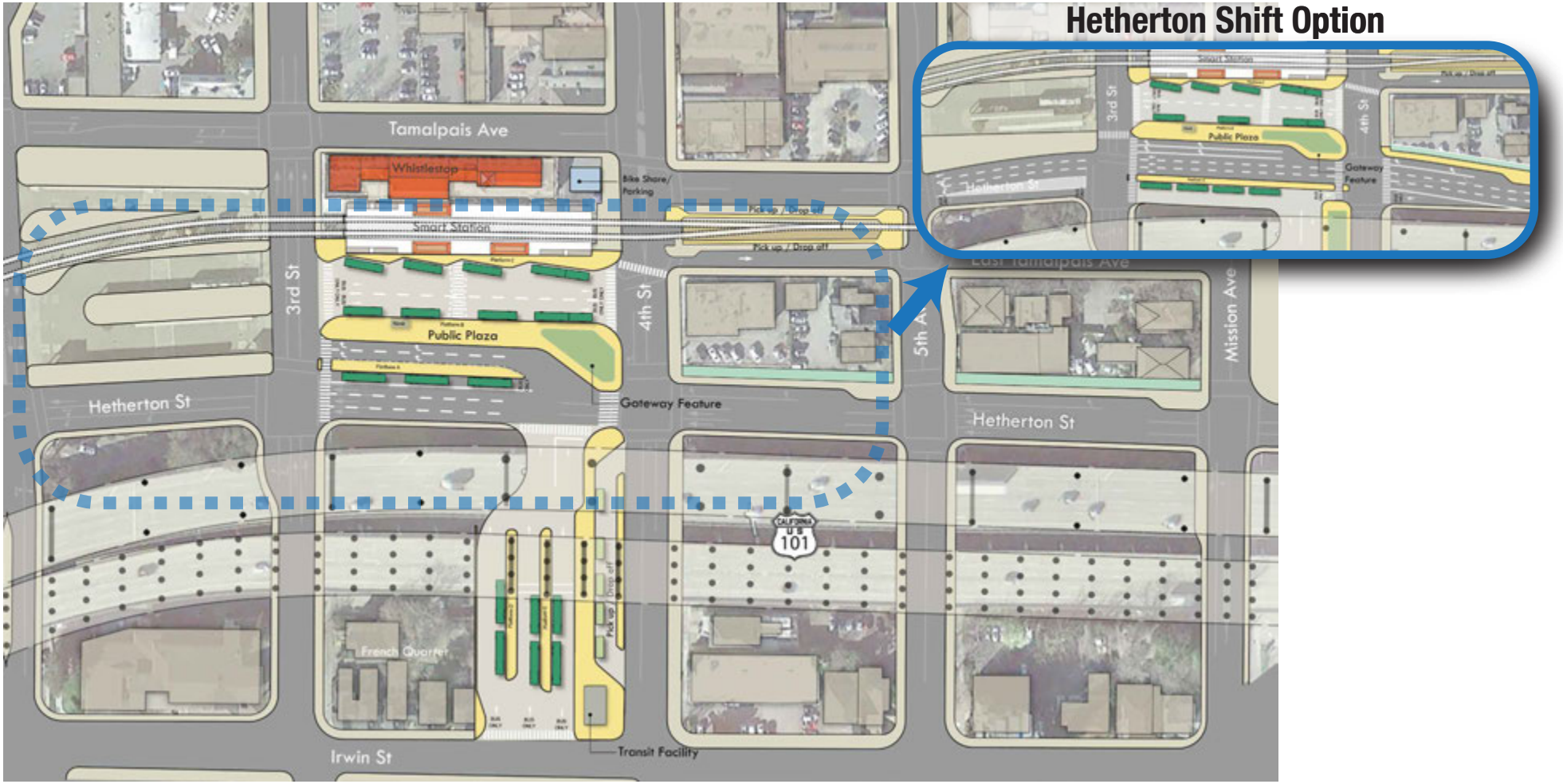


Figure 3

Across the Freeway Concept

Figure 4

4th Street Gateway Concept

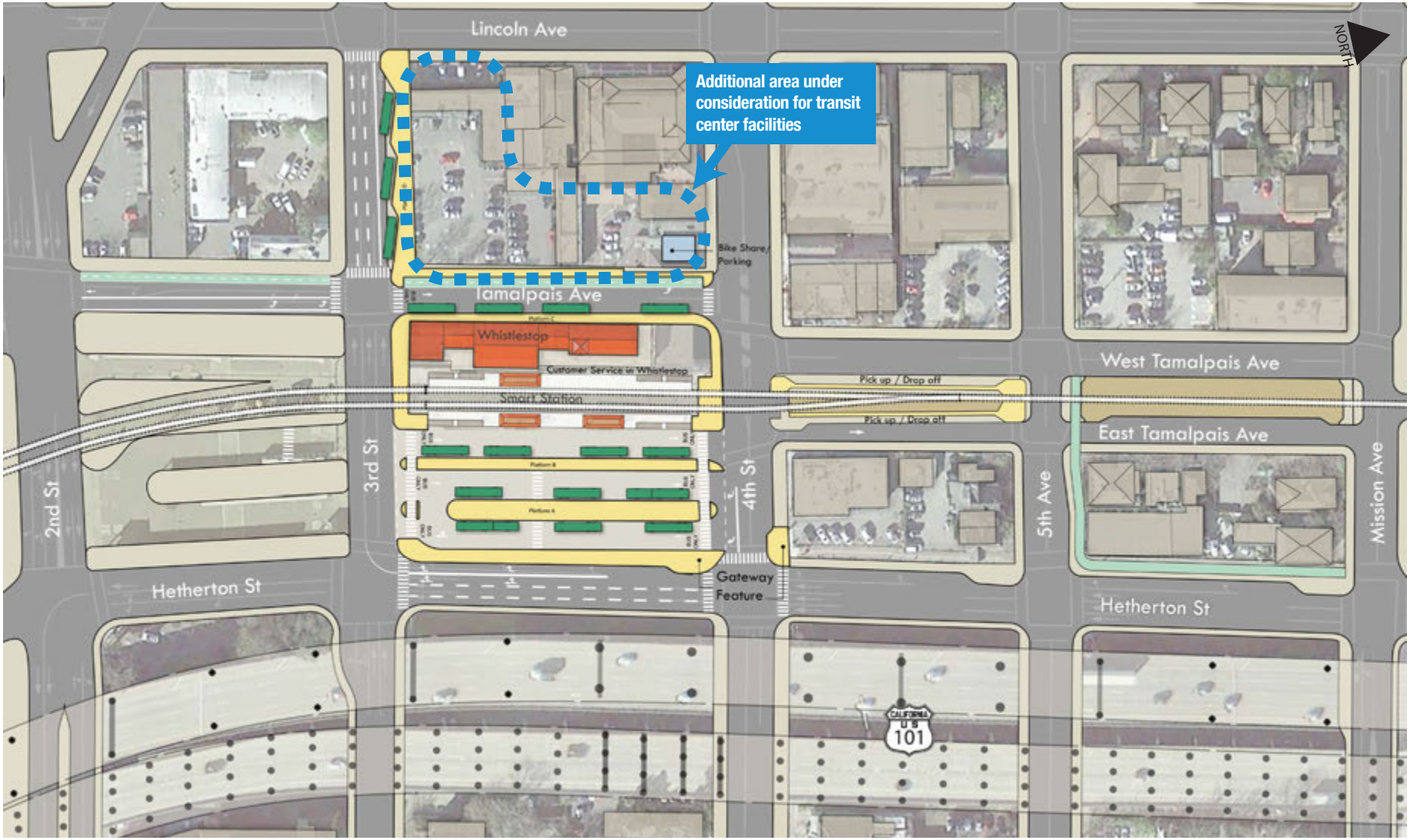


Figure 5

Whistlestop Block Concept

Figure 6

North of 4th Street Concept

Project Schedule

The District expects to complete the environmental review process by early 2020, and preliminary project design (30%) by the Fall of 2020; the final design, permitting, and construction would commence thereafter.

EIR Scope and Potential Environmental Effects

The purpose of the EIR will be to disclose the environmental impacts of the project. Potential environmental effects to be examined in the EIR are those related to aesthetics, air quality and greenhouse gas emissions; biological resources; cultural resources; geology, soils, and seismicity; hazards and hazardous materials; hydrology and water quality; land use and planning; noise and vibration; population and housing; transportation and transit; and utilities and public services (including recreation). Cumulative impacts, alternatives to the project, and growth-inducing impacts will also be analyzed. Impacts resulting from both short-term construction and long-term operation of the project will be identified. A brief discussion of the anticipated environmental impacts and what will be examined in the EIR is presented below. Mitigation measures will be identified for significant impacts, as appropriate.

Aesthetics
The project is located in downtown San Rafael. The EIR will describe the existing visual character of the project site and surrounding areas, and identify key visual resources and scenic views. The EIR will analyze impacts on these key visual resources and scenic views as a result of the proposed project. Lighting and glare impacts on any sensitive viewers/viewsheds will also be addressed.

Air Quality and Greenhouse Gas Emissions
The EIR will describe the existing air quality conditions in the San Francisco Bay Area basin and evaluate the impacts of the project, in accordance with current Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines. The construction and operational greenhouse gas (GHG) emissions in the project vicinity related to implementation of the project will be quantified. Potential impacts related to climate change will be addressed consistent with the BAAQMD's current guidance. The project's consistency with the City of San Rafael's Climate Action Plan will also be discussed.

Biological Resources
The EIR will describe the existing biological resources on the site, discuss the impacts of the project on biological resources (plants, wildlife, and waters), and identify any conflicts with local policies and ordinances protecting biological resources, such as impacts on protected or heritage trees.

Cultural Resources
The EIR will evaluate potential impacts on historical, archaeological, and paleontological resources. The Native American Heritage Commission (NAHC) and any tribes it identifies will be contacted and consulted about the presence of traditional lands or cultural places in the project vicinity.

Geology, Soils and Seismicity
The EIR will describe the geologic and soil constraints that may affect the project design, including seismicity, landslide, lateral spreading, subsidence, liquefaction, or potential for expansive soils.

Hazards and Hazardous Materials
The EIR will describe the existing conditions on and adjacent to the project site—including the potential for existing soil and/or groundwater contamination near the site to affect future uses on the site—and will identify hazardous impacts from both construction and operations.

Hydrology and Water Quality
The EIR will discuss the potential for project-related flooding on the project site, and will describe construction and operational impacts related to stormwater runoff and drainage infrastructure, and water quality.

Land Use and Planning
The EIR will evaluate the compatibility of the project with neighboring areas, change to or displacement of existing uses, compliance with zoning regulations, and consistency of the project with relevant local land use policies that have been adopted in the City of San Rafael General Plan 2020 and the 2012 Downtown Station Area Plan.

Noise and Vibration
The EIR will identify sensitive noise receptors and sources of noise and vibration in the project area and analyze short-term construction and long-term operational noise and vibration impacts associated with moving the transit center to a new location. Noise from changes in traffic patterns associated with operations at the new location would also be evaluated.

Population and Housing
The EIR will address the project's potential for inducing population growth and displacing people and housing.

Transportation and Transit
A transportation impact analysis will be prepared for the EIR to describe the existing local and regional transportation network and to evaluate the proposed project's construction- and operations-related traffic impacts for vehicular, transit, bike, and pedestrian circulation.

Utilities and Public Services (including Recreation)
The EIR will describe the existing utilities at the project site and will address the ability of existing and planned public facilities and service systems to meet demands generated by the project. Physical impacts on public utilities—including sanitary sewers, storm drains, and solid waste—will be identified, as will any need to construct new facilities. The EIR will describe the existing water supply serving the project site and evaluate the impacts of the project on water supply.

Cumulative Impacts
Consistent with CEQA, this section will address the impacts of implementing the project in combination with other past, present, and reasonably foreseeable future projects in the project vicinity.

Alternatives to the Project
Alternatives to the project will be evaluated, including the No Project Alternative. Other alternatives analyzed in the EIR will be identified based on their ability to reduce or avoid environmental impacts.

Growth-Inducing Impacts
The EIR will discuss the ways in which the project could foster growth in the surrounding environment, including potential for growth from enhanced transit facilities and land use development surrounding the project site; growth-related secondary impacts also will be discussed.

Other CEQA-Required Analysis
The EIR will include other issues required by CEQA, including Significant Unavoidable Impacts, Significant Irreversible Environmental Change, Persons Consulted and List of Preparers, References, and technical appendices.

Appendix B

Scoping Meeting Presentation

PowerPoint Presentation
Informational Boards

POWERPOINT PRESENTATION

SAN RAFAEL TRANSPORTATION CENTER

Relocation Analysis, Environmental Clearance, and Preliminary Design

Scoping Meeting – October 30th, 2018, 5:30 – 7:00 PM

Scoping Meeting Purpose

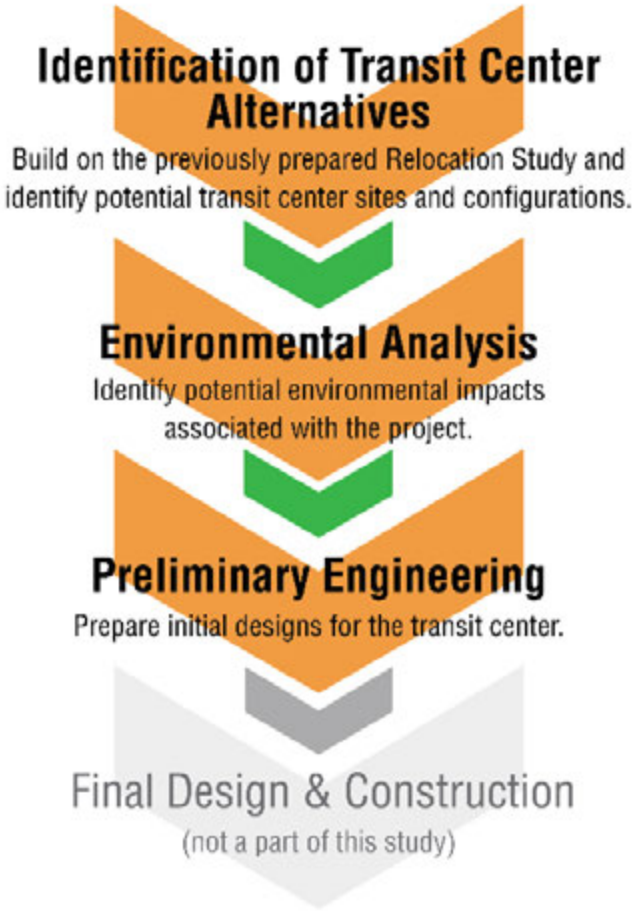
- Requirement for CEQA
- Review of Notice of Preparation
- Receive written public comments on alternatives to be considered and scope of environmental analysis

Open House Format

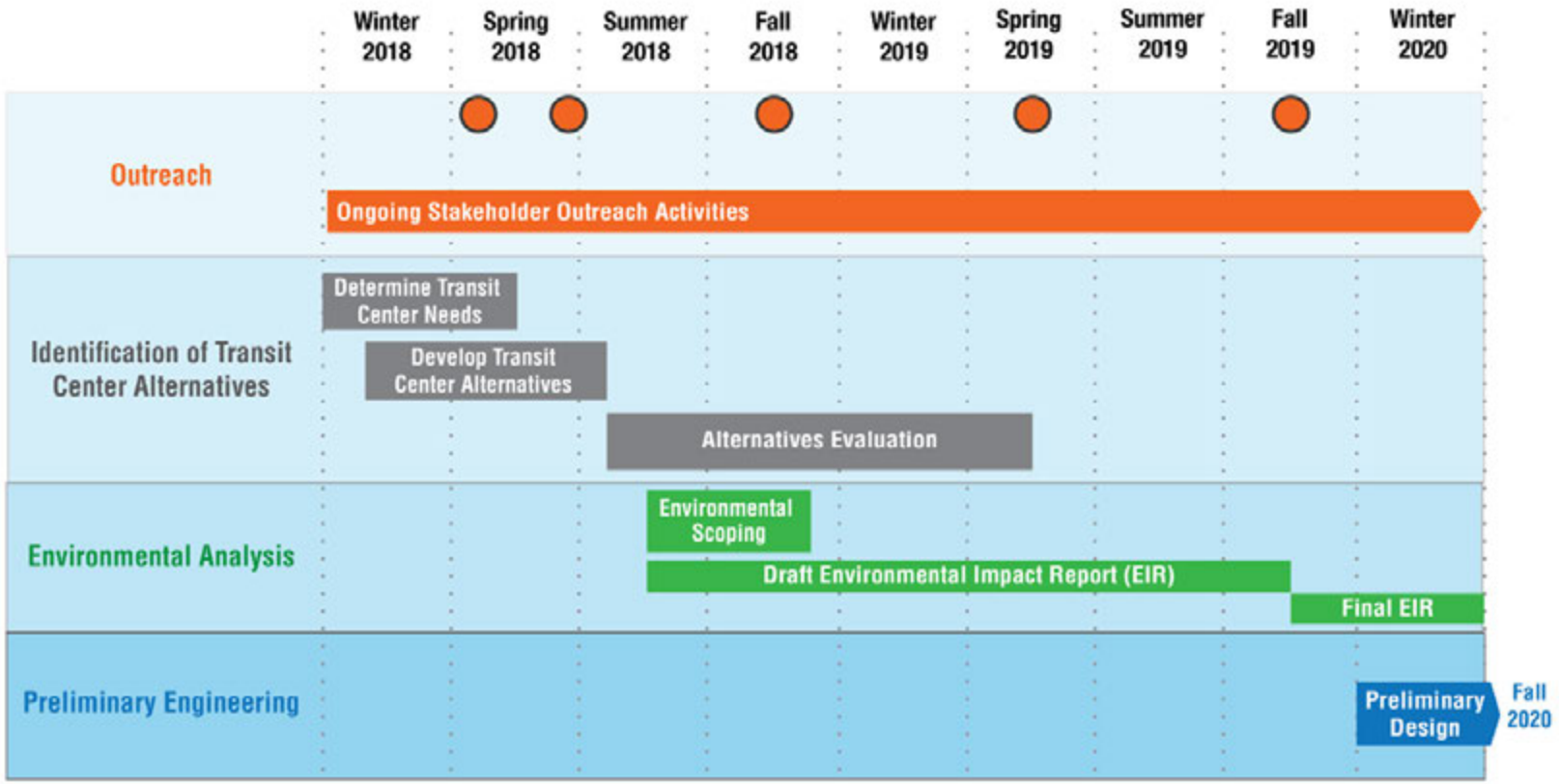
- Background Information
  - Project Information
  - Environmental Process, Purpose & Need
  - Transit Center Concepts
- Provide Scoping Comments

Project Process

We are here

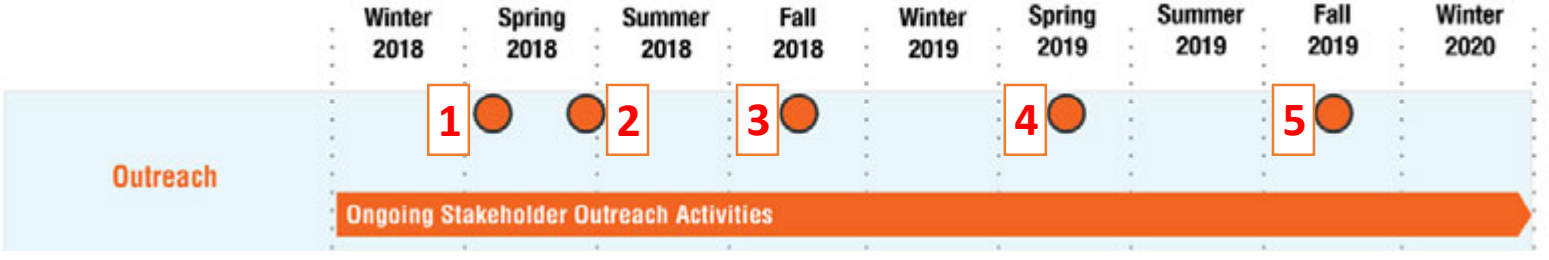


Project Schedule



Community Outreach Process

- Community stakeholders initially raised concerns regarding project development and concept selection processes; the project team worked collaboratively to implement an open and transparent process
- Five phases of public engagement
  1. Listening (March 20th Open House & March Survey)
  2. Input on Specific Concepts (June 12th Open House, Canal Outreach, June/July Survey)
  3. Scoping for Environmental Analysis (October 30th Meeting)
  4. Selection of Alternatives (Spring 2019)
  5. Share Findings of Environmental Analysis (2019)



Community Engagement – First Round

- Goals: Introduce project, reset community perceptions of process
- Open House held March 20th, 2018
  - Approximately 75 attendees
- Online survey open March 20th through May 1st
  - 206 responses received

Community Engagement – Second Round

- Goals: Share proposed concepts and receive feedback
- Open House held June 12th, 2018 – approximately 60 attendees
- Online survey open June 12th through July 15th – 187 responses
- Two pop-up events in the Canal Neighborhood
- Letters received from community groups

Study Area

Legend
Study Area
Downtown San Rafael SMART Station
Existing Transit Center
SMART Phase 1
SMART Phase 2
Garden Ln
Tamalpais Ave
Green Way
Mission Ave
Irwin St
Walter Ln
4th St
Lootens Pl
Cijas St
Lincoln Ave
Tamalpais Ave
Hetherton St
CALIFORNA
101
3rd St
Ritter St
2nd St

Design Requirements - Facilities

- Must accommodate transit operations
  - 17 bus bays, matching current transit center
  - Customer waiting areas
  - Customer service in close proximity
  - Operator facilities
- Wayfinding and transit information
- Bike parking
- Pick-Up/Drop-Off curb space for taxis and TNCs
- Security and lighting

Concept Development Process

- Identify sites that are capable of meeting the program and meet the transfer needs of patrons
- Assess bus routing and circulation that allows for bus access/exit
- Delineate space for pedestrian and bicycle circulation internally and externally
- Identify opportunities for supportive uses, urban design, and placemaking components

Alternatives Evaluation Process

- Alternatives evaluated against project purpose and need
- Assessment of environmental impacts
  - Technical analysis based on CEQA requirements
- Stakeholder agency input
- Community input

Provide Scoping Input

- Potential environmental issues to be analyzed in the environmental document
- Feedback on alternatives currently identified
- Other alternatives that should be considered
- Provide written feedback on comment forms or via e-mail (SRTC@goldengate.org)

What Happens Next

- Project team review of scoping comments
- Preparation of environmental technical studies
- Evaluation of alternatives
- Public Meetings
- Selection of a Preferred Alternative

Project Contact Information

- E-mail: SRTC@goldengate.org
- Phone: (415) 257-4444 (dedicated project line)
- View our website at: goldengate.org/SRTC

GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

SAN RAFAEL TRANSIT CENTER

Replacement Project

4th Street Gateway Concept

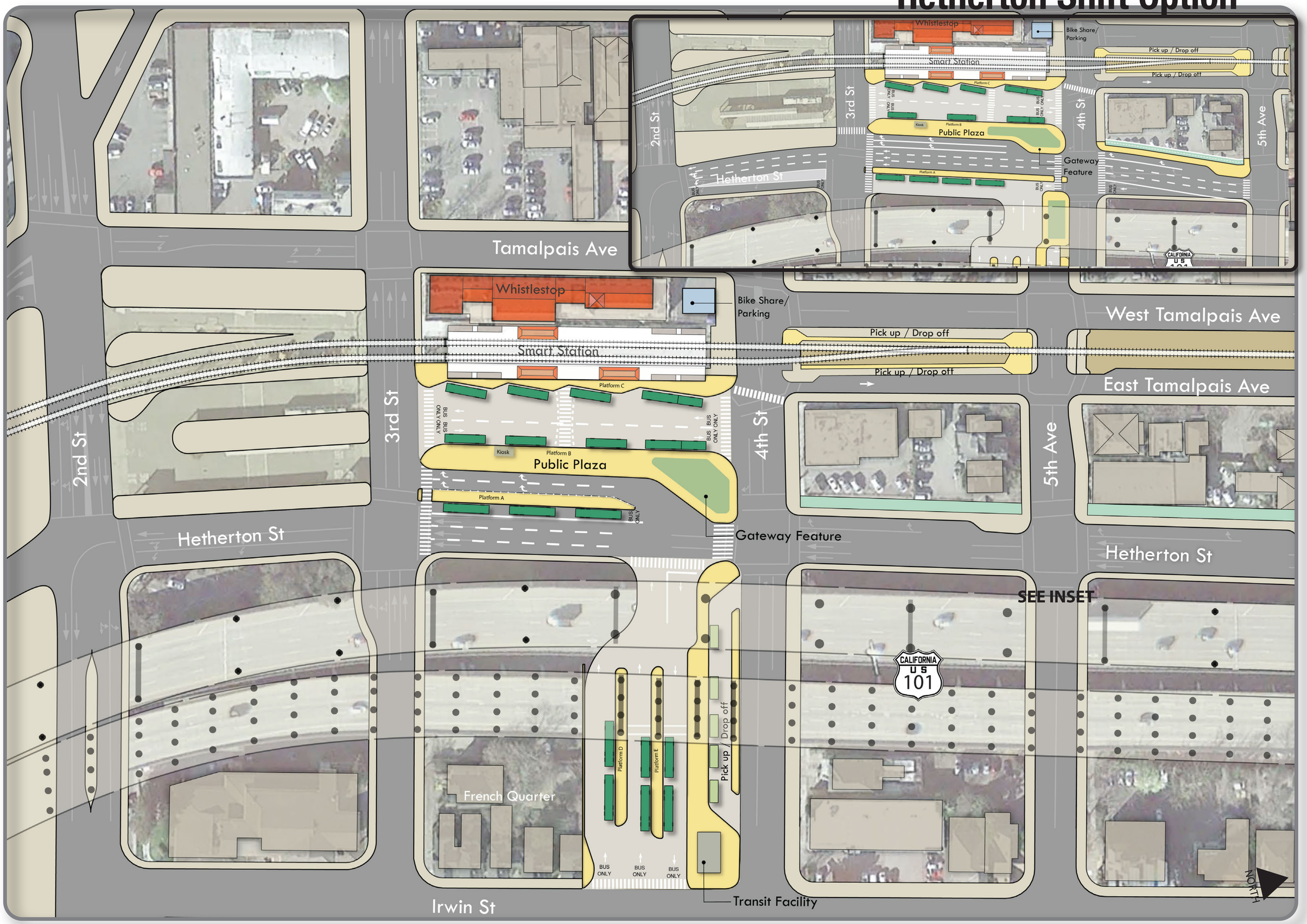
GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

SAN RAFAEL TRANSIT CENTER

Replacement Project

Across the Freeway Concept

Hetherton Shift Option



SAN RAFAEL
TRANSIT CENTER
Replacement Project

Design Requirements

The following considerations will guide design efforts:

- Create a welcoming, attractive, memorable, vibrant place for all users that reflects San Rafael's history and culture, and enhances the city's economy.
- The site should serve as a "gateway" to Downtown San Rafael.
- Maximize the vitality of 4th Street.
- Design the site for safety, incorporating best practices of crime prevention through environmental design, including space for security staff and extensive lighting.
- Provide convenient pedestrian and bike connectivity to surrounding destinations, including Downtown San Rafael.
- Accommodate transit operations (including Greyhounds and airport shuttles) with at least 17 bus bays.
- Position bus platforms so that they can be easily accessed from the direction they are approaching, reducing bus traffic on local streets.
- Provide for transfer activity (for both bus-to-bus and bus-to-SMART transfers) to occur within the pulse window.
- Create high quality waiting areas.
- Reduce conflicts between pedestrians, vehicles, and bikes.
- Provide adequate space for customer service.
- Provide safe and secure bike parking.
- Designate a nearby location for pick-up/drop-off activities, including taxis and Transportation Network Companies (e.g. Uber, Lyft).
- Provide flexibility for current and future fleet sizes and characteristics
- Develop access to transportation services through universal design, with a focus on accessibility, wayfinding, and safe and clear paths of travel.
- Provide weather-protected and comfortable accommodations and amenities for transit riders, pedestrians and bicyclists.

SAN RAFAEL
TRANSIT CENTER

Replacement Project

North of 4th Street Concept

SAN RAFAEL
TRANSIT CENTER
Replacement Project

Project Information

What is the project?

The project: working to identify a new San Rafael Transit Center (SRTC).

Project Lead Agency: Golden Gate Bridge Highway & Transportation District (GGBHTD)

"Responsible Agency" under CEQA: City of San Rafael

Cooperating Agencies:
*Marin Transit
*Transportation Authority of Marin (TAM)
*Sonoma-Marin Area Rail Transit (SMART)

This project will include:
*Determination of facility requirements
*Analysis and identification of potential sites in downtown San Rafael
*An environmental impact review process

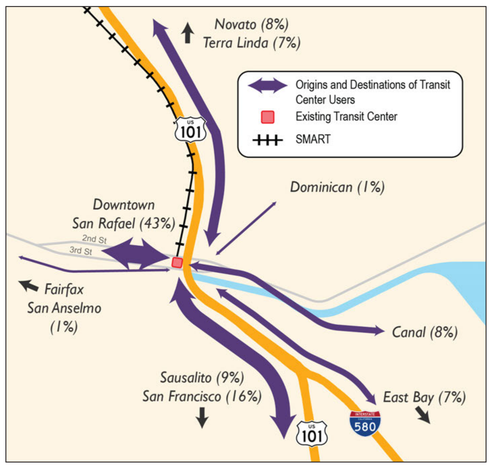
Why does it need to be relocated?

*The planned SMART tracks extension will go through the current San Rafael Transit Center site south to Larkspur.

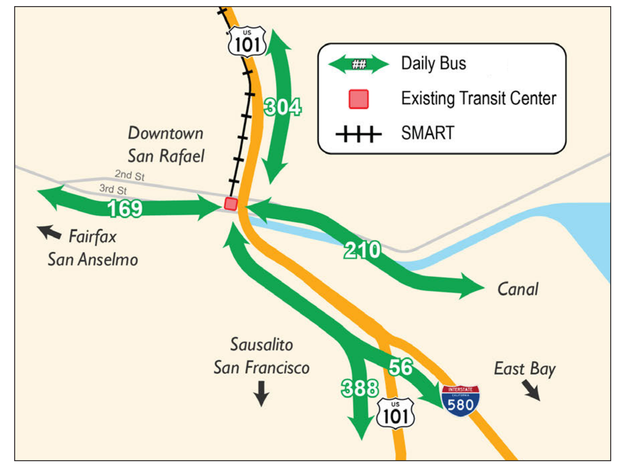
Why does it function best in downtown San Rafael?

*Downtown is a point of intersection for major north-south and east-west bus routes.
*Access to major arterials will help reduce time buses spend on City streets.
*Downtown is a destination for work and play.
*Consolidation of services downtown will help to reduce riders' travel time.
*A downtown location is fiscally responsible and can help reduce operating costs.

Where are people using the Transit Center going to or coming from?



The Transit Center is purposely located where a number of east-west and north-south bus lines intersect.



PROJECT DEVELOPMENT PROCESS

Identification of Transit Center Alternatives
Build on the previously prepared Relocation Study and identify potential transit center sites and configurations.

Environmental Analysis
Identify potential environmental impacts associated with the project.

Preliminary Engineering
Prepare initial designs for the transit center.

Final Design & Construction
(not a part of this study)

Environmental analysis and preliminary design is anticipated to be completed in 2020. Subsequent project efforts after 2020 will include final design and construction.

SAN RAFAEL
TRANSIT CENTER
Replacement Project

Purpose & Need

Project Purpose*:

- 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 which affords transit users the safest, most efficient means of using bus and rail services.
- Efficiently accommodate transit users and services and reduce operating costs and improve transit desirability.
- Design a functional, attractive, 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.

The SRTC project is needed for the following reasons:

- To preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities.
- 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.
- It would also, to the extent feasible, minimize traffic congestion and facilitate smooth transit operations while also promoting pedestrian safety.

*A Purpose & Need statement is required as part of the environmental process. A project's "need" is an identified deficiency or problem. A project's "purpose" is the set of objectives that will be met to address that dificiency.

INFORMATIONAL BOARDS

SAN RAFAEL
TRANSIT CENTER
Replacement Project

Scoping & Environmental Process

What is Scoping?

- Scoping is the process of determining the focus and content (scope) of an environmental document through outreach to other agencies and the public.
- As part of this process, a Notice of Preparation (NOP) is prepared. This document provides notice to the public and other agencies that a draft environmental document is being prepared, and initiates their involvement in the process.

How You Can Provide Input

- Tell us the environmental issues that should be studied as part of the environmental impact report (EIR).
- Provide comments in written format on comment cards or via e-mail to SRTC@goldengate.org.
- Submit written comments in comment box or mail to:

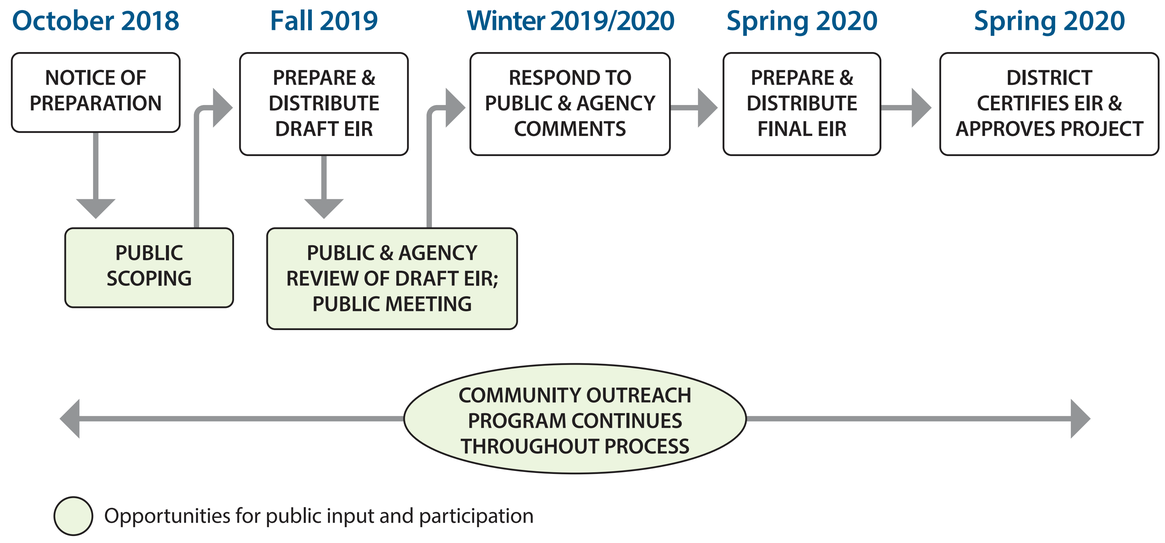
  Raymond Santiago
  Principal Planner
  Golden Gate Bridge, Highway and Transportation District
  1011 Andersen Drive
  San Rafael, CA 94901-5318

- Comments must be received by **November 19, 2018.**

What Happens Next?

- All comments will be documented at the end of the scoping period.
- The comments received will inform the technical studies in the EIR, as well as the evaluation and selection of alternatives.
- There will be two additional public meetings:
  - **Spring 2019** – This meeting will be held to share further evaluation results to inform the selection of alternatives.
  - **Fall/Winter 2019** – This meeting will share the results of the draft EIR.

Environmental Process



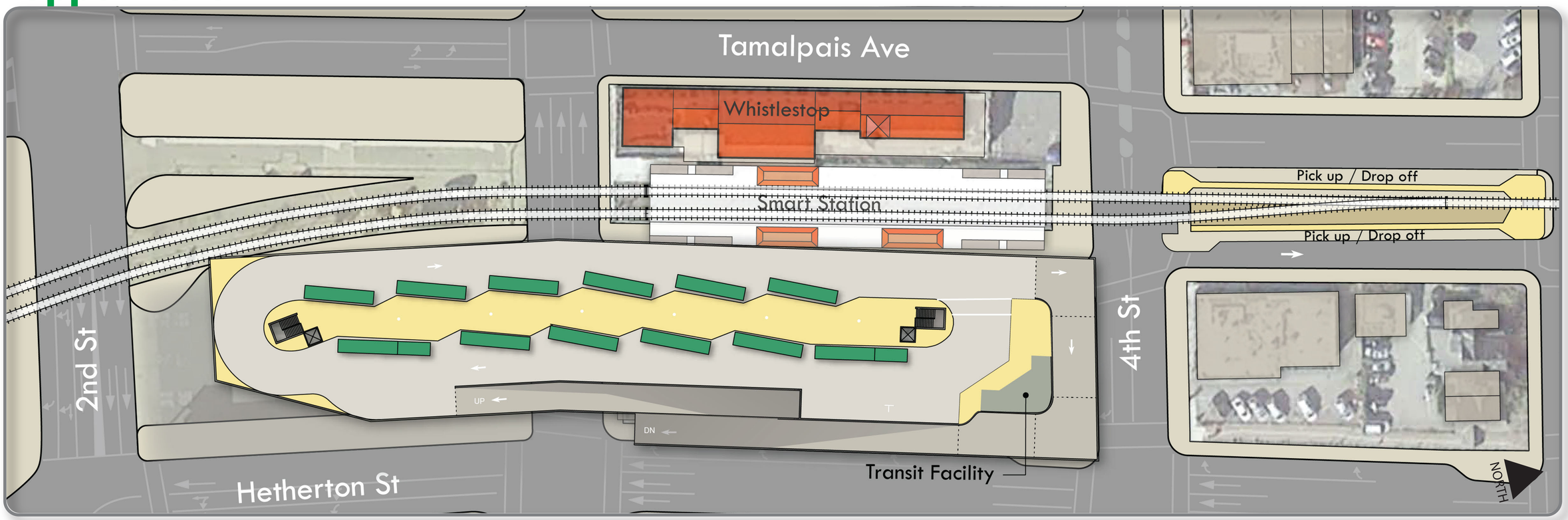
Topics Required to be Considered in the Draft Environmental Impact Report

- Aesthetics
- Air Quality and Greenhouse Gases
- Biological Resources
- Cultural Resources
- Geology, Soils, & Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Transportation and Transit
- Utilities and Public Services
- Cumulative Impacts
- Growth-Inducing Impacts
- Alternatives to the Project

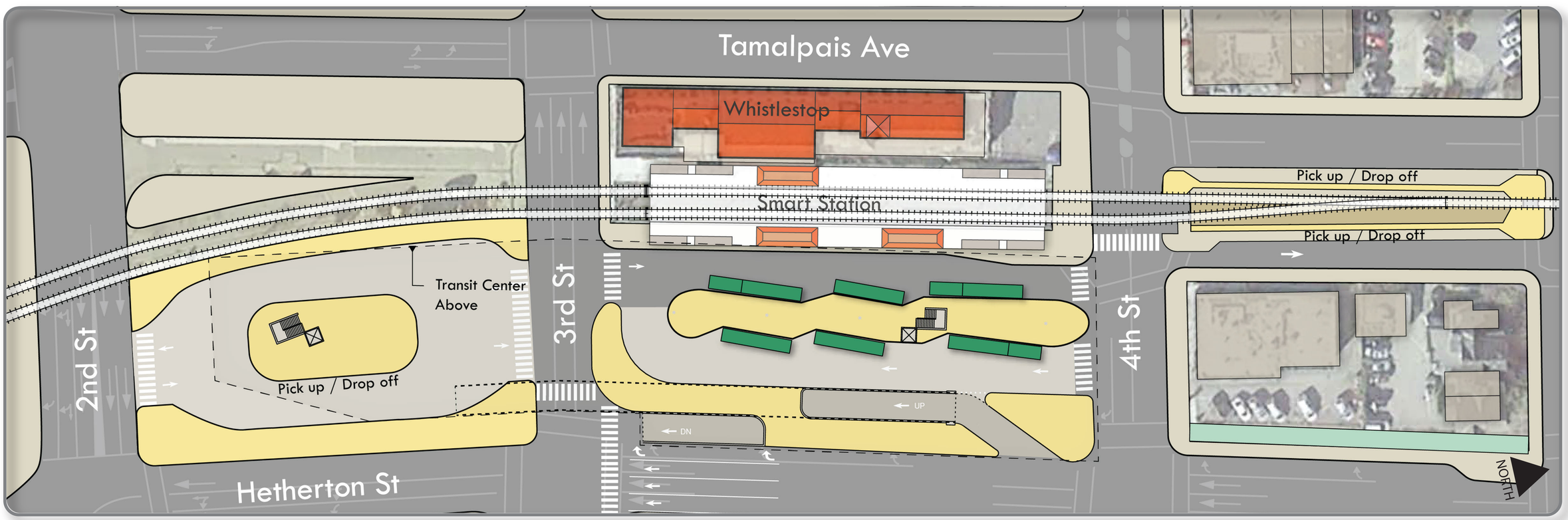
SAN RAFAEL
TRANSIT CENTER
Replacement Project

Two-Story Concept

Upper Level

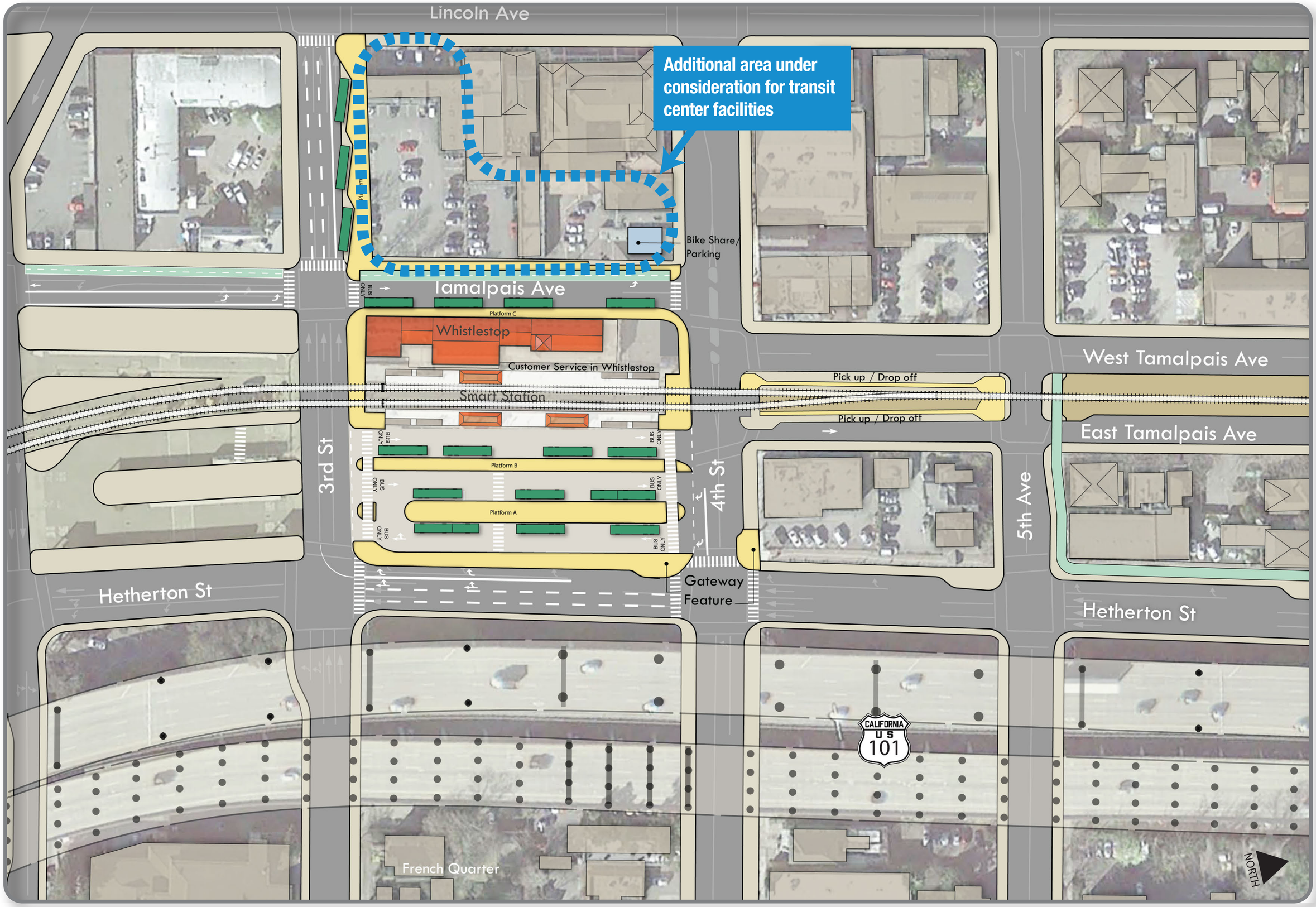


Lower Level



SAN RAFAEL
TRANSIT CENTER
Replacement Project

Whistlestop Block Concept



Appendix C
Scoping Meeting Materials

Sign-in Sheet from the Scoping Meeting
Scoping Meeting Postcard
Scoping Meeting Poster

SIGN-IN SHEET FROM SCOPING MEETING

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Barbara Alexander	63 Harvard Dr. City: Larkspur State: CA ZIP: 94939	barbara.alexander36@gmail.com Phone: 415-847-3210	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone Homeowners Group
Name: Alice Cochran	Address: 245 JCwell St. City: San Rafael State: CA ZIP: 94901	Email: alice alicecochran.com Phone: 415-457-8457	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone E-mail, I think
Name: Jill Carmody	Address: 340 Riviera Dr. City: SR State: CA ZIP: 94901	Email: hairybydaye@gmail.com Phone: 415-456-9609	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone → IJ
Name:	Address: City: State: ZIP:	Email: Phone:	☐ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name:	Address: City: State: ZIP:	Email: Phone:	☐ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Rick Beckstrom	491-A Wilson Ave City: Novato State: CA ZIP: 94947	Rick-Sati@mcn.com Phone: 209 470-5904	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone EMAIL
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Cody Lowe Marin Transit	3rd Willard North City: SF State: CA ZIP: 94114	clowe@marintransit.org Phone: 415.226.0866	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone work
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Angela Tsai	 City: SAN RAFAEL State: CA ZIP: 94903	 Phone: 415-996-8420	☑ Yes ☐ No	☐ Mailer ☐ Website ☑ Other: (Please specify) ☐ Flyer ☐ Phone School Project
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Liza Ryan	37 Marquard Ave City: SR State: ZIP: 94901	lizahr@gmail.com Phone:	☑ Yes ☐ No	☐ Mailer ☐ Website ☑ Other: (Please specify) ☐ Flyer ☐ Phone IJ
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Mary Sackett	 City: State: ZIP:	msackett@marincounty.org Phone:	☑ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Jan Gross	103 Lucas Park SR 94903 City: State: ZIP: SAN RAFAEL CA 94903	janegan144.com ~~janegan144.com~~ ✓ Phone: 415-518-8915	☑ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
BILL O'CONNELL	O'CONNELL LAW OFFICES 790 Mission Av. City: State: ZIP: SAN RAFAEL CA 94901	bill@oconnlaw.com Phone: 415-485-2200	X ☑ Yes ☐ No	☐ Mailer ☐ Website X ☑ Other: (Please specify) ☐ Flyer ☐ Phone CAC
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Ann Pardi	202 Lindenton City: State: ZIP: San Rafael ca 94901	h.pardi@att.net Phone: 415-819-1541	☑ Yes ☐ No	☐ Mailer ☐ Website ~~☐ Other: (Please specify)~~ ☐ Flyer ☐ Phone Friend
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Kate Powers	450 Montecillo Rd. City: State: ZIP: San Rafael, CA 94903	Kpmarin@yahoo.com Phone: (415) 472-2952	(X) ☑ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone email
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
GretchenLeavitt	255 C St. City: State: ZIP: San Rafael CA 94901	gretchen.leavitt@sbcglobal.net Phone: ~~415~~ 415-737-8050	☑ Yes ☐ No	☐ Mailer ☐ Website ☑ Other: (Please specify) ☐ Flyer ☐ Phone Next Door

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Amy Likover	134 Reservoir City: San Rafael State: ZIP: 9490	alikover@aol.com Phone: 415-450-1520	☑ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone email
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Cynthia Landecker	127 San Rafael Ave City: San Rafael State: CA ZIP: 9490	Clandecker@Saber.net Phone: 415 456 0229	☑ Yes ☐ No	☐ Mailer ☑ Website ☑ Other: (Please specify) ☐ Flyer ☐ Phone Email
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Richard Faith	302 4th St Apt 314 94901 City: San Rafael State: ZIP:	iw269eros@Gmail Phone: 415 453 7318	☑ Yes ☐ No	☑ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Amy GARZA	23 Valencia Ave City: San Rafael State: CA ZIP: 94901	Phone:	☒ Yes ☐ No	☒ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
John Eells	65 Oak Crest Drive City: San Rafael State: CA ZIP: 94903	johneells@comcast.net Phone: 415-479-4085	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Leslie Stone	8 David Court City: SR State: CA ZIP: 94901	Leslie@LSA-Design.com Phone: 415-596-1216	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone Newspaper
Name: Patrick Matthys	Address: 61 SR 94903 City: State: ZIP:	Email: (415) 250 4787 Phone:	☐ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name: RICHARD SOBOL	Address: 60 Corte Ortega #13 Greenbrae CA 94904 City: State: ZIP:	Email: richardhsobol@yahoo.com Phone:	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone ?
Name: Pat Soberanis	Address: 455 Freitas Pkwy #223 San Rafael CA 94903 City: State: ZIP:	Email: mizpat@gmail.com Phone: 415-300-3047	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone BPAC meeting (member)
Name: Justin Burnett	Address: 633 Fifth Ave City: San Rafael CA 94903 State: ZIP:	Email: Justin@JustinBurnettCPA.com Phone: 415-256-2535	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone E-mail

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Hugh Murphy	637 5th Ave City: SAN RAFAEL State: CA ZIP: 94901	hmurphy@vmarch.com Phone: 415-451-2500	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: email ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Tracy Neal	407 Mission Ave. City: San Rafael State: CA ZIP: 94901	nealov@yahoo.com Phone:	☒ Yes ☐ No	☒ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Molly Blauvelt	127 Dubois St 94901 City: SR State: CA ZIP:	tomolly1@gmail.com Phone:	☒ Yes ☐ No	☐ Mailer ☒ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone email
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
David Catalinotto	1050 Court St #511 City: SR State: CA ZIP: 94901	DAVIDCATALINOTTO@GMAIL.com Phone: 248-977-8881	☒ Yes ☐ No	☒ Mailer ☐ Website ☐ Other: (Please specify) ☒ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Di Steinhauer	900 Fifth Ave Ste 101 City: SR State: CA ZIP: 94901	— Phone: —	☒ Yes ☐ No	☒ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
RAFAT RAIE	111 MORPHEW City: State: ZIP: SAN RAFAEL CA	RAFAT.RAIE@CITYOFSANRAFAEL-0126 Phone:	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone E-MAIL
Name: Kevin Hagerty	Address: 75 Robanhood Dr City: State: ZIP: San Rafael CA 94901	Email: khagertykc@yahoo.com Phone:	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone E-mail
Name: Kay Karchevski	Address: 42 HILLCREST DR City: State: ZIP: SAN RAFAEL 94901	Email: KQ H2OLADY.com Phone:	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone IJ.
Name: Scott + Barb Stokes	Address: 369 Orange City: State: ZIP: San Rafael CA 94903	Email: barb stokes@mac.com Phone: 415-246-9165	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone IJ
Name: MAIKA LLORENS GULATI	Address: 164 DU BOIS ST. City: State: ZIP: SAN RAFAEL CA 94901	Email: MGULATI@SRCS.ORG Phone: 415-717-7410	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone EMAIL

San Rafael Transit Center

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
CATHERINE WAXMAN SID WAXMAN	31 JEWELL ST City: SAN RAFAEL State: CA ZIP: 94901	CATWAX@PACBELL.NET SIDWAXMAN@PACBELL.NET Phone:	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone IJ
Mikhael McDermott	61 Ock Ave City: SAR State: ZIP: 94901	JMMCD9@yahoo.com Phone:	☒ Yes ☐ No	☒ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
[illegible]	[illegible] City: State: ZIP: [illegible]	[illegible] Phone: [illegible]	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone [illegible]
Ila Smith	26 Villa Ave. S.R City: State: ZIP: [illegible]	ilajs1530@gmail.com Phone: [illegible]	☒ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone newspaper!
D. Poninski	129 Reservoir Road City: San Rafael State: CA ZIP: 94901	none Phone: 415-485-9213	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) ☐ Flyer ☐ Phone Sign

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

San Rafael Transit Center

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Elizabeth "Libby" Payan	5401 Old Redwood Hwy Suite 200 City: Petaluma State: CA ZIP: 94954	lpayan@sonomamarintrain.org Phone: 707-794-3079	☑ Yes ☐ No	☐ Mailer ☐ Website ☑ Other: (Please specify) Co-Worker ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
JEFFREY OLSON	217 ALPINE 94901 City: SAN RAFAEL State: CA ZIP:	Phone: 415 699 4222	☑ Yes ☐ No	☐ Mailer ☐ Website ☑ Other: (Please specify) COC. TAM ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
STAN SHARON	29 OAK RIDGE RD. City: SR. State: CA ZIP: 94903	4156065777@gmail Phone: 4156065777	☑ Yes ☐ No	☐ Mailer ☑ Website ☑ Other: (Please specify) GGT BUS ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
KEVIN O'KEEFE	3 SAN MARINO CT City: SR State: CA ZIP: 94901	LOANS@KCOKEEFE.ORG Phone: 415-613-3313	☒ Yes ☐ No	☐ Mailer ☒ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Steve Lamb	SA. City: State: ZIP:	— Phone: —	☐ Yes ☐ No	☐ Mailer ☒ Website ☒ Other: (Please specify) Email ☐ Flyer ☐ Phone

San Rafael Transit Center

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Name:	Address:	Email:	Would you like to receive project updates?	How did you hear about this meeting? (Check all that apply)
Jeff Schopert	587 Montecillo R City: San Rafael State: CA ZIP: 94903	schope@pacbell.net Phone: 415 295 7164	☒ Yes ☐ No	☐ Mailer ☐ Website ☒ Other: (Please specify) Joe O'Hehir ☐ Flyer ☐ Phone
Raoul Isaac	1527 - 5th Ave. City: San Rafael State: CA ZIP: 94901	Email: Phone:	☐ Yes ☐ No	☐ Mailer ☐ Website ☐ Other: (Please specify) ☐ Flyer ☐ Phone
Steve Stephens	28 Angela Ave City: San Anselmo State: CA ZIP: 94960	Email: ivanazeman@comcast.net Phone: 415 453 7790	☒ Yes ☐ No	☐ Mailer ☐ Website ☑ Other: (Please specify) S J Papers ☐ Flyer ☐ Phone
ALAN SCHAEVITZ WENDY SCHAEVITZ	193 BAYVIEW DR. City: SAN RAFAEL State: CA ZIP: 94901	EMAIL@SCHAEVITZ.ORG Phone: (415) 459-7568	☒ Yes ☐ No	☒ Mailer ☒ Website ☒ Other: (Please specify) EMAIL ☐ Flyer ☐ Phone
RON PATTERSON ROS "	108 NANTUCKET COVE 94901 City: SAN RAFAEL State: ZIP:	Email: Phone: 415 453 7764	☒ Yes ☐ No	☐ Mailer ☒ Website ☐ Other: (Please specify) ☒ Flyer ☐ Phone

SCOPING MEETING POSTCARD

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) AND SCOPING MEETING

HELP SHAPE THE FUTURE OF THE SAN RAFAEL TRANSIT CENTER

AVISO DE PREPARACIÓN DEL BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y LA REUNIÓN DE ALCANCE

AYUDE A DAR FORMA AL FUTURO DEL CENTRO DE TRÁNSITO DE SAN RAFAEL

October 30, 2018
5:30-7:00 PM
Whistlestop
930 Tamalpais Avenue
San Rafael, CA

30 de octubre de 2018
5:30-7:00 PM
Whistlestop
930 Tamalpais Avenue
San Rafael, CA

The Golden Gate Bridge Highway and Transportation District will hold a public scoping meeting to gather input and comments from public agencies and the community on the scope for the Draft Environmental Impact Report to be prepared for the San Rafael Transit Center Replacement Project. Join us for this open house format.

The new Transit Center will create improved mobility for San Rafael and Marin County residents and employees. It will also improve transit connections throughout Marin.

The Notice of Preparation of the Draft Environmental Impact Report for the San Rafael Transit Center Replacement Project is expected to be released on Tuesday, October 16, and be available for review for a 30-day comment period.

LEARN MORE AT GOLDENGATE.ORG/SRTC.

PUBLIC
UNA REUNIÓN
MEETING
PÚBLICA
10/30
EL OCTUBRE 30

El puente Golden Gate y el Distrito de Transporte y Carreteras celebrarán una reunión de alcance público para reunir aportes y comentarios de las agencias públicas y la comunidad sobre el alcance del Borrador del Informe de Impacto Ambiental que se preparará para el Proyecto de Reemplazo del Centro de Tránsito San Rafael. Únase a nosotros para esta presentación de casa abierta.

El nuevo Centro de Tránsito creará una movilidad mejorada para los residentes y empleados de San Rafael y del Condado de Marin. También mejorará las conexiones de tránsito en todo Marin.

Se espera que el Aviso de Preparación del Borrador del Informe de Impacto Ambiental para el Proyecto de Reemplazo del Centro de Tránsito San Rafael publique el martes 16 de octubre y esté disponible para su revisión por un período de comentarios de 30 días.

CONOZCA MÁS EN GOLDENGATE.ORG/SRTC.

SCOPING MEETING POSTER

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) AND SCOPING MEETING

HELP SHAPE THE FUTURE OF THE SAN RAFAEL TRANSIT CENTER

October 30, 2018
5:30-7:00 PM
Whistlestop
930 Tamalpais Avenue
San Rafael, CA

The Golden Gate Bridge Highway and Transportation District will hold a public scoping meeting to gather input and comments from public agencies and the community on the scope for the Draft Environmental Impact Report to be prepared for the San Rafael Transit Center Replacement Project. Join us for this open house format.

The new Transit Center will create improved mobility for San Rafael and Marin County residents and employees. It will also improve transit connections throughout Marin.

The Notice of Preparation of the Draft Environmental Impact Report for the San Rafael Transit Center Replacement Project is expected to be released on Tuesday, October 16, and be available for review for a 30-day comment period.

LEARN MORE AT GOLDENGATE.ORG/SRTC.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

AVISO DE PREPARACIÓN DEL BORRADOR DEL INFORME DE IMPACTO AMBIENTAL Y LA REUNIÓN DE ALCANCE

AYUDE A DAR FORMA AL FUTURO DEL CENTRO DE TRANSITO SAN RAFAEL

30 de octubre de 2018
5:30-7:00 PM
Whistlestop
930 Tamalpais Avenue
San Rafael, CA

El puente Golden Gate y el Distrito de Transporte y Carreteras celebrarán una reunión de alcance público para reunir aportes y comentarios de las agencias públicas y la comunidad sobre el alcance del Borrador del Informe de Impacto Ambiental que se preparará para el Proyecto de Reemplazo del Centro de Tránsito San Rafael. Únase a nosotros para esta presentación de casa abierta.

El nuevo Centro de Tránsito creará una movilidad mejorada para los residentes y empleados de San Rafael y del Condado de Marin. También mejorará las conexiones de tránsito en todo Marin.

Se espera que el Aviso de Preparación del Borrador del Informe de Impacto Ambiental para el Proyecto de Reemplazo del Centro de Tránsito San Rafael se publique el martes 16 de octubre y esté disponible para su revisión por un período de comentarios de 30 días.

CONOZCA MÁS EN GOLDENGATE.ORG/SRTC.

Appendix D

NOP Comments

Scoping Meeting Comment Cards
Scoping Comments

SCOPING MEETING COMMENT CARDS

COMMENT CARD

Name: Barbara Alexander

Affiliation/Business:

Address: 63 Harvard Dr, Larkspur 94939

Email: barbara.alexander36@gmail.com

Phone: 415-847-3210

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

1. Preservation of existing victorian Buildings.
2. Two story concept is good — gets busses up and out of way.
3. Whistle stop block concept seems simplest & most low profile.

COMMENT CARD

Name: Sylvie Anderson

Affiliation/Business: Marin School of Environmental Leadership

Address: 346 Holly Drive

Email: sylvieanderson@marinsel.org

Phone: (415) 747-7369

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

- make sure it (transit center, stops, buses) are in a safe, family-friendly location
- the more secure and bright it is, the more youth will want to use it!

COMMENT CARD

Name: RICK BECKSTROM

Affiliation/Business: PROPERTY OWNER

Address: 491-A WILSON AVE. NOVATO 94947

Email: RICK-PATI@MSN.COM

Phone: 209 470-5904

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

AS A PROPERTY OWNER OF AN ADJACENT PARCEL TO THE PROPOSED TRANSIT FACILITY I HAVE NOT RECEIVED NOTIFICATION OF THESE PROPOSALS IN ADVANCE.

COMMENT CARD

Name: Jill Carmody

Affiliation/Business: Smiling Hearts Hair Studio – Montecito Plaza

Address: Res: 340 Riviera Drive, San Rafael

Email: hairybyday@gmail.com

Phone: 415-250-0969

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

We need parking!

Comments: ~~↑~~ lights ↑

* This parking structure will not be a new home for San Rafael's homeless.

Parking: safe, accessible, metered → like at downtown Wells Fargo Bank & clean w/security.

→ Use the existing property where the transit center occupies and give us some great parking possibilities. Two story / 3 story.

Anytime we use the Smart train we are hiking all over looking for parking that is longer than 2 hrs. Really a drawback & not visionary.

This parking is also available for downtown events - Open 24/7.

COMMENT CARD

Name: Alice Cochran

Affiliation/Business: Dominican Univ. – adjunct prof.

Address: 245 Jewell Street

Email: Alice@AliceCochran.com

Phone: 415-457-8997

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

I most like the "Whistlestop Block Concept" using the parking lot across Tamalpia's +

Comments:

~~I think the transit center for busses should remain South/East of 4th Street downtown (closer to Freeway)~~

- The transit center needs a better passenger pick up/drop off than exists now. (Currently on a city street)
- The pedestrian plaza & continuing bike path are a "+"
- Elevating busses above the street makes a barrier and is probably more expensive
- The Whistlestop Bldg should be an attractive place with a Visitor/Info center, cafes, shops (Think Ferry Plaza) (using the "Block Concept") it (W.S.) could be an open "pass through" from one set of platforms to another.

COMMENT CARD

Name: BJORN GRIEPENBURG

Affiliation/Business: MARIN COUNTY BICYCLE COALITION

Address:

Email: BJORN@MARINBIKE.ORG

Phone: 415-723-4673

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

I do not see any of MCBC's previous feedback, nor bike routes adopted in the City of SR's Bike/Ped Master Plan + Station Area Plan incorporated.

Our highest priority is the creation of all ages + abilities bike routes on 4th St. and Tamalpais West. The pick-up/drop-off zones and bus bays on Tamalpais are incompatible with this vision.

COMMENT CARD

Name: JIM HARRISON

Affiliation/Business: _____

Address: _____

Email: JHARRIS91@COMCAST.NET

Phone: _____

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

1) With the 2 Story Concept You have the opportunity to have an Elevated Pedestrian Crossing over Heaterton.

2) Must Have Bike Path Through Center not Ending at 4th Street (going South).

COMMENT CARD

Name: Steve Lamb

Affiliation/Business: —

Address: S. A.

Email: SLAMB51@yahoo.com

Phone: —

GOLDEN GATE BRIDGE

Comments:

Bicycle & pedestrian safety, circulation, access, parking, ease of use are all very important to me.

COMMENT CARD

Name: Cynthia Landecker

Affiliation/Business: San Rafael Heritage

Address: 127 San Rafael Ave., San Rafael, CA 94901

Email: clandecker@saber.net

Phone: 415 456-0221

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

① It is vitally important that under the "Cultural Resources" segment of the EIR, a thorough evaluation of all historic buildings in the transit center area be made. The NWP depot, the two Queen Anne's at 5th & Hetherton, can be a vital part of "reflecting San Rafael's history and culture."

② If "placemaking components" mean elements that give an economic, esthetic, and cultural identity to the area, the NWP depot is a perfect historic resource that could be used in this way if it is preserved for adaptive reuse.

COMMENT CARD

Name: Gretchen Leavitt

Affiliation/Business: —

Address: 255 C St. San Rafael, CA 94901

Email: gretchen.leavitt@sbcglobal.net

Phone: 415-737-8050

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

I'm mostly alone when I take public transit, so keeping the transit center close (to) (ie: next to the SMART train would be my preference. I don't want the transit center located to the other side of the highway. ~~The 2-story option looks like a good alternative~~ 4th St. Gateway looks best to me.

COMMENT CARD

Name: KRAIMATI, MANASA (COALITION LEADER)

Affiliation/Business: SAUSALITO TAXI-CAB COALITION

Address: —

Email: gemquest42@gmail.com

Phone: (415) 532-7002

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

DEAR SIR/MADAM

PLEASE BE ADVISED THAT THE SAUSALITO TAXI-CAB COALITION HAS TO DATE ABOUT 17+ MEMBERS WANTING TO HAVE PARTICIPATION IN THE CENTER OF THE TRANSIT PLAN AS TAXI-CAB SERVICE IS STILL A NEEDED ON SIGHT, ON DEMAND, TRAVEL SOLOUTION WHEN OTHER OPTIONS FALL APART. I WOULD SO MUCH APPRECIATE CONTACT WITH THE AUTHORITY TO DISCUSSION.

KRISTOPHER

COMMENT CARD

Name: Patrick Muithya

Affiliation/Business:

Address: 61 Labrea way, San Rafael Ca 94903

Email: Patrickmuithya@comcast.net

Phone: (415) 250 4787

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

OWNS taxi express co.

We would like to see a logical taxi stand to accomondate the many taxi's that are in marin county -

COMMENT CARD

Name: Hugh Murphy

Affiliation/Business: VMI architecture, Inc.

Address: 637 Fifth Ave, San Rafael, CA 94901

Email: hmurphy@vmarch.com

Phone: 415-451-2500

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

The 4th STREET GATEWAY CONCEPT SIGNIFICANTLY IMPACTS OUR CITY'S CULTURAL HERITAGE BY PROPOSING DEMOLITION OF TWO HISTORICAL BUILDINGS (635 & 637 FIFTH AVE) circa 1895 QUEEN ANNE VICTORIANS.

ALSO, BY SPREADING OUT OVER 3 BLOCKS this concept completely changes the approach to the main downtown corridor.

Abandon the 4th st Gateway Concept!

COMMENT CARD

Name: KEVIN C. O'KEEFE

Affiliation/Business: STEARNS LENDING LLC

Address: 3 SAN MARINO CT, SAN RAFAEL 94901

Email: LOANS@KCOKEEFE.ORG

Phone: 415-613-3313

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

IN ORDER OF IMPORTANCE (1) IMPACT ON E-W TRAFFIC FLOW TO 101 ENTRANCE N & S. (2) IMPACT SPECIFICALLY ON MORNING FLOW TO 101 S, (3) MORE OF SAME - MINIMIZE # OF STREETS WITH ENTRANCES/EXITS (2 STORY SEEMS WORST AT THIS) TO/FROM CENTER (4) MINIMIZE IMPACT ON AVAILABLE PARKING.

WILL ALSO SUBMIT ADDITIONAL ONLINE.

COMMENT CARD

Name: JEFF OLSON

Affiliation/Business: PERSONAL, AND: CITIZEN'S OVERSIGHT COMM. T.A.M.

Address: 217 ALPINE ST SAN RAFAEL

Email: jolsonstere gmail.com

Phone: 415 699 4222

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

THIS "CRITICAL"!!

SHORT + SAFE PEDESTRIAN ROUTES TO + FROM; AND INTERNAL TO BUS/TRAIN

ROUTE IS BEST ON PLAN ↔ "WHISTLE STOP BLOCK" "4th Street Gateway"

ROUTE II OK ON PLANS ACROSS FWY w/ NEATHERTON SHIFT

~~ROUTE II~~ NG ON PANS NORTH OF 4th 2 STORY

COMMUTER PARKING IS DIMINISHED – WHAT PLANS ARE AFOOT?

REUSE ~~OLD~~ SITE AS PARKING??

? FOOD + BEVERAGE VENDORS? NEED A CENTRALIZED FACILITY

BECAUSE WE HAVE FAILED IN 2 PREVIOUS PLANS TO

1. ELEVATE TRACKS OVER 3RD, 4TH + 5TH STREETS
2. TO CONNECT FUTURE END OF LINE @ LARKSPUR TO 100 YARDS OF FERRY – INSTEAD OF 1/5 MILE!

WHAT WERE THEY THINKING? ITS AT LEAST 1300' TO FERRY, AND WHEN IT RAINS....?!

SO: THIS TIME, LETS WORK TO MINIMIZE

THE NUMBER OF STEPS, STAIRS, AND MAJOR ROAD CROSSINGS IN GETTING BETWEEN BUSSES, AND FROM BUSSES TO SMART TRAINS

COMMENT CARD

Name: David Potter

Affiliation/Business: CONSULTING SERVICES

Address: 90 WOODSIDE DR SAN ANSELMO

Email: POTTERD@MSN.COM

Phone: (415) 608-7797

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

1. INCREASED FOOT TRAFFIC ACROSS BUSY HIGHWAYS - BAD IDEA, WOULD ELIMINATE ALL SPLIT PROPOSALS
2. EVERYTHING LOCATED TOGETHER (TRAIN + BUS) IS BETTER
3. BEST OPTIONS
   - TWO STORY
   - WHISTLE STOP BLOCK
4. PROCESS IS MOVING TOO SLOWLY

COMMENT CARD

Name: Niko Reed

Affiliation/Business: None

Address: 228 DuBois St San Rafael

Email: niko@nmreed.com

Phone: 1+(5 535 7789

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

Hundreds of students from schools like San Rafael High and Davidson Middle School ride the 35 bus route for their commute to and from San Rafael. They ~~face~~ long and dangerous walks between school and the transit center, busy intersections, and have to wait for a long time. This is why I think the 35 bus routes should be rerouted to stop at these schools' (in drop off/pick up zones) or create a seperate route for this that is scheduled with the school arrival/dismissal times. This would be much faster safer and easier for students.

COMMENT CARD

Name: Nika Reed

Affiliation/Business: None

Address: 328 DuBois St San Rafael

Email: nika@nreed.com

Phone: 415 ~~[illegible]~~ 535 7789

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

There should be spoken announcements at the transit center of bus/smart schedules because sometimes you're not paying attention or you're on your phone or for ~~deaf~~ blind people to know when their bus is going to come. For example: "35 towards Canal arriving in 8 minutes on platform B"

COMMENT CARD

Name: Niko Reed

Affiliation/Business: None

Address: 328 DuBois St. San Rafael CA

Email: niko@nrreed.com

Phone: 415 525 7789

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

I think where the buses go should be parallel to the 3rd and 4th streets instead of perpendicular because buses wouldn't have to turn so many times to enter making the routes faster but it may interfere with the Smart tracks

COMMENT CARD

Name: ALAN SCHALVITZ

Affiliation/Business: Pt San Pedro Road Coalition

Address: 193 BAYVIEW DR, SR

Email: EMAIL@SCHAEVITZ.ORG

Phone: (415) 459-7568

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

NORTH OF 4th± IS THE BEST OPTION FOR TRAFFIC FLOW & SAFETY. IT ALSO REMOVES ANY OBSTRUCTION FROM THE MAJOR TRAFFIC CORRIDOR TO/FROM EAST S.R. 70 IN PT. SAN PEDRO ROAD.

COMMENT CARD

Name: ALAN SCHAEVITZ

Affiliation/Business: Pt. San Pedro Road Coalition

Address: 193 BAYVIEW DR, S.R.

Email: EMAIL@SCHAEVITZ.ORG

Phone: (415) 459-7568

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

NOT CONSIDERING THE EXISTING TRANSIT CENTER BLOCK FOR PARKING (OR PARKING IN COMBO WITH OTHER USES) IS A BIG OMISSION AND MISTAKE.

COMMENT CARD

Name: Leslie Simons

Affiliation/Business: San Rafael Heritage

Address: 23 Scenic SR

Email: simons72@comcast.net

Phone: 415-454-1078

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

(1) 2 Story out

(2) North of 4th a very cold experience too - Seems remote to Station

(3) 4th St gateway - don't move the 5th Ave Vic. unless absolutely nec

(4) WS block worse than before. there are 2 important buildings on the "Boot" south part (tam to Lincoln) okay if the busses are moved off tam & 3RD. The taxi office (trevor's) & (tavern) on 4th must be preserved - no boot!

(5) Across Freeway looks dangerous for pedestrians

COMMENT CARD

Name: Ila Smith

Affiliation/Business: Tax payer. Voter - citizen

Address: 26 Villa Ave. San Rafael

Email: ilajs2530@gmail.com

Phone: 415-456-6342

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

(1) Not enough notice of meetings - there were meetings before this one? No notice that I could see. (2) What provision for parking ?? (3)

Too crowded - too noisy - need each option explained to total audience.

COMMENT CARD

Name: Pat Soberanis

Affiliation/Business: Transit rider (no car! in Marin!)

Address: 455 Freitas Pkwy #223 San Rafael CA 94903

Email: mizpat@gmail.com

Phone: 415-300-3047

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

Preferred location is outside Project Area! Why not consider ~~to~~ block of Irwin/Grand/2nd/3rd? Yes it's 1 more street to cross for SMART commuters— but they are a small fraction of commutes and riders. That's giving more weight to a small number of riders. Instead you're putting us in unsafe areas + designs— crossing Heatherton! Waiting under the freeway in Earthquake country ~~#~~ in a place that's prone to flooding! Think of us, please!

COMMENT CARD

Name: Pat Soberanis

Affiliation/Business: Transit rider (no car! in Marin!)

Address: 455 Freitas Pkwy #223 San Rafael CA 94903

Email: mizpat@gmail.com

Phone: 415-300-3047

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Is there even a safety element in the EIR?

Comments:

SAFETY FIRST! Passengers racing from one bus to another at this major transfer point must be protected from traffic on city streets! We look for buses and drivers look for us, so the current protected SRTC is generally safe. Only the Two Story Concept provides similar protection for us. Next best is North of 4th St — but half of the SRTC is under the freeway — in earthquake country! Why wasn't the block of Irwin/Grand/2nd/3rd in the Project Area?

COMMENT CARD

Name: STAN SHANNON

Affiliation/Business: COMMUTER: M-F: SMA S.F.

Address: 29 OAK RIDGE RD. SR. 94903

Email: 9156065777c@gmail.com ON LIST.

Phone: 415-606-5777

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments:

LOOK AT VANCOUVER CANADA TRANSIT,
SEE BEST RATED TRANSIT SYSTEM IN N. AMERICA,
SEE A.L.R.T. = ADVANCED LIGHT RAIL TRAIN.
THE A.L.R.T. IS CALLED SKYTRAIN AND IS
ELEVATED TRAIN TRACK.
PLEASE ~~CONSIDER~~ CONSIDER ELEVATED TRACK
THROUGH S.R. TO LANKSPAN FERRY

COMMENT CARD

Name: Richard Turnbull

Affiliation/Business: Ø

Address: 40 Robinhood Drive SF

Email: ~~rturnbull@~~ ~~rherturnbull@@~~ therturnbulls@comcast.net

Phone: 415-457-8634

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Comments: On your project objectives there is no parking.
We need parking – not less – more

Main concern: Parking

If it is popular & it already is —
we need parking ie. access to transportation. DUH

Already not enough, not close enough
not clean & or safe enough — lets fix this.

* This meeting was somewhat obtuse.
Like the hand out.

COMMENT CARD

Name: Eric Valls

Affiliation/Business: BUSRYDA!!

Address:

Email: eric.r.valls@gmail.*

Phone:

Comments may be submitted following the meeting via email to SRTC@goldengate.org. Comments must be received by Monday, November 19, 2018, in order to be included in the environmental analysis.

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

P.S. REGULATE UBER & LYFT JUST LIKE CAB COMPANIES BUT WHATEVER

Comments:

e.g. the North of Fourth concept would remove existing pkg. I am skeptical of any net reduction of private auto ownership in Marin, thus any reduction in parking may be counter to objectives.

Before the Transit Ctr, when buses stopped below the Fwy, shelter from the elements was better. Riders now huddle in the vestibule next to the bathrooms on rainy days. Any future project must include a roof that is not merely ornamental.

STATE AGENCY COMMENTS

State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

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

November 30, 2018

Mr. Raymond A. Santiago
Golden Gate Bridge Highway and Transportation District
1011 Anderson Drive
San Rafael, CA 94901-5318

Dear Mr. Santiago:

Subject: San Rafael Transit Center Replacement Project, Notice of Preparation of a Draft Environmental Impact Report, SCH #2018102042, Marin County

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the San Rafael Transit Center Replacement Project (Project) located in Marin County. CDFW office received the NOP on October 24, 2018. On November 20, 2018, the Golden Gate Bridge, Highway and Transportation District (District) provided CDFW an extension to submit comments until November 30, 2018.

CDFW is a Trustee Agency with responsibility under the California Environmental Quality Act (CEQA) for commenting on projects that could impact fish, plant, and wildlife resources [Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)]. CDFW is also considered a Responsible Agency if the project would require discretionary approval pursuant to the California Endangered Species Act (CESA), the Native Plant Protection Act, or Fish and Game Code section 1600 et. seq. [Lake and Streambed Alteration (LSA)], or other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife trust resources. CDFW offers the following guidance as to the scope and content of the environmental information to be included in the EIR, which may include detail about significant environmental issues, reasonable alternatives, and mitigation measures (CEQA Guidelines, §§ 15082 and 15375).

CDFW offers the comments and recommendations below to assist the District in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources associated with the proposed Project.

PROJECT DESCRIPTION

The Project would replace the existing San Rafael Transit Center, also known as the C. Paul Bettini Transit Center, owned by the District, which operates Golden Gate Transit regional and inter-county bus transit services. The transit center is located in downtown San Rafael at the intersection of 3rd and Hetherton Streets. Due to the southward expansion of the Sonoma-Marin Area Rail Transit (SMART) transit system, and the construction of two sets of tracks through the middle of the existing transit center, the transit center must be relocated to another location in downtown San Rafael.

The NOP includes a description of five preliminary Project alternatives to be analyzed in the EIR. CDFW recommends that the EIR identify a preferred alternative, from the preliminary alternatives evaluated and the No Project alternative.

The EIR should incorporate a complete Project description, including reasonably foreseeable future phases of the Project, that contains sufficient information to evaluate and review the Project's impact to biological resources (CEQA Guidelines, §§ 15124 and 15378). Please include a complete description of the Project components below:

- Footprint area of permanent features and temporarily impacted areas, such as staging areas and access routes.
- Plans for any proposed buildings or structures, ground disturbing activities, fencing, paving, stationary machinery, landscaping, and stormwater systems.
- Operational features, including level of anticipated human presence (describe seasonal or daily peaks in activity, if relevant), artificial lighting/light reflection, noise, traffic generation, and other features.
- Construction schedule, activities, equipment types and crew sizes.

Additionally, the EIR should specify if CDFW is anticipated to be a Responsible Agency that is expected to use the EIR in its decision making for the Project [CEQA Guidelines, § 15124, subd. (d)(1)(A)].

ENVIRONMENTAL SETTING

The proposed Project is located on the highly developed downtown area of San Rafael. However, two of the preliminary Project alternatives identified in the NOP require covering portions of Erwin Creek (a tributary to San Rafael Creek). The EIR should quantify the linear feet of creek that would be covered.

Sufficient information regarding the environmental setting is necessary to understand the Project's, and its alternative's (if applicable), significant impacts on the environment (CEQA Guidelines, §§ 15125 and 15360). CDFW recommends that the CEQA document prepared for the Project provide baseline habitat assessments for special-status plant, fish and wildlife species located and potentially located within the Project area and surrounding lands, including all rare, threatened, or endangered species (CEQA Guidelines, §15380).

Habitat descriptions and species profiles should include information from multiple sources: aerial imagery, historical and recent survey data, field reconnaissance, scientific literature and reports, and findings from "positive occurrence" databases such as California Natural Diversity Database (CNDDB). Based on the data and information from the habitat assessment, the CEQA document can then adequately assess which special-status species are likely to occur in the Project vicinity.

CDFW recommends that prior to Project implementation surveys be conducted for special-status species with potential to occur, following recommended survey protocols if available. Survey and monitoring protocols and guidelines are available at: https://www.wildlife.ca.gov/Conservation/Survey-Protocol.

Botanical surveys for special-status plant species, including those listed by the California Native Plant Society (http://www.cnps.org/cnps/rareplants/inventory/), must be conducted during the blooming period for all sensitive plant species potentially occurring within the Project area and require the identification of reference populations. Please refer to CDFW protocols for surveying and evaluating impacts to rare plants available at: https://www.wildlife.ca.gov/Conservation/Plants.

IMPACT ANALYSIS AND MITIGATION MEASURES
The CEQA Guidelines section 15126.2 requires that the EIR discuss all direct and indirect impacts (temporary and permanent) that may occur with Project implementation. This includes evaluating and describing potential impacts such as those listed below.

- "Take" of, and other impacts to, special-status species. For example:
  - Injury or mortality to individuals, or loss or modification of breeding, sheltering, dispersal, and foraging habitat including vegetation removal, alteration of soils and hydrology, and removal of habitat structural features (e.g. burrows, snags, roosts, overhanging banks).
  - Permanent and temporary habitat impacts from ground disturbance (quantified), noise, lighting, reflection, air pollution, traffic or human presence.
- Physical barrier impacts to species movement.
- Degradation or loss of sensitive natural communities and aquatic resources.

CEQA applies to significant project-related environmental impacts, including cumulative impacts. Therefore, a clearly defined threshold by which the significance of impacts is measured is necessary. Appendix G of the CEQA Guidelines identifies significance thresholds for biological resources impacts, including Mandatory Findings of Significance if the Project has the potential to substantially reduce the population or restrict the range of rare, threatened, or endangered species, among other impacts (Pub. Resources Code, §§ 21001, subd. (c) and 21083; CEQA Guidelines, §§ 15380, 15064, and 15065). These thresholds as generally sufficiently comprehensive for biological resources; however, wetlands impacts should also include wetlands that may *not* be protected under Section 404 of the Clean Water Act.

The EIR also should identify reasonably foreseeable future projects in the Project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the Project's contribution to the impact (CEQA Guidelines, §15355). Although a project's impacts may be insignificant individually, its contributions to a cumulative impact may be considerable; a contribution to a significant cumulative impact, for example a reduction of available habitat for a special-status species, should be considered cumulatively considerable.

Based on the comprehensive analysis of the direct, indirect, and cumulative impacts of the Project, the CEQA Guidelines sections 15021, 15063, 15071, 15126.2, 15126.4, and 15370 direct the Lead Agency to consider and describe all feasible mitigation measures to avoid potentially significant impacts identified in the EIR. The EIR should discuss take and impact avoidance and minimization measures for special-status species. CDFW, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service may provide technical assistance on mitigation measure development, as resources are available. Mitigation measures must be incorporated as enforceable project conditions to reduce potential impacts to biological resources to less-than-significant levels or minimize significant impacts as feasible.

Regulatory Requirements
California Endangered Species Act and Native Plant Protection Act
Please be advised that a CESA Incidental Take Permit (ITP) must be obtained if the Project would result in "take" of plants or animals listed under CESA or the Native Plant Protection Act (NPPA), including candidate species, either during construction or over the life of the Project. Issuance of an ITP is subject to CEQA review and documentation. The CEQA document must

specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project may impact CESA listed species, early consultation is encouraged, because significant modification to the Project and mitigation measures may be required for an ITP.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (CEQA §§ 21001(c), 21083, & CEQA Guidelines §§ 15380, 15064, 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code § 2080.

Lake and Streambed Alteration
CDFW requires an LSA Notification, pursuant to Fish and Game Code section1600 et. seq., for Project activities affecting lakes or streams and associated riparian habitat. Notification is required for any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. CDFW will consider the CEQA document for the Project and may issue an LSA Agreement. CDFW may not execute the final LSA Agreement (or ITP) until it has complied with CEQA as a Responsible Agency.

FILING FEES
CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, § 711.4; Pub. Resources Code, § 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

If you have any questions, please contact Ms. Deborah Waller, Environmental Scientist, at (707) 576-2880 or Deborah.Waller@wildlife.ca.gov; or Ms. Karen Weiss, Senior Environmental Scientist (Supervisory), at Karen.Weiss@wildlife.ca.gov.

Sincerely,

Gregg Erickson

Gregg Erickson
Regional Manager
Bay Delta Region

cc: State Clearinghouse #2018102042

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 20, 2018

SCH # 2018102042
04-MRN-2018-00110
GTS ID 13098

Mr. Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway and Transportation District
1011 Anderson Drive
San Rafael, CA 94901

San Rafael Transit Center Replacement Project – Notice of Preparation (NOP)

Dear Mr. Santiago:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP. Additional comments may be forthcoming pending final review.

Project Understanding

The Golden Gate Bridge, Highway and Transportation District (District), in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marin Area Transit (SMART), proposes to replace the transit center in downtown San Rafael. The proposed San Rafael Transit Center Replacement Project is needed primarily to preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities. 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 residents and regional commuters. Regional access to the project site is provided either at southbound US 101/2nd Street or at northbound US 101/Mission Avenue interchanges.

The District has identified five preliminary alternatives described below.

- **Two-Story Concept** includes six bus bays on the ground level and 12 bus bays on the upper level. The Two-Story Concept is bounded by 4th Street to the north, Hetherton Street to the east, 2nd Street to the south, and Tamalpais Avenue to the west.

- **Across-the Freeway Concept** has two options: the first would include a three-bay transit island on Hetherton Street between 3rd and 4th Streets, and the second option would shift Hetherton Street to the west to allow for on-street bays on the east side of Hetherton Street between 3rd and 4th Streets. This concept also incorporates the area underneath US 101, which would eliminate some existing Caltrans Park and Ride stalls and require covering Erwin Creek, a tributary of San Rafael Creek. The Across-the Freeway Concept is bounded 5th Street to the north, Irwin and Hetherton Street to the east, 3rd Street to the south, and Tamalpais Avenue to the west.

- **4th Street Gateway Concept** would accommodate three curbside bus bays and preclude southbound right-turn movements from Hetherton Street to 4th Street. This concept is bounded by 5th Avenue to the north, Hetherton Street to the east, and SMART track to the west.

- **Whislestop Block Concept** co-locates the proposed transit center on the same block as the existing SMART station. The Whistlestop building would either be relocated, reconfigured, or restored and used for customer service functions with the proposed transit center. This concept is bounded by the 4th to the north, Hetherton Street to the east, 3rd Street to the south, and Lincoln and Tamalpais Avenues to the west.

- **North of 4th Street Concept** would accommodate 17 bus bays within the block and require the customer service center, restrooms, and pick-up/drop-off function area be located offsite. This concept would occupy the entire block of 5th Avenue to the north, Irwin Street to the east, 4th Street to the South, and Hetherton Street to the west. This concept would also eliminate some existing parking stalls in the Caltrans Park and Ride lot and require covering Erwin Creek across the full length of the block.

Operations Analysis

Please submit a Travel Demand Analysis analyzing project-related trip generation, distribution, and turning movements within the STN. The analysis of state facilities is necessary to determine the scope and significance of issues that may arise from the project's potential conflicts. The California Environmental Quality Act (CEQA) does not exempt these types of operational concerns from evaluation.

Cultural Resources

The project area is extremely sensitive for cultural resources, especially archaeological deposits, as several archaeological sites have been recorded immediately adjacent to the proposed work. As part of the environmental review for the proposed project, pursuant to CEQA Guidelines Section 15064.5, we recommend that the Golden Gate Bridge Highway and Transportation District conduct a cultural resource technical study that at a minimum includes a records search at the Northwest Information Center of the California Historical Resources Information System

(CHRIS), a field survey of the project area by a qualified archaeologist and a qualified architectural historian, and Native American consultation.

If an encroachment permit is needed for work within Caltrans right-of-way (ROW), we may require that cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (http://www.dot.ca.gov/ser/vol2/vol2.htm). Should ground-disturbing activities take place within Caltrans ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted.

Right-of-Way
Any use of State ROW whether permanent or temporary will require a lease approved by the CTC. Some of the alternatives remove parking spaces from State's park and Ride lots, the loss of these parking spaces and the impacts on surrounding neighborhoods shall be evaluated. New connections to State's owned streets will require an encroachment permits.

Hydrology
Please provide calculations to evaluate the effect of covering or modifying Erwin Creek as part of a Caltrans Encroachment Permit application.

Vehicle Trip Reduction
In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 2 Close-in – Compact Communities**, which are comprised primarily of housing with scattered mixed-use centers and arterial corridors forming the skeleton of the transportation system. Transit is available to connect neighborhoods to multiple destinations, with an emphasis on serving commute trips. Given this Place Type and intensification of use, which typically leads to high levels of VMT and corresponding low levels of active transportation, we encourage the Lead Agency to establish a Transportation Demand Management (TDM) program including the elements described below to promote smart mobility and reduce regional VMT and traffic impacts to the STN.

- Project design to encourage walking, bicycling, and convenient transit access;
- Install secured bicycle storage facilities;
- On-site showers and lockers for active transportation users;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Electrical vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles;

- Decrease headway times and improve way-finding on Golden Gate bus routes, Sonoma County Transit bus routes, Marin Transit routes, Greyhound bus routes, and the San Rafael Sonoma-Marin Area Rail Transit (SMART) station.

For additional TDM options, please refer to Chapter 8 of Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.
For information about parking ratios, please see MTC's report, Reforming Parking Policies to Support Smart Growth, or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Multimodal Planning
This project is located within a Priority Development Area (PDA) in the City of San Rafael. Priority Development Areas are identified by the Association of Bay Area Governments as areas for investment, new homes, and job growth. To support PDA goals, the proposed project should provide connections to the existing Class II Bike Lanes on the northwest quadrant of the Hetherton Street/Mission Avenue intersection, as well as bicycle and pedestrian improvements identified in the *2018 San Rafael Bicycle & Pedestrian Master Plan* within the project site.

We support the recommendations of the ongoing *Tamalpais Avenue Feasibility Study which* proposes the creation of a Class IV separated bikeway between West Tamalpais and SMART right-of-way and creates improved bicycle and pedestrian crossings at intersections and connection to existing Class I multi-use path parallel to Hetherton Street.

Lead Agency
As the Lead Agency, Golden Gate Bridge, Highway and Transportation District is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

October 16, 2018

To: Reviewing Agencies

Re: San Rafael Transit Center Replacement Project
SCH# 2018102042

Attached for your review and comment is the Notice of Preparation (NOP) for the San Rafael Transit Center Replacement Project draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Raymond A. Santiago
Golden Gate Bridge Highway and Transportation District
1011 Andersen Dr
San Rafael, CA 94901-5318

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2018102042
Project Title San Rafael Transit Center Replacement Project
Lead Agency Golden Gate Bridge Highway and Transportation District

Type NOP Notice of Preparation
Description Note: Review Per Lead

Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marin Area Rail Transit (SMART), plans to replace the transit center in downtown San Rafael. The proposed San Rafael Transit Center Replacement Project is needed primarily to preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities. 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.

Lead Agency Contact

Name Raymond A. Santiago
Agency Golden Gate Bridge Highway and Transportation District
Phone 415-257-4443 **Fax**
email
Address 1011 Andersen Dr
City San Rafael **State** CA **Zip** 94901-5318

Project Location

County Marin
City San Rafael
Region
Cross Streets Various including but not limited to Hetherton St, 4th St, 5th Ave, Irwin St
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101
Airports
Railways SMART
Waterways San Rafael Creek
Schools San Rafael HS
Land Use Hetherton Office

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Native American Heritage Commission; Public Utilities Commission; Regional Water Quality Control Board, Region 2; Caltrans, District 4; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Drinking Water; Department of Toxic Substances Control; Caltrans, Division of Aeronautics; California Highway Patrol; Department of General Services

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 10/16/2018 ***Start of Review*** 10/16/2018 ***End of Review*** 11/19/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2018102042

Project Title: San Rafael Transit Center Replacement Project

Lead Agency: Golden Gate Bridge, Highway and Transportation District
Contact Person: Raymond A. Santiago
Mailing Address: 1011 Andersen Drive
Phone: (415) 257-4443
City: San Rafael, CA
Zip: 94901-5318
County: Marin County

Project Location: County: Marin County
City/Nearest Community: San Rafael
Cross Streets: Various including but not limited to Hetherton Street, 4th Street, 5th Avenue, Irwin Street
Zip Code: 94901
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W
Total Acres: ____
Assessor's Parcel No.: ____
Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: 101
Waterways: San Rafael Creek
Airports: ____
Railways: SMART
Schools: San Rafael High School

Document Type:

CEQA: ☒ NOP ☐ Draft EIR
☐ Early Cons ☐ Supplement/Subsequent EIR
☐ Neg Dec (Prior SCH No.) ____
☐ Mit Neg Dec Other: ____

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Governor's Office of Planning & Research

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Transit Center

OCT 16 2018
STATE CLEARINGHOUSE

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____

☒ Transportation: Type Transit Center Replacement
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☐ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

Hetherton Office

Project Description: *(please use a separate page if necessary)*

Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marin Area Rail Transit (SMART), plans to replace the transit center in downtown San Rafael. The proposed San Rafael Transit Center Replacement Project (project) is needed primarily to preserve and enhance the functionality and effectiveness of the transit center following the implementation of the SMART Phase 2 line to Larkspur and the resulting loss of some of the transit center facilities. 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.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

County: Marin **SCH#** 2018102042

Resources Agency

Resources Agency
Nadell Gayou

- ☐ **Dept. of Boating & Waterways**
  Denise Peterson
- ☐ **California Coastal Commission**
  Allyson Hitt
- ☐ **Colorado River Board**
  Elsa Contreras
- ☐ **Dept. of Conservation**
  Crina Chan
- ☐ **Cal Fire**
  Dan Foster
- ☐ **Central Valley Flood Protection Board**
  James Herota
- ☐ **Office of Historic Preservation**
  Ron Parsons

Dept of Parks & Recreation
Environmental Stewardship Section

- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve Goldbeck
- ☐ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- ☐ **Fish & Wildlife Region 1**
  Curt Babcock
- ☐ **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- ☐ **Fish & Wildlife Region 2**
  Jeff Drongesen
- ☐ **Fish & Wildlife Region 3**
  Craig Weightman
- ☐ **Fish & Wildlife Region 4**
  Julie Vance
- ☐ **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

- ☐ **California Department of Education**
  Lesley Taylor
- ☐ **OES (Office of Emergency Services)**
  Monique Wilber
- ☐ **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- ☐ **Dept. of General Services**
  Cathy Buck
  Environmental Services Section
- ☐ **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Erik Vink
- ☐ **Delta Stewardship Council**
  Anthony Navasero
- ☐ **California Energy Commission**
  Eric Knight
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ■ **Public Utilities Commission**
  Supervisor
- ☐ **Santa Monica Bay Restoration**
  Guangyu Wang
- ☐ **State Lands Commission**
  Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- ■ **Caltrans - Division of Aeronautics**
  Philip Crimmins
- ☐ **Caltrans – Planning HQ LD-IGR**
  Christian Bushong
- ■ **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Susan Zanchi
- ■ **Caltrans, District 4**
  Patricia Maurice
- ☐ **Caltrans, District 5**
  Larry Newland
- ☐ **Caltrans, District 6**
  Michael Navarro
- ☐ **Caltrans, District 7**
  Dianna Watson
- ☐ **Caltrans, District 8**
  Mark Roberts
- ☐ **Caltrans, District 9**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- ☐ **Airport & Freight**
  Jack Wursten
  - ■ **Transportation Projects**
    Nesamani Kalandiyur
  - ☐ **Industrial/Energy Projects**
    Mike Tollstrup
- ☐ **California Department of Resources, Recycling & Recovery**
  Kevin Taylor/Jeff Esquivel
- ☐ **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- ■ **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- ☐ **State Water Resources Control Board**
  Div. Drinking Water #_____
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- ■ **Dept. of Toxic Substances Control Reg. #**_____
  CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ■ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ☐ **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

- ☐ **Other** _____
- ☐ _____
  Conservancy

Last Updated 5/22/18

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

EDMUND G. BROWN JR., *Governor*

RECEIVED
NOV 19 2018
PLANNING

November 15, 2018

Raymond A. Santiago
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901

Re: San Rafael Transit Center Replacement Project
SCH 2018102042 — *Notice of Preparation*

Dear Mr. Santiago:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Notice of Preparation (NOP)* for the proposed San Rafael Transit Center Replacement Project (Project). Golden Gate Bridge, Highway and Transportation District (District) is the lead agency.

The District, in coordination with the City of San Rafael (City), Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marin Area Rail Transit (SMART), proposes to replace the transit center in downtown San Rafael. The proposed Project is needed to preserve the functionality and effectiveness of the transit center after implementation of the SMART Phase 2 line to Larkspur, resulting in loss of some transit center facilities.

Five preliminary project alternatives are presented in the NOP to be analyzed in the Draft Environmental Impact Report (DEIR); the District will also study an additional No Project alternative pursuant to CEQA requirements. The five project alternatives are generally bounded by 2nd Street to the south, 5th Street to the north, Tamalpais Avenue to the west, and Hetherton Street to the east, centered around the SMART San Rafael station.

The proposed project alternatives would impact the rail crossings at

- 2nd Street (CPUC No. 005-16.89, DOT No. 863522F),
- 3rd Street (CPUC No. 005-16.90, DOT No. 863521Y),
- 4th Street (CPUC No. 005-17.00, DOT No. 863520S), and
- 5th Street (CPUC No. 005-17.05, DOT No. 863519X).

The Commission has authorized improvements to be made at the 2nd Street and 3rd Street crossings through GO-88B applications for each respective crossing. Construction is authorized until April 25, 2020 for the 2nd Street crossing and June 4, 2020 for the 3rd Street crossing.

The 4th Street and 5th Street crossings have been recently improved with new warning devices, pedestrian treatments, and queue-cutter signals. The 4th Street crossing is currently equipped with two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices and two Commission Standard 9-E (flashing light signal assembly with automatic gate installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices for vehicular traffic, and two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices for pedestrians crossing along the south. The 5th Street crossing is currently equipped with two Standard 9-A warning devices and two Standard 9-E warning devices. The 4th

Raymond A. Santiago
SCH 2018102042
November 15, 2018

Street and 5th Street crossings are a part of the Combined Novato, Marin County and San Rafael Quiet Zone.

Four of the proposed preliminary project alternatives would impact the 3rd Street crossing with addition of driveways into the new Transit Center. Three of the proposed project alternatives (Across-the-Freeway Concept, 4th Street Gateway Concept, and and Whistleblock Concept) would alter the 4th Street and/or 5th Street crossings with additions of bike path or crosswalks. Removal and replacement of the existing transit center between 2nd Street and 3rd Street would also affect the 2nd Street crossing and the 3rd Street crossings.

Construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: http://www.cpuc.ca.gov/crossings.

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,

Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

October 26, 2018

Raymond A. Santiago
Golden Gate Bridge Highway and Transportaion District
1011 Andersen Dr.
San Rafael, CA 94901-5318

RE: SCH# 2018102042 San Rafael Transit Center Replacement Project, Marin County

Dear Mr. Santiago:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Sharaya.Souza@nahc.ca.gov.

Sincerely,

for

Sharaya Souza
Staff Services Analyst

cc: State Clearinghouse

REGIONAL/LOCAL AGENCY COMMENTS

CERIFIED MAIL

November 8, 2018

Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway & Transportation District
1011 Andersen Drive
San Rafael, CA 94903

Subject: San Rafael Transit Center Relocation Project; City of San Rafael Comments on Notice of Preparation (NOP)

Dear Mr. Santiago:

This letter is to advise you that the City of San Rafael (City) has received the Notice of Preparation (NOP) for the San Rafael Transit Center Relocation Project (SRTC). The NOP requests comments on the scope of topic areas to be studied in an Environmental Impact Report to be prepared for this project. Per the Memorandum of Understanding (MOU) between the City and the District (October 27, 2017), the City is a "Responsible Agency" in this environmental review process. Pursuant to CEQA Guidelines Section 15096, as a Responsible Agency, the City is required to comment on the NOP.

The City has reviewed the NOP finding that it is well written and identifies a broad scope of topic areas to be studied in the EIR. On November 5, 2018, the San Rafael City Council reviewed the NOP and a report from our Community Development Department. Following discussion and public testimony, the City Council, on a 5-0 vote adopted Resolution 14599 (attached) supporting the recommendations presented in the report with some additions. The City respectfully submits the following comments on the NOP. Please note that the City comments are presented by topic area. Further, since a defined project location has not been determined at this time as the primary project for study in the EIR, the City has defined the "project" as the SRTC project study area and the five site options (alternatives) that have been presented in the NOP.

A. Setting – History & Background

The NOP has clearly stated events leading to the required relocation of the SRTC.

Recommendation: The EIR section describing the setting, history/background and project location (study area) should acknowledge that this area of San Rafael has been substantially impacted by historic regional transportation activities including: rail; elevation of Highway 101 over city streets; and modifications of San Rafael, Mahon and Irwin Creeks for commercial purposes. It is the priority of the City to remedy these long-standing impacts by developing a transit center that compliments the gateway to Downtown, enhances resources, and maximizes efficient and safe movement of vehicles, bicyclists and pedestrians.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

B. Project Objectives

The NOP includes a clear list of "Project Objectives" and the purpose of the SRTC project have been clearly stated.

Recommendation: The project objectives should expressly state the City's key design goals presented in the *San Rafael Transit Center Guidance Report*, which was prepared by the City in February 2018. This report is attached. The City's five key design goals for this project are as follows:

1. Maximize 4th Street vitality;
2. Clearly define the SRTC access routes;
3. Improve utilization of the Caltrans right-of-way (under the US 101 overpass);
4. Demonstrate sustainable design; and
5. Preserve the Whistlestop building (930 Tamalpais Avenue).

As the SRTC project is a catalyst in planning for the future of Downtown San Rafael (*San Rafael General Plan 2040* and *Downtown Precise Plan*) and the City will take a formal action on the SRTC project, it is critical that the City's design goals are incorporated. The District should also refer to the City's recently accepted report on *"Good Design" Guidelines for Downtown*. These guidelines are available on the City's website, which can be accessed at:
https://storage.googleapis.com/proudcity/sanrafaelca/uploads/2018/02/Downtown-Design-Committee-PP-Final-5ii18.pdf

C. Aesthetics

The SRTC project has the potential to degrade the existing scenic character or quality of the study area and the surrounding area. The NOP states that visual character will be assessed and the EIR will analyze key visual resources and scenic views.

Recommendation: The project study area is the gateway to Downtown San Rafael. The visual prominence of a transit center could dramatically impact the visual character of the studied site, the surrounding study area and the gateway appearance to Downtown. While the NOP states that visual character will be assessed, there are no specifics provided on the extent or scope of this assessment. First, the analysis of aesthetics should utilize the *San Rafael General Plan 2020 (which includes the San Rafael Downtown Vision),* the *San Rafael Transit Center Relocation Guidance Report* (referenced above and attached) and the *"Good Design" Guidelines for Downtown* as a starting point for determining key goals and policies that are pertinent to design. Second, the EIR should include the preparation of computer-generated visual simulations for the site options identifying existing and post-development conditions. The District should provide public opportunities to review architectural renderings prior to issuance of a Draft EIR.

The project has the potential to result in new sources of light and glare.

Recommendation: The EIR should include: a) a qualitative analysis of glare associated with vehicles, buses and window glazing at the studied site; and b) an

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

analysis of additional light sources for evening illumination associated with exterior lighting for the SRTC and vehicle/bus lights.

D. Air Quality

The project has the potential to: a) result in new or altered sources of air contaminants; b) expose sensitive receptors to substantial pollutant concentrations; and c) create objectionable odors affecting a substantial number of people. The NOP states that the EIR will describe the air quality conditions and evaluate the impacts of the project in accordance with the Bay Area Air Quality Management District's CEQA Guidelines.

Recommendation: Existing residences in the study area have the potential to be exposed to additional pollutants and health hazards associated with project vehicle emissions and idling. The EIR should include the preparation of a quantitative air quality analysis. Further, the EIR should include the preparation of a health risk assessment as all the site options would be located closer to existing residential uses (sensitive receptors) than the current SRTC site.

E. Biological Resources

Two of the site options (Across-the-Freeway Concept & North of 4th Street Concept) have the potential to adversely impact: a) federally-protected wetlands as defined by Section 404 of the Clean Water Act; and b) the movement of native resident or migratory fish or wildlife.

Recommendation: As stated, two of the site options in the study area have the potential to impact (cover) existing tidal wetlands. The tidal wetlands may be subject to the jurisdiction of the US Army Corps of Engineers per Section 404 of the Clean Water Act. It is recommended that a Corps jurisdictional determination be prepared to determine the boundaries of the wetland. A qualified biologist should be retained to assess the biological resources in and around the tidal wetlands, and the potential impacts. As a Responsible Agency, the City requests that the District initiate an early consultation meeting with the appropriate regulatory agencies to discuss the tidal wetlands and potential impacts of the site options. Such meetings are regularly-hosted by the County of Marin Public Works Department.

The site options have the potential to adversely impact General Plan 2020 goals and policies that reinforce the protecting of biological resources (heritage street tree removal; wetlands).

Recommendation: As noted above, two of the site options in the study area (Across-the-Freeway Concept & North of 4th Street Concept) have the potential to impact (cover) existing tidal wetlands. A qualified biologist should be retained to assess biological resources and potential impacts associated with the development. Second, several of the site options have the potential to damage or destroy mature trees (e.g., mature street trees). All significant trees within the study area that have the potential of being removed or impacted by one or more of the site options should be identified and assessed by a qualified arborist. Further, the trees should be assessed by a qualified biologist to determine potential wildlife habitat value and appropriate mitigation.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

F. Cultural Resources

The project has the potential to cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5. The NOP states that the EIR will include an assessment of potential impacts on historic resources.

Recommendation: Downtown San Rafael is developed with many older buildings. Some of these buildings qualify as a historic resource as defined by CEQA Guidelines Section 15064.5. At present, the City relies on the *San Rafael Historical/Architectural Survey – Final Inventory List or Structures and Areas*, which was prepared for the City in 1977 (updated in 1986). This survey is on file with the Community Development Department. The following buildings/properties are listed in this survey and are considered potential historic resources:

- 930 Tamalpais Avenue (Whistlestop)
- 927 Tamalpais Avenue (Trevor's)
- 709 4th Street (4th Street Tavern)
- 633 5th Avenue
- 637 5th Avenue

These properties should be assessed by a qualified architectural historian to: a) confirm if they meet the CEQA Guidelines historic resource criteria; and b) determine potential impacts for developing the site options. In addition, it is recommended that the architectural historian complete a reconnaissance of the study area to determine if there are other existing buildings that may meet the historic resource criteria and could be impacted by development of the site options. The study should also evaluate possible relocation of identified historic structures and identify mitigations if included.

The project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. The NOP states that the EIR will include an assessment of potential impacts to archaeological resources.

Recommendation: Downtown San Rafael has an abundance of known and registered pre-historic and archaeological sites. According to *Pastfinder*, the City's Archaeological Sensitivity Map database, the study area is rated in the categories of "High Sensitivity" and "Medium Sensitivity." City Council Resolution No. 10980 (December 3, 2001) sets forth procedures and regulations for archaeological resource protection. For the high and medium sensitivity areas, the procedures require that a qualified archaeologist prepare a report to identify potential resources and identify measures for resource protection. Therefore, it is recommended that a qualified archaeologist be retained to complete such a report for the EIR. Further, tribal consultation with the appropriate Native American tribe is required per SB52.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

G. Geology, Soils, Seismicity

The project has the potential to be located on a site that contains landfill soil conditions with possible seismic risk. The NOP states that geologic and soil conditions will be assessed to address potential seismic risk and liquefaction.

Recommendation: The City supports the NOP recommendations to assess geologic and soil conditions. As the study area: a) contains landfill; b) portions are historic marshland; and c) is within Geo-Seismic Zones 3 and 4 (high-risk), it is recommended that the EIR include the preparation of a Geotechnical Investigation, which would include subsurface borings and soil testing.

H. Greenhouse Gas Emissions

The project has the potential to generate greenhouse gas (GHG) emissions. The NOP states that potential construction and operation GHG emissions will be quantified and assessed.

Recommendation: The City supports the NOP recommendations to assess GHG emissions. An update to the City's Climate Change Action Plan (CCAP) was recently completed and presented to the City Council. Although the plan has not yet been adopted by the City Council, it is expected that the City Council will adopt it in early 2019. The CCAP will be accompanied by an update to the adopted GHG Emissions Reduction Strategy. The City recommends that the updated CCAP and reduction strategy be used in assessing GHG emissions for this project.

I. Hazards & Hazardous Materials

The project has the potential to be located on a site which contains contaminated soil and/or groundwater. The NOP states that existing soil and groundwater conditions will be assessed for potential hazardous materials or contaminants.

Recommendation: The City supports the NOP recommendations to assess hazards and hazardous materials. A Phase I Site Assessment is recommended, which would confirm listed sites or properties within the study area that have known contaminants. One source that is available is the *Phase I Hazardous Waste Initial Site Assessment (ISA) for the Canalfront Conceptual Design Plan*, October 10, 2008. This assessment is available and on file with the Community Development Department.

J. Hydrology & Water Quality

The project has the potential to: a) violate water quality standards; and b) substantially alter the existing drainage pattern of the site or area. Further, the study area is located within the FEMA 100-year flood zone and is vulnerable to sea level rise. The NOP states that project flooding will be assessed in addition to storm water runoff, drainage infrastructure and water quality. However, the NOP does not mention or discuss assessing the potential for sea level rise.

Recommendation: The City supports the NOP recommendations to assess hydrology and water quality. It is recommended that EIR assess the potential risk associated with projected sea level rise.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

K. Land Use & Planning

The project has the potential to conflict with a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The NOP states that the EIR will evaluate: a) the compatibility of the project with the neighboring areas; b) change to or displacement of existing uses; c) compliance with the zoning regulations; and d) consistency with the relevant land use policies that are adopted in the *San Rafael General Plan 2020*, and the recommendations of the *San Rafael Downtown Station Area Plan*.

Recommendation: The City supports the NOP recommendations. However, the City recommends that this assessment be expanded to include the *San Rafael Transit Center Relocation Guidance Report* (referenced above and attached) and the *"Good Design" Guidelines for Downtown.* While the *San Rafael General Plan 2040* and *Downtown Precise Plan* are in the early stages of planning, the EIR should include a discussion of the SRTC project's relationship to these plans, and the status of these plans at the time of Draft EIR publication.

L. Noise

The project has the potential to result in significant construction-related noise and new long-term operation-related noise to sensitive receptors (residences). The NOP states that both construction-related and operational noise and vibration impacts will be assessed in the EIR.

Recommendation: The City supports the recommendation to assess these potential impacts. The NOP does not disclose if project construction will/could require pile-driving. The EIR should disclose if pile-driving is necessary (or proposed) for construction and the noise and vibration impacts should be assessed. The noise assessment should include field measurements of existing baseline conditions.

M. Population & Housing

The project has the potential to induce population growth. Further, several of the site options have the potential to displace housing and/or people necessitating the construction of replacement housing elsewhere. The NOP states that potential growth-inducing impacts and housing displacement will be assessed in the EIR.

Recommendation: The City supports the recommendation to assess these potential impacts. It is recommended that the District staff closely work with City staff to assess both topic areas to ensure that the project is consistent with the *San Rafael General Plan 2020* and related plans, including the *Plan Bay Area 2040* growth projections for the Downtown Priority Development Area (PDA).

N. Utilities, Public Services & Recreation

The project has the potential to impact existing utilities (existing and planned services), public services (e.g., essential services response times and service ratios), and recreation within the study area. The NOP states that physical impacts on public facilities will be assessed, including existing water supply. However, the NOP does not address assessing potential impacts to public services and recreation.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

Recommendation: The City recommends that the scope of study be expanded to address public services and recreation. Essential service response times and ratios should be analyzed. Regarding recreation impacts, a review of potential, public realm impacts and opportunities within a ¼ mile radius of the project site should be included. Public facilities serving regional populations generate the need for associated public realm improvements, such as wider sidewalks, gathering areas, wayfinding signage, and landscaping.

O. Transportation & Transit

The five site options have the potential to: a) impact the performance of the circulation system for all modes of transportation including intersections, arterials/streets, US 101, pedestrian and bicycle path, and mass transit; b) result in an increase in hazards due to the specific design features; c) result in inadequate emergency access; and d) conflict with City-adopted policies, plans and programs for bicycles and pedestrian facilities that could decrease the performance and safety of these facilities. The NOP states that a transportation impact analysis will be prepared for the EIR.

Recommendation: The City supports the recommendation to prepare a transportation impact analysis. City staff has been coordinating with the District traffic engineering consultants to define the scope of this analysis for assessing level of service (LOS) including the intersections and arterials for study. The City recommends that the following additional studies/analyses be completed and incorporated into the EIR:

1. An assessment of 'vehicle miles traveled.'
2. Review of emergency access and response times for service to the SRTC
3. Review and assessment of the bicycle and pedestrian network serving the study area for potential hazards and safety impacts associated with design features such as site access, visual obstructions and location of crosswalks.
4. Review for project consistency and/or conflicts with the circulation goals and policies set forth in the *San Rafael General Plan 2020* and *City of San Rafael Pedestrian and Bicycle Master Plan* (2018).
5. Review of advanced signalization and other technological management system opportunities should be included for each design concept.
6. Given rapidly expanding and evolving mobility options and technologies, include a review of transit adaptation opportunities in the vicinity of the selected transit center site, including recommendations for corresponding land use.
7. It is requested that the traffic study place particular attention on the east/west vehicular circulation within and around the study area during peak periods of traffic.

P. Alternatives

CEQA Guidelines Section 15126.6 requires that an EIR describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The NOP states that the five site options listed above in addition to a "No Project" alternative will be analyzed in the EIR.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

Recommendation: Except as noted below, the five site options present a reasonable range of alternatives appropriate for study in the EIR. As a Responsible Agency, it is recommended that the City meet with the District to confirm the evaluation criteria that will be used to assess finalize the alternatives for further study. In addition, the following is recommended:

1. The City has previously expressed objection to the Two-Story Concept (Attachment 2, Figure 2) because of its impact on the Interim Center, its cost, and the visual impacts of crossing 3rd Street. The City has also expressed objection to the 4th St. Gateway Concept (Attachment 2, Figure 4) because of its impacts on: existing traffic circulation; 4th St. vitality; and Downtown gateway character. The District should undertake an initial screening of the five site location options to eliminate from further consideration those concepts that do not meet the Project Objectives.

2. The City has previously expressed objection to use of 3rd St. for bus bays in the Whistlestop Block Concept (Attachment 2, Figure 5). Alternatives within the identified study boundary for this block should illustrate internal vehicle circulation to access all properties within the block as well as potential land uses on remainder of parcels incorporated into the project. Future Whistlestop site ownership and management options should be analyzed.

3. The North of 4th Street Concept (Attachment 2, Figure 6) was developed and included at the request of the City. Prior to Figure 6 being developed by the District, the City provided a concept sketch, which included all use and improvement elements that have been programmed for transit center planning. The City was disappointed to see that the District's Figure 6 varies from the City proposal by eliminating key ancillary facilities from the site and providing a public sidewalk on its western boundary. There is no explanation as to why these elements were not included, but the scope merely states that they would be accommodated off-site. The City recommends that the District should carefully analyze the site to find a way to accommodate these ancillary facilities as they are critical to providing a full-service transit center. Further evaluation should be undertaken before accepting the District's assumptions for this site. (Note: District information provided at the June 12, 2018 public meeting incorrectly stated that this concept had been eliminated from further consideration.)

4. The District statement regarding features common to all five site location options do not include public restrooms or space for possible concessions. Each of these is provided in the existing facility and should be considered "required".

5. Where the site location option results in or requires partial condemnation/purchase of private property, the Alternatives analysis should identify potential land uses on the remainder portions. Also, future re-use options of the current SRTC site should be included in the Alternatives analysis.

6. In analyzing the alternatives, both economic and real estate development in and around the study area need to be carefully reviewed and considered.

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

Q. Non-CEQA Topics Recommended for Study
In addition to above, the City recommends that the following non-CEQA-related topic areas be studied and be made available for public review with the Draft EIR:

1. Fiscal Impacts of the Project and Alternatives. Each alternative involves purchase of private property (possible condemnation); site improvements and construction costs that vary; and clearances/permits from other regulatory agencies. A Fiscal Impact Analysis will assist in assessing and weighing the ultimate project and alternatives.

2. Short-term and Long-term Parking Assessment. No mention is made regarding potential loss of short and long-term parking for the various site options/alternatives. Potential parking impacts should be evaluated for each alternative. Measures to accommodate/retain parking should be included in this assessment.

Thank you again for the opportunity to comment on the NOP. Should the District have any questions about our comments, please feel free to contact Paul Jensen, Community Development Director at 415-485-5064 or email at paul.jensen@cityofsanrafael.org.

Sincerely,

Gary O. Phillips
CITY OF SAN RAFAEL
Mayor

Resolution 14599
San Rafael Transit Center Relocation Guidance Report, prepared by City of San Rafael; February 2018

cc: City Councilmembers
Jim Schutz, City Manager
Bill Guerin, Public Works Director
Steve Kinsey, ALTA
Paul Jensen, Community Development Director
Lisa Goldfien, Assistant City Attorney

Gary O. Phillips, **Mayor** • John Gamblin, **Vice Mayor** • Kate Colin, **Councilmember** • Maribeth Bushey, **Councilmember** • Andrew Cuyugan McCullough, **Councilmember**

SAN RAFAEL TRANSIT CENTER RELOCATION GUIDANCE REPORT

City of San Rafael

February 13, 2018

SAN RAFAEL TRANSIT CENTER RELOCATION GUIDANCE REPORT

INTRODUCTION

San Rafael looks forward to a successful collaboration with the Golden Gate Bridge District, its transit partners, transit users, and our community to plan and build an outstanding new transit center that improves regional transit mobility while also contributing to Downtown San Rafael's prosperity, vitality, and civic pride.

For a quarter century, the City has steadfastly embraced the focus of our Downtown Vision, and that remains so. The City values our Downtown being connected regionally with quality transit options.

At the same time, we recognize that the relocated transit center's impacts and influence will extend far beyond its specific site, warranting a clear demonstration of how the solution furthers our Vision, respecting existing neighborhood context while also contributing to the emergence of a more inviting gateway into Downtown.

In fulfillment of the Downtown Vision, numerous City- adopted plans and studies provide substantial direction and detailed guidance. They will form the City's basis of review as the process of identifying a preferred option moves forward.

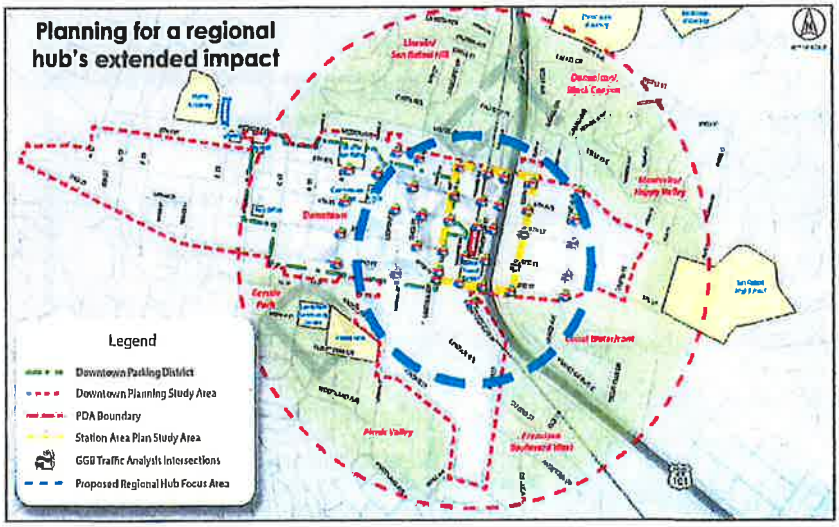
THE IMPORTANCE OF THE 4TH OPTION

The 2016 Kimley-Horn Transit Center Relocation Study identified three alternatives to be further evaluated and refined for additional consideration as part of the Bridge District's study. The City is concerned that none of these alternatives will adequately achieve the City's goals for this neighborhood.

To address this, the City asked the Bridge District to identify a 4th Option before initiating Environmental Review, and to actively engage our community in its development. We appreciate their willingness to do so. This Guidance Report identifies the City's primary area of concern associated with relocation of the transit center. It also highlights key improvements the City is seeking in the 4th Option.

DEFINING A TRANSIT HUB FOCUS AREA

To successfully integrate with the existing Downtown and contribute to a neighborhood renaissance, transit center relocation planning and design must extend beyond its specific site.



The City has identified a Transit Hub Focus Area extending ¼ mile circle around the existing SMART station. This area is within easy walking distance for most transit users, and includes the retail core, the area under 101, and private property zoned for mix use development.

All forms of mobility within the Hub Focus Area require careful attention, and intersection analyses will need to extend beyond the boundary.

For the transit center to successfully integrate with the Downtown, public gathering spaces within and adjacent to it, lighting, landscaping, wayfinding, and other distinguishing features will be included in District plans.

VISION FOR THE HUB FOCUS AREA

The Transit Hub Focus Area will be a vibrant, prosperous neighborhood, welcoming both residents and visitors with a memorable sense of arrival. Our diverse cultural heritage and historic neighborhoods will be respected, while encouraging infill development that expresses fresh ideas and urban form.

4TH St. will remain our retail backbone, extending its pedestrian-friendly hometown sense of place beneath the 101 viaducts. SMART riders' approaching or departing the Downtown station will enjoy a "shady lane" feeling between Mission and 2nd St.

Caltrans' right-of-way beneath 101 will be visually transformed using creative lighting, artwork, street vendors, and landscaped pathways alongside a healthy, restored creek. Bus stop or parking improvements will increase the functional use of the land.

We value:

- **Sense of Community**
- **Healthy Economy**
- **Hometown Feel**
- **Complete Urban Community**
- **Strong Identity**
- **Clean, Safe and Attractive**
- **Pleasant to Walk In**
- **Active, Outdoor and People Orientation**
- **Gathering Place**
- **Historic Heritage**
- **Good Neighbor to Neighborhoods**
- **Easy to Move About**
- **Diversity**
- **Environmentally Sound Practices**
- **Civic Cooperation**

From 1993 Downtown Vision

The entire Transit Hub Focus Area will be interconnected along broad, inviting, tree-lined sidewalks teeming with vitality both day and night.

People will stay, rather than simply pass through the area. Bicyclists and pedestrians will come and go along safe, well-defined routes and find abundant bike parking and bike share opportunities near the transit stations.

Excellent transit connections, functioning in concert with traffic-calmed streets will keep auto traffic moving efficiently. Curbside "Last mile" pick-up and drop-off will be close by, with both car share opportunities and easily identified short-term and all-day parking available within walking distance.

The transit center will be clean, safe, well-lit and designed to become an enduring neighborhood landmark. It will reflect the City's pursuit of sustainability in its design and operation, and forward-thinking adaptability. Attractive onsite and nearby public gathering opportunities will benefit transit riders and residents living in a variety of new housing types over shops and businesses.

KEY 4th OPTION ELEMENTS

The Bridge District has agreed to work with City staff and our residents to develop a 4th Option for relocating the bus transit center. To focus the design process, the City has identified five key design goals for the 4th Option alternative.

MAXIMIZE 4TH STREET VITALITY
CLEARLY DEFINE TRANSIT CENTER ACCESS ROUTES
IMPROVE UTILIZATION OF THE CALTRANS RIGHT-OF-WAY
DEMONSTRATE SUSTAINABLE DESIGN
PRESERVE THE WHISTLESTOP BUILDING

A brief description of detailed aspects of these elements follows.

MAXIMIZE 4TH STREET VITALITY

1- Foster 4th Street's "main street" feeling between Lincoln and Irwin. Accommodate broader tree-lined sidewalks with fewer vehicle crossings, unique, street-facing storefronts and inviting public space, adequately sized to allow outdoor dining, family fun, community events, and people watching.

2- Respect the City's mid-term goal to eliminate vehicle access from 4th St. north onto both West and East Tamalpais, expanding opportunities for public space.

3- Continue preventing vehicle access into Caltrans' parking lot on the north side of 4th St, to maximize pedestrian safety.

4- Identify the safest, most convenient bikeway crossing location of Fourth St. at W. Tamalpais.

5- Prevent permanent 4th St. bus stops under the freeway to allow for safer shared use of the roadway.

6- Limit any 4th St. transit center driveways to the minimum width necessary, with excellent sight lines.

7- The 4th St. intersection at Hetherton is a priority location for gateway elements, including signature landscaping, artwork, wayfinding signage, electronic message boards and specialty lighting.

CLEARLY DEFINE TRANSIT CENTER ACCESS ROUTES

All east-west downtown access streets between Mission and 2nd St shall be kept open.

1- Within the Hub Focus Area, prioritize pedestrian safety. Identify preferred transit center access routes for student and Canal transit riders.

2- Minimize rider transfer times for rail and bus services.

3- Design adaptive Last Mile pick up and drop off locations for a minimum of 10 vehicles.

4- Identify preferred nearby public or private replacement parking space locations for all displaced existing spaces, plus an additional 60 parking spaces serving regional transit users.

5- North-south transit center access for bikes, between Mission and 2nd St., will be from a two-way Class IV bikeway on W. Tamalpais

6- Anticipate a landscaped pathway on the east side of Hetherton between Mission and 3rd St. where feasible.

7- Wayfinding elements should be integrated into the project, and complementary to the building design.

8- Incorporate traffic signalization and other technological methods to increase bus movement efficiency.

9- Safe, inviting mid-block pedestrian routes to the transit center should be provided, where possible.

IMPROVE UTILIZATION OF THE CALTRANS RIGHT-OF-WAY

1- Transformation of the Caltrans property will increase transit center safety and use. Identify modifications that will benefit the project and the overall improvement of the neighborhood.

2- Explore increasing the efficiency of Caltrans' land use under the freeway by either creating a safe, inviting transit center or expanding parking capacity using vertical lift parking systems.

3- The area under the raised freeway structures should be redeveloped to increase the visual appeal and unique sense of Gateway arrival into the Downtown. Include elements such as identity graphics, artwork, creek restoration, landscaped plazas and sitting areas, historic markers, electronic message signs, special effect lighting, and food trucks and kiosk vendors.

4- Include more street trees on both sides of this roadway to add visual relief and calm traffic. Accommodate landscaping within Caltrans' right-of-way on the eastern frontage of the existing Bettini Transit Center if Hetherton bus pads are discontinued.

5- Create an attractive landscaped terminus adjacent to the SB 101 on-ramp south of 2nd St.

DEMONSTRATE ENDURING DESIGN

1- The relocated transit center will be a central facility in the Downtown, and serve as a welcoming point of arrival for regional travelers and visitors to San Rafael. In concert with other Gateway features, the building and site should reflect the heritage of the City, contribute to the City's Vision for extension of the 4th St. Retail Core, and afford transit users the safest, most efficient means of using bus and rail services.

2- The transit center should reflect San Rafael's pattern, scale, and neighborhood heritage, while also being a unique, innovative architectural statement. Construction materials should produce an enduring high quality with reasonable ongoing maintenance needs.

3- The Transit Center should be safe, well-lit, and attractively landscaped, creating a welcoming effect for users and passers-by. Include Gateway features within the site plan and facility design that are compatible with the City Vision. Nighttime lighting should create a safe, artistic sense of arrival, while limiting night sky glare.

4- Sustainable elements should be visible in its site planning, building design, and operation. Identify storm water pollution prevention, water and energy conservation, renewable energy integration, air and noise quality, waste management, and green construction technology components.

5- Identify locations for appropriately sized public gathering areas to complement the center's function as a regional and Downtown hub. These settings would include attractive seating, unique paving, landscaping, lighting, directional signage, informational kiosks, historic markers, play areas, public art, trash and recycling containers, and flexible space for micro-enterprise and event opportunities.

6- Advanced communication technology should be integrated into the transit center design, including electronic, real-time messaging, and public Wi-Fi.

7- Transit Center planning should accommodate emerging trends in mobility and mobility technology. Incorporate surrounding site flexibility for change over time.

8- Provide a minimum of 15 ft. wide sidewalks within the block surrounding the new Transit Center

PRESERVE WHISTLESTOP

1- Retain the Whistlestop building on its current site, with street level modifications to improve pedestrian enjoyment. Create wider sidewalks on the south and west side of the building.

2- At the north end of Whistlestop, anticipate more public amenities, including possibly a coffee kiosk, fountain, landscaping, or other gateway features.

3- Anticipate removal of a portion of the south end of the Whistlestop building to create safer transit user movement across 3rd St. and more interesting public space.

4- Integrate last-mile drop-off/pick up spaces and a two-way Class IV bikeway into the W. Tamalpais street section.

RESOLUTION NO. 14599

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAFAEL APPROVING AND AUTHORIZING THE MAYOR TO SIGN A LETTER TO THE GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT SUMMARIZING CITY COMMENTS ON THE SAN RAFAEL TRANSIT CENTER RELOCATION PROJECT (SRTC) NOTICE OF PREPARATION (NOP); P18-001

WHEREAS, the Golden Gate Bridge, Highway & Transportation District (District) owns, operates and maintains the San Rafael Transit Center (SRTC), which is located at 850 Tamalpais Avenue in the City of San Rafael; and

WHEREAS, SMART has received funding and is actively constructing the second phase of commuter rail service to Larkspur. This second phase extension will actively use the currently inactive rail line and right-of-way which bisects the SRTC site, which will significantly impact the SRTC use; and

WHEREAS, commencing in 2014, the District, in collaboration with the City, began studying interim and permanent solutions for the SRTC. In 2017, the District hired a transportation engineering consultant to develop preliminary designs and supportive studies for relocation of the SRTC; and

WHEREAS, as the ultimate relocation of the SRTC is critical to the planning for Downtown San Rafael, in 2017 the District and City entered into a Memorandum of Understanding (MOU), to establish the respective roles of the two agencies and the process for the relocation project. The MOU confirms that the City will serve as a "Responsible Agency" for the purposes of environmental review of the relocation project under the California Environmental Quality Act (CEQA); and

WHEREAS, consistent with the CEQA Guidelines, the District has published a Notice of Preparation (NOP) to solicit comments on the scope of topic areas to be studied in the Environmental Impact Report (EIR) that will be prepared for this project. As a Responsible Agency, the City is required to comment on the NOP. City staff has reviewed the NOP and has recommended a scope of topic areas for study the EIR, which are summarized in a report to the City Council dated November 5, 2018; and

WHEREAS, at a regular City Council meeting held on November 5, 2018, the report to the City Council was presented. At this meeting, public comment was accepted, and the City Council discussed the report findings and recommendations;

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the Mayor to sign, on behalf of the City Council, a letter to the District summarizing City comments on the SRTC project Notice of Preparation (NOP).

I, Lindsay Lara, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the San Rafael City Council held on the 5th day of November 2018 by the following vote to wit:

AYES: Councilmembers: Bushey, Colin, Gamblin, McCullough & Mayor Phillips

NOES: Councilmembers: None

ABSENT: Councilmembers: None

L. Lara

LINDSAY LARA, City Clerk

ORIGINAL

October 8, 2018
• • •
Citizens Advisory Committee
San Rafael, CA 94901

Mayor Gary Phillips and City Council
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

Dear Mayor Phillips and Council Members,

On October 4, the CAC was informed that a third community meeting will be held by the Golden Gate Bridge Highway and Transportation District on October 30 to consider options for the new San Rafael Transit Center. To inform this discussion, the Committee wished to reiterate the concerns and recommendations expressed in its July 20 letter, which is attached.

Respectfully,

Andrew Naja-Riese, CAC Secretary

Attachment: CAC letter dated July 20, 2018

Copies: Raymond Santiago, GGBHTD; Steve Kinsey; Danielle O'Leary; Jim Schutz

July 20, 2018
• • •
Citizens Advisory Committee
San Rafael, CA 94901

Mayor Gary Phillips and City Council
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

Dear Mayor Phillips and Council Members,

On July 5, the CAC received a presentation of the four proposed transit center concepts from Steve Kinsey. We appreciate the development of four new concepts in response to widespread reservations over the three design concepts previously presented. We applaud the City and Golden Gate Bridge District in leading a series of public forums and conducting a survey to determine residents and commuters' preferences on the new downtown San Rafael transit center.

The development of a permanent transit center presents a significant, one-time opportunity to create a new gateway to the City of San Rafael while connecting transit users with retail, housing, employment, and tourism. After discussing the four proposals, the CAC has some broad observations for consideration in moving forward with the project:

1) In the ***Two-Story concept,*** the opportunity exists to create a structure rather than a parking lot that would co-locate all 17 bus bays off-street to meet current and future needs. The CAC is concerned that this concept would be far more expensive than the others. The visual impact would also be a difficult challenge to manage.
2) In the ***4th Street Gateway concept,*** the bus facility would be placed on either side of 4th St., along with 3 bays on Hetherton St. We are deeply concerned by bus driveways fronting on both sides of 4th St. and by eliminating right turns from Hetherton St. onto 4th St.
3) In the ***Whistlestop Block concept***, while the design is fairly compact with 10 bus bays on the Citibank site, the bus bays located on 3rd St. are undesirable because of their negative impact on traffic and pedestrians near Lincoln Ave. Additional congestion may result on 4th St. An alternative approach to the 3rd St. buses might be to widen Tamalpais Ave. to place them there.
4) In the ***Across the Freeway concept,*** the area under the freeway south of 4th St. would be utilized, along with the Citibank site and some adjustments of Hetherton St. The CAC was intrigued with the possibility of using this project to improve and utilize a currently visually blighted area and believed it to merit thoughtful consideration. It was noted that pedestrians would be able to access buses from 4th St.; however, walking across Hetherton and under the freeway may be less desirable. Walking between the SMART station and

bus bays under the freeway may present a particular challenge for individuals with limited mobility.

Given their preliminary nature, the CAC did not reach a consensus on these concepts. However, members felt that the Whistlestop Block Concept and the Across the Freeway Concept were the most promising. They also were interested in a ***potential fifth concept*** described by Steve Kinsey that would take up the entire block under the freeway between 4th and 5th streets without having to use the Citibank site. We believe this option should be formally added to the mix.

It would be optimal to arrive at a design that enables seamless and compact connectivity between SMART and bus routes. Most members felt that preserving the Whistlestop building should not be considered a design constraint if it materially conflicts with achieving this goal. Creating public space that is welcoming in the area of the creek was also discussed.

We look forward to reviewing available data to indicate which types of bus-to-bus and SMART-to-bus transfers are most commonly used, in order to inform the location and design of the bus bays.

Please see the enclosed draft minutes of the July 5 meeting for further points made by the CAC and members of the public in attendance.

Respectfully,

Andrew Naja-Riese, CAC Secretary

Attachment: Draft CAC minutes, July 5, 2018

Copies: Raymond Santiago, GGBHTD; Steve Kinsey; Danielle O'Leary; Jim Schutz

November 19, 2018

Denis Mulligan, General Manager
Golden Gate Bridge, Highway and Transportation District
PO Box 9000
San Francisco, CA 94129-0601

SUBJECT: Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR) for the San Rafael Transit Center Replacement Project

Dear Mr. Mulligan:

The San Francisco Bay Trail project appreciates the opportunity to provide input on the above-referenced NOP. Founded in 1989 via Senate Bill 100, the Bay Trail's mission is to complete a 500-mile walking and cycling path around the entire San Francisco Bay, running through all nine Bay Area counties and 47 cities. Over 350 miles of trail are in place today, including 39 of 46 planned miles in Marin County.

Downtown San Rafael has long been a vexing area for walking and biking. Despite its key role in hosting the Bettini Transit Center—the County's hub for mass transit—getting to or from the busses and trains located here is not only exceedingly difficult, is also undeniably dangerous. Between 2006-2016, over 160 people were hit--three killed--while walking or bicycling in the vicinity, making it the most dangerous area to walk and bike in Marin County. As a transportation hub for those travelling primarily without cars, it should be the most walkable and bikeable area, not the least.

The Bay Trail has recently adopted the planned 2nd to Anderson SMART pathway into its alignment and we look forward to seeing that important trail segment come to fruition. Heading east, the Bay Trail alignment runs out Third Street/Point San Pedro Road and around China Camp State Park. The San Francisco Bay Trail grant program funded 100% design for the new multi-use pathway on the Grand Avenue Bridge, and was a financial contributor to the Canalways Study in order to assist the City of San Rafael in completing the Bay Trail.

The relocation/redesign of the San Rafael Transit Center represents a prime, once-in-a-lifetime opportunity to not only complete the Bay Trail in downtown San Rafael and to capitalize on previous grant investments, but to change this area from a truly dangerous place inhospitable to cyclists and pedestrians to one that is a vibrant and thriving gateway for the City. To achieve this, it will be necessary to look beyond the transit center itself, and to include connections into and out of this space.

We are pleased to note that every one of the eight listed "Project Objectives" in the October 16, 2018 Notice of Preparation can be directly addressed via the design and implementation of robust bicycle and pedestrian infrastructure, as italicized below:

- Objective: *Provide improved transit connectivity and ease of use in and around downtown San Rafael.*

Bay Trail comment: the current transit center is difficult and dangerous to access by foot or by bike, and is not a desirable environment in general. A comprehensive bike/pedestrian access plan incorporating wide, inviting

sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces can address the above objective.

- Objective: 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.*

Bay Trail comment: The Bay Trail and the North South Greenway are parts of the transportation network that increase the number of modes by which transit users may safely and efficiently use bus and rail services. A comprehensive bike/pedestrian access plan incorporating wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces can address the above objective.

- Objective: Efficiently accommodate transit users and services and optimize operating costs *and improve transit desirability.*

Bay Trail comment: Hundreds of ferry patrons ride bicycles to the Larkspur and Sausalito terminals, both of which have limited parking options similar to the San Rafael Transit Center. An attractive, well-designed transit center that is easy to access by foot or by bike will not only increase ridership and lessen downtown traffic congestion, but will relieve parking pressure.

- Objective: *Design a functional, attractive, 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.

Bay Trail comment: Good bicycle and pedestrian accessibility will greatly assist in meeting long-term projected service levels. Scaling up to meet increased demand for riders arriving by bike or by foot means adding new racks, lockers and benches with a timeline of +/- 6 months and price tag of $15,000-$20,000. Scaling up to meet additional parking and traffic demands (parking garages, new lanes, etc.) means a timeline of 3-7 years and a cost in the tens of millions.

- Objective: Provide a transit facility that *is readily accessible to individuals with disabilities, transit users, and transit-dependent populations, including those with low incomes.*

Bay Trail comment: All of the above-referenced user groups will benefit dramatically from wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces. The transit center is located directly adjacent to the lowest income, most transit-dependent community in the County. While incremental improvements are coming on the Grand Ave Bridge and along Francisco Boulevard, wholesale changes and improvements are still needed.

- Objective: *Provide a secure, safe, and inviting space for transit patrons.*

Bay Trail comment: Please "go big"—this is the opportunity of a lifetime to address the currently deplorable access issues to and around the Transit Center, and to make the Transit Center a Gateway that the City of San Rafael can be proud of.

- Objective: *Create a more accessible transit facility for all users by reducing vehicular, rail, bicycle, and pedestrian conflicts and improving safety.*

Bay Trail comment: A comprehensive bike/pedestrian access plan incorporating wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas and good public spaces can address the above objective.

- Objective: *Provide convenient, pedestrian connections to surrounding land uses.*

Bay Trail comment: 100% in agreement, however, please add "and bicycle" after the word "pedestrian." As stated above, hundreds of ferry patrons access the terminals via bicycle, thus reducing vehicle congestion and the need for costly parking infrastructure.

West Tamalpais Avenue forms a short on-street segment as part of an otherwise continuous pathway from Sausalito to Novato known as the North-South Greenway—and is also part of the San Francisco Bay Trail. West Tamalpais should maintain the same low-stress bicycling experience that people enjoy on the pathways immediately to the north and south. The Bay Trail would be extremely concerned with any proposal that didn't include separation or physical protection for people biking on West Tamalpais, especially if it generates an increase in vehicular traffic or curbside activity (through passenger loading zones, for example).

The City has committed to a feasibility study looking at east-west connections to identify a street that can accommodate protected bike lanes. While the current Bay Trail alignment in in this area is shown on 2nd and 3rd Streets, these are "proposed" versus "existing" segments and it is clear that these may not be the preferred streets for cyclists and pedestrians in the context of a reconfigured transit center (Fourth Street seems a likely candidate). We encourage the City and GGBHTD to move forward with this study as soon as possible, and to also consider how safe and inviting connections to San Rafael High, the Canal Neighborhood via the Grand Avenue Bridge, Montecito Plaza, and ultimately China Camp State park can be made.

The Bay Trail Project looks forward to participating in this planning effort as it moves forward. The long standing and dangerous gaps for walkers and cyclists in this important part of the County deserve robust attention and resources as part of the Transit Center relocation planning work, and indeed, the only way that the eight stated objectives will be achieved is by dramatically improving access for these groups.

If you have any questions about these comments or about the Bay Trail, please do not hesitate to contact me at (415) 820-7909 or by e-mail, mgaffney@bayareametro.gov.

Sincerely,

Maureen Gaffney
Principal Planner
Bay and Water Trail Programs
ABAG/MTC

Cc: Damon Connolly, County of Marin
Gary Phillips, City of San Rafael
Dianne Steinhauser, Transportation Authority of Marin
Nancy Whelan, Marin Transit
Farhad Mansourian, SMART
Jim Schutz, City of San Rafael
Steve Kinsey, Alta Planning + Design
Bjorn Griepenberg, MCBC

22
San Francisco Bay Trail
China Camp State Park
see map 21
Harry A. Barber Memorial Park
Lagoon
Grand Ave
Dominican College
101
Point San Pedro Rd
5th Ave
4th St
2nd St
Bettinni Transit Center
Grand
SAN RAFAEL
Schoen Park
Loch Lomond Marina
D St
Lindaro
3rd St
San Rafael Canal
Canal St
Beach Park
Pickleweed Park
Marin Islands National Wildlife Refuge
Terwilliger Nature Education Center
Mahon Creek Pathway
Andersen Dr
Francisco Blvd
Kerner Blvd
San Rafael Tidelands
Bellam Blvd
580
Shoreline Park
Shoreline
Pelican
San Francisco Bay
Sir Francis Drake Blvd
Marin Rowing Association
Niven Park
Remillard Park
Point San Quentin
Corte Madera Cr
Larkspur Ferry
Nellen
Piper Park
San Quentin State Prison
Richmond–San Rafael Bridge
(Bridge Trail open 2017)
Doherty Dr
LARKSPUR
Shorebird Marsh
Corte Madera Marsh Ecological Reserve
Madera Blvd
Redwood Hwy
Town Park
Tamalpais Dr
Muzzi Marsh
San Clemente Dr
San Clemente Park
CORTE MADERA
Paradise Dr
Camino Alto Open Space Preserve
Granada Park
Ring Mountain Preserve
Ring Mountain
Camino Alto
see map 23
MILL VALLEY
Blithedale Ave
see map 24
0
0.5
1 mile
Trestle Glen Blvd
TIBURON
Bay Trail
Paved
Dirt/Gravel
On Street
Planned
Other Trail
Existing
Planned

Debora Fudge, Chair
Sonoma County Mayors' and Councilmembers Association

Judy Arnold, Vice Chair
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Jim Eddie
Golden Gate Bridge, Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and Councilmembers

Eric Lucan
Transportation Authority of Marin

Jake Mackenzie
Sonoma County Mayors' and Councilmembers Association

Barbara Pahre
Golden Gate Bridge, Highway/Transportation District

Gary Phillips
Transportation Authority of Marin

David Rabbitt
Sonoma County Board of Supervisors

Carol Russell
Sonoma County Mayors' and Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

November 19, 2018

Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway, and Transportation District
1011 Anderson Drive
San Rafael, CA 94901-5318
SRTC@goldengate.org

Re: San Rafael Transit Center Relocation Project Initial Comments on the Scope of the Draft Environmental Impact Report

Dear Raymond,

SMART is pleased to comment on the Scope of the Draft Environmental Impact Report on the San Rafael Transit Center Replacement Project. We look forward to continuing our longstanding partnership with your agency and other partner agencies to offer public transportation services in the North Bay. SMART supports the San Rafael Transit Center Replacement Project and would like to offer comments regarding our operating principles, and the scope of environmental analysis.

The existing Bettini Transit Center has been beyond capacity for some time. The fact that taxis have had to stage in the SMART right-of-way was indicative of the limitations of the site. While the extension of the SMART passenger rail system to Larkspur appears to have incited the need for the new center, the center has been operating beyond its capacity for some time. We encourage the Golden Gate Bridge, Highway, and Transportation District (District) to take this opportunity to start with a "clean slate" and integrate the new transit center with the SMART Downtown San Rafael Station such that it best serves the transit riders making connections in San Rafael in the most efficient way possible. Develop a new transit center that eliminates the need to cross busy streets or walk long distances to make transit connections in order to make public transit as accessible as possible.

SMART has the following five operating principles in terms of the San Rafael Transit Center Replacement Project that are being submitting at this time and will apply to the project and alternatives as we review them:

1. **Safety**: Safety is a top priority for SMART. Whichever design concept is selected, the safety of SMART riders coming to and from the transit center is of paramount concern.

2. **Ease of Accessibility**: Ensuring the SMART riders can easily access the transit center to and from the SMART Downtown San Rafael Station is critical to the function of both the existing SMART station and the future transit center.

3. **No changes to SMART service**: The current SMART train schedule is tailored to meet buses at specific times at the current transit center location as well as key points along the alignment. The new transit center location must continue to synchronize with the SMART train schedule.

4. **No changes to SMART's Infrastructure**: The relocation of the transit center shall not require SMART to make any physical changes to our right-of-way, tracks, or trains.

5. **Clear funding plan**: The available funding for this project must remain clear to the funding partners at all times and will be a key consideration as the Project is defined.

Regarding the scope of the draft environmental impact report, the following are SMART's comments.

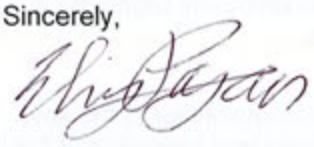
Circulation is an aspect of the environmental documentation that must be fully vetted and explored. In particular, the environmental document should address how buses and other transit vehicles connect with the SMART Train when it arrives & departs from the Downtown San Rafael Station.

SMART is a 24/7 railroad operation. As such, there will be aspects of the environmental documentation that relate to SMART in regards to noise, vibration, air quality, transportation, and land use.

If there are any additional figure concepts that are explored in the environmental documentation beyond the five that were presented at the scoping meeting held on October 30th, 2018, SMART must be notified early in the process so that we have time to thoroughly review them.

We look forward to working closely with your agency on this significant project. Please don't hesitate to reach out to me if you have any questions, comments or concerns. I can be reached by telephone at (707) 794-3079 or by email at lpayan@sonomamarintrain.org.

Sincerely,



Elizabeth "Libby" Payan
Assistant Planner

ORGANIZATION COMMENTS

Hiking & Biking Trails – Water Activities – Nature Tours – Environmental Preservation

EcoRing

Promoting Green Business, EcoEducation and EcoAdventures
P.O. Box 2002, Guerneville, CA 95446
www.ecoring.org

Golden Gate Transit
P.O. Box 9000
Presidio Station
San Francisco, CA 94129-0601

Re: San Rafael Transit Center

Dear Golden Gate Transit

EcoRing is a nonprofit organization that promotes ecotourism and green travel in the North Bay. Our Partners are businesses in the tourism industry in Sonoma, Marin and San Francisco counties.

The following are comments regard the planning for a new transit center in San Rafael. Our views are based on the well-know fact that tourist, families with children, the elderly, and woman will not ride unprotected bicycle paths. Our paramount concern is safety for pedestrians and cyclists.

Please extend the SMART pathway presently being built from Anderson Ave to 2nd to Mission Ave. along Tamalpais Ave. thereby connecting Puerto Suello Hill Pathway. This pathway should be **protected** from all vehicle traffic.

There should be **protected** bike lanes along 4th Street included in any plan.

Landscaping and trees should be part of any plan. As we transition from an auto-centric transportation paradigm to a transit/bicycle/pedestrian one, we must make connecting hubs attractive, welcoming spaces.

Signage should take into consideration tourists as well as commuters. Multilingual wayfinding signs should be posted.

The project should include bike parking, bike share and bicycle lockers.

Finally, the project should be designed so that neither pedestrians or cyclists need to cross the SMART tracks to reach buses or the SMART pathway.

Sincerely,

Rick Coates
Executive Director
EcoRing
707-6326070 or rcoates@sonic.net

LEAGUE OF WOMEN VOTERS OF MARIN COUNTY

November 14, 2018

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

Dear Mr. Santiago:

The League of Women Voters of Marin County welcomes the opportunity to provide Golden Gate Bridge and Transportation District ("District") with the following input for use in the Draft Environmental Impact Report for the proposed options for the new San Rafael Transit Center.

The League believes the District needs to consider the following in its environmental assessment of the considered transit center sites. The report needs to identify:

- Pedestrian transportation access to/from all directions (neighborhoods, business areas, schools including SRHS and DMS and Dominican). Identify crosswalks proposed to be eliminated with each option, and which ones improved, and the impact on the different subgroups of transit riders (residents, workers, students) in terms of LOS (Level of Service) walking time delay (i.e., where they must walk farther).
- Impacts of vehicular circulation, including that of buses, around sites including the impacts of emergency vehicles' ability to access sites or to travel through areas where the sites are located.
- Pedestrian LOS and safety.
- An evaluation of bicycle safety and the accessibility of pathway and bike parking.
- Visual impacts of large open surface bus movement areas and 'public plaza' creating a suburban gap in San Rafael's urban built fabric (mitigation would be a transit center building - a simple shed roof covering over the transit center to fit into the context of the built environment and provide shelter for transit users).
- Safety of the proposed public spaces.
- Impacts of vehicle noise, exhaust, odors on the waiting areas and 'public plaza' areas.
- Impacts of loss of parking spaces.
- Environmental impacts of covering over the creek.

Additionally, the League wants to include with this correspondence, comments it previously submitted to the District in its July 10, 2018, letter in which we reviewed and provided comments on the District's June 2018 pro and con arguments summary for the four identified site concepts. We have added additional comments for the new fifth option presented by the District at its October 30 community meeting. This information is found in the Addendum to this letter.

The League will continue to monitor the progress of this important project. We look forward to continuing to work with you and your project team.

Sincerely,

Ann Batman, President

Cc: San Rafael Mayor Gary Phillips
San Rafael City Council
Marin County Supervisor Damon Connolly
Robert Betts, Marin Transit, Director of Operations and Planning

4349 Redwood Hwy., Suite F-133, San Rafael, CA 94903
Phone: 415-507-0824 Website: marinlwv.org Email: marinlwv.org

ADDENDUM

Two Story Concept

Pros: No additional comments

Cons:

A. The building would be enormous and out of portion with other structures in the area.
B. Does not create a pleasant gateway to Downtown.
C. Lacks public space option.
D. The street level area of the transit center would be an unpleasant place to drop-off and pick-up passengers or to wait for buses.
E. Project is extremely expensive to build.

Across the Freeway Concept - Alternative 1

Pros: No additional comments

Cons:

A. Area under freeway is not pleasant. It is dark and noisy. If used, the area would need its own roof, a lot of additional lighting and possibly some public art.
B. It is unclear whether the proposed drop off and pick up area on 4th Street will function efficiently. There are possible issues with turning patterns in and out the area and resulting traffic backups on 4th Street.
C. Narrow island serving southbound buses on Hetherton Street is not a pleasant and safe place to wait for buses.
D. Proposed Public Plaza located on west side of Hetherton Street is not a desirable place to be. It is exposed to heavy traffic on Hetherton Street and the related noise.
E. Proposed option does not show location of bicycle pathway.
F. Bus access to the Center to and from Hetherton and Irwin will negatively impact traffic flow and safety issues on those streets.
G. Many riders coming off buses on east side of Hetherton Street needing to cross to the west side of Hetherton Street will choose to unsafely jaywalk across the middle of the block instead of using the pedestrian crosswalks at 3rd /Hetherton Streets or 2nd / Hetherton Streets.

Across the Freeway Concept – Alternative 1A

Pros: No additional comments

Cons:

A. Narrow loading island on east side of Hetherton is adjacent to busy traffic lane.
B. Many riders coming off buses on east side of Hetherton Street needing to cross to the west side of Hetherton Street will choose to unsafely jaywalk across the middle of the block instead of using the pedestrian crosswalks at 3rd /Hetherton Streets or 2nd / Hetherton Streets.
C. Bus access to the Center to and from Hetherton and Irwin will negatively impact traffic flow and safety issues on those streets.

4th Street Gateway Concept

Pros: No additional comments

Cons:

A. Destroys the Fourth Street Gateway in appearance and function,
B. Not a true gateway to Downtown. Eliminates vehicular right turn on 4th Street.
C. Transit rider's primary mode is pedestrian – this plan limits pedestrian access from the west side and Canal neighborhoods.
D. Does not solve the crossing the street access to SMART and transit.
E. Northbound drop off on West Tamalpais is inaccessible from westbound direction.
F. Inefficient use of Citi Bank site with just eight bus bays.
G. Proposed Public Plaza located on west side of Hetherton Street is not a desirable place to be. It is exposed to heavy traffic on Hetherton Street and the related noise.
H. Plan will increase traffic on Fifth Avenue, once right turn on 4th Street is prohibited.
I. Confusing South/North Bike Path relocation using East Tamalpais Avenue crossing 4th Street and then traveling on sidewalk on 4th Street to Tamalpais Street.

Whistlestop Block Concept

Pros:

A. Allows for Whistlestop building to be used as a comfortable public space, with transit information, restrooms, and seating areas as well other amenities including restaurants.
B. Allows for the elimination of the 3rd Street bus bays if not needed in the future.
C. Provides for easy transfer between all buses. Patrons do not have to cross busy streets.
D. Good integration of North/South bike lane into project area.

Cons:

A. Southbound buses must circle block to reach freeway.
B. Lacks pedestrian crosswalks on existing Transit Center site to Whistlestop block, thus inconveniencing transit users. All crosswalks to the site need to be enhanced for pedestrian safety.

North of 4th Street Concept

Pros:

A. Creates opportunity for 4th Street improvements to bridge Downtown east and west of freeway.
B. Efficient for buses arriving from freeway.
C. Buses serving beneath freeway facility may be less impacted by grade crossing operations.

Cons:

A. Eliminates a number of parking spaces from high occupancy Caltrans park-and- ride lot.
B. Under-freeway spaces are noisy, unhealthily less inviting for comfort and wayfinding.
C. Lacks defined drop off and pick up spaces.
D. No public space.
E. Increase pedestrian crossing across Hetherton and Irvin Streets.
F. Long walk times between bus bays and SMART will make transfers challenging.
G. Would require covering up the creek located on the City block, introducing environmental issues.
H. Bus access to the Center to and from Hetherton and Irwin will negatively impact traffic flow and safety issues on those streets.

I. Many riders coming off buses on east side of Hetherton Street needing to cross to the west side of Hetherton Street will choose to unsafely jaywalk across the middle of the block instead of using the pedestrian crosswalks at 3rd /Hetherton Streets or 2nd / Hetherton Streets.

All options need to include full roof coverage for bus bays for shelter from elements and for the comfort and safety of patrons.

The Whistlestop Concept is the most promising, and the Two-Story Concept is the least desirable.

November 19, 2018

MARIN CONSERVATION LEAGUE
Protecting Marin Since 1934

Raymond San o
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901
SRTC@goldengate.org

RE: Scoping comments for the San Rafael Transit Center (SRTC) Replacement Project Dra

Dear Mr. San o:

Marin Conserva ollowed and in conserva oughout Marin since its founding in 1934. MCL's mission is to preserve, protect, and enhance the County's natural assets.

MCL has tracked the visioning and planning e orts for the reloca fael's downtown Transit Center since the release of the SRTC Reloca ted on vision panels led by the Federa fael Neighborhoods. We submit the following scoping comments for the prepara a vironmental impact report.

epara y a "proposed project" for one of the site alterna es, we request that the EIR analyze impacts from each alterna e with an equal level of detail. We also request that the EIR analyze impacts both for the period of cons or the life of the project. For all alterna es, the descrip a future opera T service to Larkspur Landing, including daily service through San Rafael that would cross several streets. Since the service is projected to be opera e before comple of a new transit center, the cumula e impacts, both on-sit -site but in the area of both projects, should be included in the environmental analysis.

Transporta ra

Analysis of transporta ecent tra tudies in the project area including, but not limited to, recent studies by San Rafael's Department of Public Works, the recent Kimley Horn study of the 3rd and Hetherton inter d Street Rehabilita Project, and should include available conges ement analysis and tra ta from Marin County's Transporta ze impacts from the following:

- Vehicle access and exit routes from all dir om Hwy 101, and including merges that would be added.
- Reloca e of any tra oject area.

PHONE: 415.485.6257
FAX: 415.485.6259
EMAIL: mcl@marinconservationleague.org
WEB: marinconservationleague.org
ADDRESS: 175 N. Redwood Dr., Ste. 135
San Rafael, CA 94903-1977

- Reloca emov trian crosswalks.
- Vehicle backups onto adjacent streets. Iden y streets and neighborhoods that would experience increased tra ups, at wha a
- Vehicle tra d street arteries.
- Impacts to local roads and highways during emergencies and evacua

- Sight distances for driver or buses as they drive to, enter, and park in the new bays, and provisions for passenger access and boarding.
- Loca or downtown shoppers as well as for transit users. What parking would be removed and what parking spaces would be added?
- Impacts to downto t part of 4th Street where there has already been roadwa a o accommodate the train that slows tra

Also:

- For each alterna e, describe what pr ould have to be acquired and how a ected businesses would be relocated.
- Describe how Highway 101 through-tra ected by changes in transit center reloca
- Describe how alterna es will support City goals of reduced conges oved safety for pedestrians and bicyclists in the area.
- The North-South Greenwa th has been in Marin County bike plans for several decades. Comple t through San Rafael, from 2nd Street north to Mission Street along Tamalpais Avenue, is an important link in the pathway corridor and is a priority project in San Rafael's recently updated Bicycle Pedestrian Master Plan. Describe the compa erna es with this planned route.
- A priority for San Rafael residents is that students are able to walk and bike safely and comfortably through downtown to Davidson Middle School and San Rafael High School from residen e sides of the freeway. Describe how alterna ely or nega ely impact safe, comfortable east-west circula under the highway for students and other users to access schools, shops and services.

Air quality

The EIR should describe and analyze impacts to air quality (including odors); cumula e and net increases in air pollutants, including emissions from buses entering and e ys and from vehicles dr ers; and any increased emissions due to associated increased tra om possible added conges

Greenhouse gas emissions

Recent reports have stated transit ridership, especially tr vice, is declining both locally and na . SRTC design alterna es should describe how they will accommodate newer transit technologies, such as microbuses and ride-sharing vehicles, near the bus bays to dr ommuters during transit interchange without incurring nega e impacts to local tra w the SRTC will support tr o electric busses and accommodate other

developing technologies, such as autonomous vehicles, should also be described.

Describe how alterna es will increase ridership, providing e t, safe and comfortable experiences for public transporta s. Increased ridership will help San Rafael, and other t greenhouse gas r oals in their climat
assess net impacts to greenhouse gas emissions from current ridership levels and realis projected increases in ridership.

Noise and Light
Assess the extent to which alterna es would contribute to noise and ligh ea and how these impacts c ated.

Hydrology and water quality
The EIR should show exis eeks on the site maps, and state impacts or changes r from sea level rise scenarios as outlined in the County of Marin's Bay Waterfront Adapta and Vulnerability Evalua yWAVE). The report catalogs e ects of thr erent water eleva or near, mid, and far term periods, with and without a 100-year storm. The transit center reloca onsider at minimum the pr or near and mid-t periods, es ted to be about 10 and 30 years or less from center cons esumably, the relocated center would have a life span that would enc

The EIR should iden y which alterna es, if any, will meet the goals of "climate-safe infrastructure" as set forth in the California Natural Resource Agency's recent report "Paying it Forward: The Path Toward Climate-Safe Infrastructure in California" and describe adapta strategies t

The EIR should describe maximum an ted rates and volumes of stormwat , drainage capacity of stormwater management systems and any needed e a to the San Rafael Creek watershed and possible erosion during cons a oposed a or alterna es that would alter exis eek ws. MCL would like to see watershed restora ansporta ovements.

Assess toxicity of soils on the project site and describe how sediment and any contaminants will be prevented from entering the creeks and the nearby estuary. Describe how stormwater will be ered to meet the California State Water Quality Control Board's regula or Phase II small municipal separate storm sewer systems (M4S). Describe how restora eeks, trees and riparian vegeta talling green infrastructure and permeable pavement as elements of the alterna es w at

Biological resources
Describe biological resources within the project area. Analyze impacts to nearby riparian or wetland habitats and their biological resources, both resident and migratory, including invertebrates, aqua egeta ent urban wildlife habitat value and

how it will be protected.

San Rafael is a "Tree City". Trees contribute to stormwater r ove air quality and contribute to carbon sequestra eenhouse gas r wer ambient air temperatures and counteract urban heat island e er noise, wind, and odors. They provide bene ovide needed habitat for urban and migra ds, wildlife and insects (including pollinators). The EIR should iden y whether trees will be planted as part of the project and their impacts as they grow and their canopies spread ov

Aesthe
Describe the viewshed of the surrounding hills. Provide simula w views from a variety of angles will be impacted.

Goals that emerged from the Federa fael Neighborhoods' panel discussions as a vision for the relocated transit center included: e w of tra om the 101 highway and on city streets; safe pathways for pedestrians and cyclists travelling all dir appealing, aesthe elcoming townscape; and respect for San Rafael's natural, cultural and architectural history and resources. MCL hopes the Bridge District's Transit Center Replacement Project will achieve these goals.

Thank you for the opportunity to comment on the scope of the upcoming dra vironmental impact report.

Sincerely,

Linda J. Novy
President

From: Bjorn Griepenburg [mailto:bjorn@marinbike.org]
Sent: Monday, November 19, 2018 2:21 PM
To: SRTC <SRTC@goldengate.org>; Raymond Santiago <RSantiago@goldengate.org>; Denis Mulligan <DMulligan@goldengate.org>
Cc: Gary Phillips <Gary.Phillips@cityofsanrafael.org>; Farhad Mansourian <fmansourian@sonomamarintrain.org>; Jim Schutz <jim.schutz@cityofsanrafael.org>; Steve Kinsey <stevekinsey@altaplanning.com>; Connolly, Damon <dconnolly@marincounty.org>; Sackett, Mary <msackett@marincounty.org>; Dianne Steinhauser <dsteinhauser@tam.ca.gov>; listserv : NancyWhelan <nwhelan@marintransit.org>; Jim Elias <jim@marinbike.org>; Maureen Gaffney <mgaffney@bayareametro.gov>
Subject: MCBC Comments - San Rafael Transit Center Project

Hi Raymond,

Marin County Bicycle Coalition (MCBC) appreciates the opportunity to provide input on the San Rafael Transit Center Project. The attached letter largely echoes the comments we submitted to GGBHTD on July 13, 2018, which are appended.

Respectfully Submitted,
Bjorn Griepenburg

Bjorn Griepenburg
Policy & Planning Director
Marin County Bicycle Coalition
(415) 723-4673 | marinbike.org

When you ride Marin's roads, trails, and pathways, you Experience MCBC. Join us today.

MARIN COUNTY BICYCLE COALITION

November 19, 2018

Raymond Santiago, Principal Planner
Golden Gate Bridge, Highway and Transportation District
PO Box 9000
San Francisco, CA 94129-0601

Dear Mr. Santiago,

Marin County Bicycle Coalition (MCBC) appreciates the opportunity to provide input on the San Rafael Transit Center Project. This letter largely echoes the comments we submitted to GGBHTD on July 13, 2018, which are appended.

First, we'd like to reiterate our belief that the North Bay's busiest transit hub should be the *most* walkable and bikeable area in the County. Under existing conditions, that is far from the case. Between 2006-2016, over 160 people were hit--three killed--while walking or bicycling through the transit center area, making it the most dangerous area to walk and bike in Marin County.

That's why MCBC is looking at the San Rafael Transit Center Project as a once-in-a-lifetime opportunity to reinvent this area to make it a thriving transportation hub and gateway to San Rafael. **MCBC feels strongly that our recommendations (outlined below) should be considered baseline project elements regardless of the preferred alternative.**

Priority Elements

1. **Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street**, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus

bays, on-street parking, and vehicular traffic. Current transit center alternatives show Tamalpais with loading zones and other curbside uses that are not compatible with the North-South Greenway.

2. **Include protected bike lanes along 4th Street.** There isn't a single inch of asphalt dedicated to moving bikes east and west through San Rafael's downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

3. **Create a safe, convenient, and attractive pedestrian experience.** People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

4. **Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options** (such as shared scooters) in order to improve connectivity to and from transit.

For the past two years, MCBC has advocated for the creation of a grid of "All Ages and Abilities" (AAA) bikeways to and through Downtown San Rafael. San Rafael's current Bicycle and Pedestrian Master Plan (BPMP) Update--which was adopted on July 16, 2018--includes the two important potential AAA bikeways in the transit center area listed above; Tamalpais is identified as the north-south route, while the east-west route is yet to be determined, pending a study and additional outreach.

On the latter, we strongly encourage the City and GGBHTD to move forward with this study/outreach as soon as possible, and to consider how safe and inviting connections can be made to San Rafael High School, the Canal neighborhood, and other areas east of 101. During the BPMP Update, the east-west route was subject to debate among MCBC membership, San Rafael's Bicycle and Pedestrian Advisory Committee, and the local Safe Routes to School Task Force, with strong consensus that 4th Street was the preferred route *east* of Tamalpais.[1]

Project Objectives

Like our partners at the San Francisco Bay Trail, we are pleased to see that every one of the eight listed "Project Objectives" in the October 16, 2018 Notice of Preparation can be directly addressed via the design and implementation of enhanced bicycle and pedestrian facilities. Our

[1] West of Tamalpais, where curbside activity is much higher, there was debate about whether 4th or 5th would be the best east-west route through downtown.

comments on the Project Objectives follow:

- As noted above, the existing transit center is difficult and dangerous to access by foot or by bike, and is not an inviting environment in general. A comprehensive bike/pedestrian access plan incorporating wide, inviting sidewalks, pathways, cycle tracks, bike lanes, bike/ped optimized signals and crossings, signage, lighting, plazas, landscaping, and good public spaces can address several of the objectives.

- Hundreds of train and ferry patrons already ride bikes to the North Bay's ferry terminals and SMART stations, many of which have limited parking options similar to the San Rafael Transit Center. An attractive, well-designed transit center that is easy to access by foot or by bike will not only increase ridership and lessen downtown traffic congestion, but will relieve parking pressure.

- Good bicycle and pedestrian accessibility will greatly assist in meeting long-term projected service levels. Scaling up to meet increased demand for riders arriving by bike, foot, or other non-auto modes means adding new racks, lockers, benches, and space for other emerging mobility options, such as shared bikes and scooters, at a minimal cost. Scaling up to meet additional parking and traffic demands (parking garages, new lanes, etc.) would be much more costly in terms of time, money, and space.

- On the final objective, please add "and bicycle" after the word "pedestrian." Bicycles greatly expand the reach of transit, extending the "first and last mile" up to three-plus miles. One can travel four miles by bike in the time it takes to walk one mile.

Implementation

The transit center relocation presents a unique opportunity to reinvent an area that is currently inhospitable to people walking and bicycling. MCBC strongly encourages GGBHTD and all agencies involved to implement the recommendations outlined above as baseline elements of the project. Given the competitive nature of bike/ped funding, we respectfully request that our recommendations are prioritized for funding through the project's Regional Measure 3 funding and/or Regional Measure 3's North Bay Transit Access Improvements program.

Again, we urge GGBHTD to seize this opportunity to address the access issues around the Transit Center, and to transform the area into a gateway that the City of San Rafael and transit agencies are proud of.

If you have any questions, please feel free to reach out by calling (415) 723-4673 or emailing bjorn@marinbike.org.

Respectfully Submitted,

Bjorn Griepenburg
Policy & Planning Director
Marin County Bicycle Coalition

cc:
Damon Connolly, County of Marin
Gary Phillips, City of San Rafael
Dianne Steinhauser, Transportation Authority of Marin
Nancy Whelan, Marin Transit
Farhad Mansourian, SMART
Jim Schutz, City of San Rafael
Steve Kinsey, Alta Planning + Design
Maureen Gaffney, San Francisco Bay Trail

MCBC'S COMMENTS SHARED VIA EMAIL ON JULY 13, 2018:

MARIN COUNTY BICYCLE COALITION

Denis Mulligan, General Manager
Golden Gate Bridge, Highway and Transportation District
PO Box 9000
San Francisco, CA 94129-0601

Dear Mr. Mulligan,

Marin County Bicycle Coalition (MCBC) appreciates the opportunity to provide input on the San Rafael Transit Center Project. Founded in 1998, MCBC's mission is to promote safe bicycling for everyday transportation and recreation. We have long supported transit and bicycle-transit integration, valuing the two modes' ability to enable car-free mobility, especially when combined.

Between 2006-2016, over 160 people were hit--three killed--while walking or bicycling through the transit center area, making it the most dangerous area to walk and bike in Marin County. As a transportation hub for those travelling primarily without cars, it should be the *most* walkable and bikeable area, not the least.

With this in mind, MCBC feels strongly that our recommendations should be considered baseline project elements regardless of the preferred alternative.

All Ages & Abilities Bikeways

A recent national survey found that 51 percent of Americans are interested in bicycling more regularly, but too concerned for their safety to do so. In order to make bicycling an option for the majority of people, bikeways need to be designed for use by people of all ages and abilities (AAA), not just the strong and confident.

For the past year, MCBC has advocated for the creation of a grid of all ages and abilities bikeways to and through Downtown San Rafael. San Rafael's current Bicycle and Pedestrian Master Plan Update--set to be adopted by the City Council next Monday, July 16--includes two incredibly important potential AAA bikeways in the transit center area:

- **West Tamalpais Avenue (North-South Greenway):** West Tamalpais Avenue forms a short on-street segment as part of an otherwise continuous pathway from Sausalito to Novato known as the North-South Greenway. West Tamalpais should maintain the same low-stress bicycling experience that people enjoy on the pathways immediately to the north and south. **MCBC will strongly oppose any proposal that doesn't include separation or physical protection for people biking on West Tamalpais, *especially* if it generates an increase in vehicular traffic or curbside activity (through passenger loading zones, for example).**

- **Downtown East-West Commercial Connector:** There isn't a single inch of asphalt dedicated to moving bikes between the east and west through San Rafael's downtown. The City has committed to a feasibility study to look at the various east-west streets in hopes of identifying a street that can accomodate protected bike lanes. Fourth Street seems a likely (and preferred) candidate. **We encourage the City and GGBHTD to move forward with this study and consider whether protected bike lanes can be incorporated into this project--or better yet, constructed sooner.**

For more information on what constitutes an AAA bikeway, we recommend consulting NACTO's *Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities*.

Bike Parking & Bike Share

Ample secure bicycle parking will also play an important role in encouraging people to bike to the transit center. MCBC recommends incorporating the recommendations outlined in the *SMART Stations' Bicycle Parking Investment Plan (2016)*:

- A mix of short (inverted u-racks) and long-term (e-lockers or a secure bike shelter) parking. The *Investment Plan* recommended 10 inverted u-racks and a secure bike shelter with 60 spaces at the Downtown San Rafael SMART Station.

- Both types of bike parking should be conveniently located, with easy access to the SMART platforms and transit center. They should be located in well-lit, visible areas to prevent theft.

Transportation Authority of Marin and Sonoma County Transportation Authority are moving forward with a new bike share system that will serve SMART station areas. Though this system will likely be dockless, MCBC recommends GGBHTD set aside a dedicated space for bike share parking so that the bikes can be easily located and returned by riders.

Walkability

As is often noted, everyone is a pedestrian. This is especially true for transit riders, who rely heavily on their feet and mobility aids to make transfers or get between transit and their destinations.

MCBC encourages the City of San Rafael and GGBHTD to design the transit center and its surroundings with convenience, safety, and aesthetics in mind in order to create a walkable and inviting transit center. Pedestrian crossings of busy one-way streets in the area should be minimized, as these roadways have higher rates of collisions that result in severe injuries.

Implementation

The transit center relocation presents a unique opportunity to reinvent an area that is currently inhospitable to people walking and bicycling. MCBC strongly encourages GGBHTD and all agencies involved to implement the recommendations outlined above as baseline elements of the project.

Respectfully Submitted,

Bjorn Griepenburg
Policy & Planning Director
Marin County Bicycle Coalition

P. O. Box 150266
San Rafael, CA 94901
www.montecitoresidents.com

Date: Nov 17, 2018

To: Raymond Santiago
Principle Planner
Golden Gate Transit District

cc: Mayor and City Council of San Rafael
Dept of Public Works Director, City of San Rafael
Community Development Director, City of San Rafael
The Federation of San Rafael Neighborhoods

Dear Mr. Santiago,

MARA is the neighborhood association for the Montecito neighborhood, which is the nearest residential neighborhood to the various sites being considered for the Transit Center. We are responding to the GG Bridge, Highway Transportation District's request for comments on the scope and content of the EIR regarding the SR Transit Center's new location. Thank you for this opportunity.

In an attempt to not try to re-invent the wheel, we would first like to say that our preferred site is the **Whistlestop Block Concept**, and that we agree entirely with all of the suggestions made re that site and the EIR by Sustainable San Rafael in their letter of Nov 5th. This site would make

pedestrian travel between SMART and the bus Transit Center easy and safe for pedestrians, would protect and use the historic train station, and make a true transit hub.

Our least favored site (other than the 4th Street Gateway concept, which has nothing whatever to recommend it), is the **"North of Fourth Street Concept**".

- The EIR should assess air quality, noise, and the safety of pedestrians trying to get from the SMART station to the Transit Center – they would have to cross at least 2 busy streets, instead of being within easy reach of their destination. It says in the NOP that this site "*would require customer service, restrooms, and pick-up drop-off functions to be located off site".* Since this site takes up an entire block, it appears that this would require anyone trying to use such services to cross one of the very busy surrounding streets – another issue for assessing safety of pedestrians in the EIR.

- Also, Irwin Street, which is on the East of this site, is basically both an off ramp and an on ramp for Hwy 101. Traffic on this street is one way, and frequently moves faster than the speed limit. The EIR should study how the interaction of the buses and this traffic would affect safety.

- This site, according to the NOP, would require covering an entire block of the creek. Restoring that creek is one of the main goals of many residents of San Rafael, not further degrading it. This should of course be considered in the Biological Resources section of the EIR, regarding this federally protected wetland. We have personally seen many ducks using this creek at various times, as well as turtles. We are sure that other wildlife use it also.

- Aesthetics – We do not feel that any amount of lighting, art work, signage, etc. would make this site a pleasant experience for bus customers, given the noise and exhaust from the freeway directly above it. Adding that to the lack of on site services, it would appear that this site fails to accomplish the goal of having people happy to use the new Transit Center – many people have enough resources to not have to travel by bus if it is too inconvenient or incomfortable, and unfortunately their alternative would be go get into their cars.

- Lastly, we would like to echo the City of San Rafael's request that, although it is not a CEQA related topic area, an Assessment of the impact of this site on Parking should be evaluated for each alternative, including this one, which removes current commuter parking. MARA has been impacted for many years by the fact that the current GG Transit center was built without any consideration of parking, as was SMART. Along with local retail, this has caused many people to park on our residential streets while they are either commuting to work or walking to work at local stores.

Thank you and your staff for all of the outreach you have done on this subject, and how responsive you have been to input from the public. This is a good example of how this sort of process should work.

Sincerely,

Board of Directors of MARA

Jackie Schmidt
Ann Bauer
Sherna Deamer
Bryn Deamer
Constanza Perry
Kristie Garafola
Tom Hurray
Nora Contini

POINT SAN PEDRO ROAD COALITION

"Fostering Quality of Life in our Community"

Coalition Directors

Co-Presidents
Denise Lucy
Bonnie Marmor

Secretary
Kati Miller

Treasurer
Dave Crutcher

Directors
Kevin Hagerty
Alan Schaevitz

Standing Committee Chairs

Disaster Preparedness
Henry Warren

Loch Lomond Marina
Alan Schaevitz

Pt. San Pedro Roadway
Kevin Hagerty

S.R. Rock Quarry
Dave Crutcher

Wetlands
Rodney Ruskin

November 18, 2018

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

Re: Bettini Transit Center Relocation

Dear Mr. Santiago:

The Point San Pedro Road Coalition welcomes the opportunity to comment on the EIR scoping and to again provide the Golden Gate Bridge and Transportation District ("District") with input on the Preliminary Concepts Under Consideration for the Bettini Transit Center Relocation. This includes later updates as presented to the public at the October 30, 2018 Notice of Preparation of Draft Environmental Impact Report and Scoping Meeting.

Residents along the Pt. San Pedro Road peninsula remain very interested in this project and recognize the importance of convenient bus and SMART train access as well as improved pedestrian and bicycle safety. However, there are serious concerns in our community about the potential to be adversely impacted by traffic delays arising from the relocation of the Transit Center and extension of SMART to Larkspur.

Scoping Additions

Please add the following items to the list of issues that are to be addressed in the Draft EIR in order to ensure we have a full and complete report:

- Impact on traffic congestion: Each concept will have a different impact on local traffic patterns and congestion.
- Impact on parking for transit users: Some of the concepts remove critical existing parking with no provisions for replacement. The EIR needs to address the impact of parking reduction.
- Emergency services: What are the ramifications on provision of service during emergencies, either at the proposed transit center or for surrounding neighborhoods, specifically the San Pedro Road corridor? Different concepts will enhance or impede delivery of emergency services in these areas due to traffic patterns, congestion, or damage due to natural catastrophes.
- Transit Center user data: (a) How many people are estimated to be accessing the Transit Center and SMART train? (b) From which directions will the people approach the Transit Center? (c) How will users arrive/depart (on foot, in cars, on bikes, etc.)? (d) What is the impact on pedestrian/vehicle interfaces at nearby intersections? These needs to be assessed at different times of day and include all users (commuters, students, San Rafael business employees, etc.) of the transit center. The study should also identify impact on existing or proposed crosswalks for each option.

- Visual impact: What will be the visual impact of each option as it relates to the look and feel as an entry point to the City. This should encompass how the area is viewed by drivers, pedestrians, bicyclists, as well as users of the Transit Center and SMART train.

Preliminary Concepts Review

We have reviewed the Concepts developed by the District, although we have had little time to fully review the new "North of 4th Street Concept". As we previously expressed, it is difficult to assess the options without ridership data to indicate projected use including: (a) how many people are estimated to be accessing the Transit Center and SMART train, (b) from which directions will the people approach and (c) how users will get there (on foot, in cars, on bikes, etc.). With the information provided, the Whistlestop Block Concept option appears most promising, although the North of 4th Street Concept is an interesting option but with several concerns.

We think the Whistlestop Block Concept can be enhanced by making some additional modifications such as:

1. Move the three bus bays currently shown on Third Street and four bus bays on Tamalpais Avenue to the area now used as for Whistlestop parking lot at Tamalpais and Lincoln. This has many benefits:

- Removes buses from congested streets while patrons get on and off the buses.
- Makes it easier for bus riders to transfer between different bus routes.
- Makes it easier for SMART riders to transfer to buses (and vice versa).
- Costs to acquire the space on the block west of Tamalpais to enhance the Whistlestop Block Concept may be low since much of the block is currently not developed.
- Places this location near to development sites;
- Provides potential to utilize more of the block between Tamalpais and Lincoln and could greatly enhance the Whistlestop Block Concept project to provide both an improved Gateway to San Rafael and integration with Downtown, possibly making room for a central plaza.

2. Use Tamalpais Avenue between 3rd and 4th Street as a designated passenger drop off and pick up area, an area for taxis and Ubers, as well as a bike lane. This, too would have many benefits:

- Eliminates the need for buses to turn onto Tamalpais Avenue making it easier for pedestrians to cross Tamalpais, improves safety, and makes the entrance to the Whistlestop building more accessible
- Enhances passenger, bicycle, and pedestrian safety by prohibiting buses on the block of Tamalpais Avenue between 3rd and 4th streets.
- Eliminates the need for pedestrians to cross 4th Street from the drop off/pick up area as shown in the Concept proposal.
- Provides easy access to the Whistlestop building which can be used as the heart of the Transit Center and train station.
- Keeps buses off of this block allowing for a view corridor and making it possible for the Whistlestop building to be seen and appreciated.

If preservation of the entire Whistlestop Building in its current configuration results in significantly greater financial costs, a reduction in pedestrian and bicycle safety, and/or adverse traffic impacts, then this constraint should be reconsidered. For example, the Jackson Café portion of the building could be reconfigured allow for that portion of the site to be utilized for a greater use.

North of 4th Street Concept

This is a recent addition to the original four concepts, and we have had little time to study it thoroughly. It could be very attractive to our residents because it moves the transit center and related traffic away from the critical 3rd Street access to Highway 101 and downtown San Rafael for residents on the Pt. San Pedro Road corridor. However, even with a brief review, several issues become apparent, among them being:

- No defined location for pickup/dropoff. A convenient, safe area for this is essential.
- CalTrans' potential objections for construction under the highway
- Environmental concerns and objections for covering the creek
- Safety issues for pedestrians crossing Hetherton to/from the train station and downtown San Rafael
- Ambiance for bus passengers waiting under the highway
- Impact of highway noise on the transit center
- Removal of critical parking with no replacement in the Concept. Additional parking must be provided.
- Impact on general traffic caused by slower bus traffic on Irwin and on Hetherton

All of these issues, and others to be identified, would need to be addresses before we could render a further opinion on this concept.

The Point San Pedro Road Coalition will continue to monitor the progress of this important project. We will appreciate being informed when data about ridership and traffic becomes available as it will profoundly affect consideration of the various concepts. We would like to reiterate that it is critical for our community to receive information well in advance of deadlines for input so that we can provide meaningful comments in the future. We look forward to continuing to work with you and your project team.

Sincerely,

Denise M. Lucy
Co-President

Bonnie Marmor
Co-President

cc: Mayor Gary Phillips
San Rafael City Council
Supervisor Damon Connolly
Steve Kinsey, Alta Planning

The Point San Pedro Road Coalition (FEIN 68-0458233) is a 501(c)(3) tax-exempt organization. Subject to applicable limits, your contributions are tax-deductible

-----Original Message-----
From: William Carney [mailto:williamcarney@comcast.net]
Sent: Friday, November 09, 2018 4:49 PM
To: Raymond Santiago <RSantiago@goldengate.org>
Cc: SRTC@goldengate.org <SRTCA@goldengate.org>
Subject: Comments on San Rafael Transit Center DEIR Scope

Raymond-
In response to the Notice of Preparation of the Draft Environmental Impact Report for the San Rafael Transit Center, I'm attaching Sustainable San Rafael's comments on the potential scope of the DEIR.

Comments specific to the scope are embedded in a larger discussion of the project alternatives being considered, in order to provide the context and concerns giving rise to our comments and help clarify the reasons these items need full analysis.

Thanks very much. We look forward to continuing to work with you as the process proceeds.

-Bill Carney
President, Sustainable San Rafael

415.302.0110 / 457.7656

BOARD OF DIRECTORS
William Carney, President
Bob Spofford, Vice President
Jerry Belletto, Secretary
Greg Brockbank
Jim Geraghty
Linda Jackson
Kay Karchevski
Kiki La Porta
Jesse Madsen
Samantha Mericle
Sue Spofford

415.457.7656

November 5, 2018

Raymond Santiago
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901

RE: San Rafael Transit Center EIR Scoping Issues

Dear Raymond,
Sustainable San Rafael would like to reiterate and emphasize a number of issues we have previously raised concerning the new San Rafael Transit Center, and request that they be addressed in the Scope of the Draft Environmental Impact Report that you are now developing.

Our Board has carefully reviewed the five Transit Center concepts (and variants) developed by your team. We continue to think that the 'Whistlestop Block' concept has great merit, safely consolidating transit services and returning the depot building to transit use. It fulfills all the objectives outlined in our letters of May 21 and July 8.

'Whistlestop Block' Concept
This concept also has the best 'place-making' possibilities, creating a central 'transit plaza' framed by 'gateway' development opportunity sites north and south, the Tamalpais bikeway to the west, and the chance to restore Irwin Creek and otherwise enliven the area under the freeway east of the site. In short, the concept would result in a welcoming and active entry to San Rafael, implementing the basic scheme first presented in the Downtown Station Area Plan.

- *The EIR 'aesthetics' section should analyze the 'place-making' potential of each alternative as a key impact.*

- *The EIR 'land use and planning' section should assess the impact of each alternative on the appeal of area 'opportunity sites' for development contributing to the 'gateway' quality of the area.*

- *The EIR should assess the impact of leaving a central site free of development (the bus plaza) or in low-scale development (the depot building)—both on the enhanced development potential of adjacent sites and on the 'gateway' character of the whole area.*

- *The potential of each concept to contribute to important public improvements surrounding it should also be assessed, including the north-south bike-pedestrian greenway along Tamalpais and the restoration of Irwin Creek under the freeway, both key elements of the 'gateway' district anchored by the project.*

- *The EIR should review the project for consistency with the recommendations of the Downtown Station Area Plan.*

One modification of the Whistlestop Block Concept that we would ask you to consider is reversing the direction of the four buses shown on Tamalpais, so they would enter from 4th Street and proceed south. This would allow passenger loading along the west side of the street, with the bikeway switched to the east side to better align with the bikeway along Tamalpais to the north and to provide a more open and gracious setting for the depot building. Whichever the direction of the buses, it appears that the Concept could be achieved within the 50' Tamalpais right-of-way and still provide sufficient sidewalks on both sides.

- *The EIR should assess north-to-south bus flow on Tamalpais.*

We defer to the traffic engineers and bus route planners regarding the location of the three buses shown along the heavily trafficked 3rd Street. However, further consolidation of transit could be accomplished by acquiring an additional 50' (one lot width) along the west side of Tamalpais between 3rd & 4th. This would allow both northbound and southbound buses on this block, perhaps loading from a central island to keep the sidewalks unencumbered.

- *The EIR should include this wider 2-way bus mall on Tamalpais between 3rd and 4th Streets.*

A simpler alternative would be to relocate the three 3rd Street buses to the west side of the Bettini site, which currently accommodates four buses. This could be an especially appealing location for non-commute buses such as the Airporters or Greyhound. A reconfigured site could allow for necessary bus turning radii and still provide car drop-off and taxis along the east curb, with the bike path along the west curb, in alignment with the 2nd Street crosswalk. Passengers would have direct access to the main transit plaza via the pedestrian and bicycle crosswalk at 3rd and Tamalpais, which must be made safe in any case.

- *We strongly urge that the EIR include analysis of Tamalpais south of 3rd Street and the sliver of the Bettini site west of the rail tracks as an alternative location for the three 3rd Street bus bays.*

- *The EIR should assess the intersection treatments needed at Tamalpais and both 3rd and 4th Streets to assure safe access to the project by cyclists, bus passengers and other pedestrians.*

- *The EIR should assess the adequacy of car drop-off and taxi zones serving all alternatives, including along Tamalpais both south of 3rd and north of 4th Streets.*

<u>Additional considerations related to the Whistlestop Block Concept</u>:

This concept provides the greatest flexibility for future expansion and modifications of transit services, securing public ownership of the entire block between 3rd and 4th Streets, while retaining public

ownership of the Bettini site by ground-leasing development rights on its most buildable eastern portion.

- *The EIR needs to assess the flexibility of each concept for future expansion and likely changes in transit technologies and services.*

- *This assessment should include the merits of securing public ownership of an expanded site, including ground-leasing development rights rather than selling existing public property.*

Public ownership and use of the depot building, with portions perhaps operated by private parties, offers a number of possibilities, including ample ground floor transit services and perhaps direct access to the west train platform. Marin-specific retail and cafes could open onto plazas at both ends of the building. The original arcade might be re-opened to engage such uses and invite in the public. Upstairs offices and meeting rooms could be rehabilitated, and the bike storage shown west of Tamalpais could also be accommodated inside. The building would provide an iconic visual anchor for both the transit plaza block and the surrounding gateway district. Some of its architectural details, such as the repeating arches, might be echoed in contemporary elements of the bus plaza such as curved canopies over passenger waiting and loading areas, and elegant seating design.

- *The EIR 'cultural resources' section should assess the significance of affected buildings, including potential reuse and modification that could enhance their character and contribution to the area.*

The 2-story depot building together with the open transit uses would provide a visual commons at San Rafael's front door, which would help avoid the walling off of downtown as adjacent blocks are developed with taller building. This would also help preserve the view corridor along Tamalpais and the train tracks from 2nd Street to Mission, keeping the city's defining hillsides in view.

- *The EIR 'aesthetics' section should assess the protection or loss of view corridors into downtown and to surrounding hillsides.*

The car and taxi drop-off zones shown along Tamalpais north of 4th Street are important elements of this concept. They should be supplemented by the zone south of 3rd, as mentioned above, which would better serve drop-off traffic approaching from the west. Enhanced pedestrian pathways from the park-and-ride lots under the freeway should also be provided as part of this concept, together with restriping, repaving and perhaps reconfiguration to improve usage of the lots and pedestrian access to the East End of 4th Street. Restoration of the creek would greatly enhance this experience.

- *The EIR 'transportation and transit' section should assess the quality of access to the project for those arriving by car, including the provision or loss of drop-off and commuter parking facilities.*

The 'gateway' quality of the new transit center would also be

heightened by planting large street trees (like the London Plane trees now thriving on 5th Avenue) along Hetherton, Irwin and Tamalpais, and within the transit plaza itself. The arrival into San Rafael would then feel like entering a vibrant downtown in a park-like setting.

- *The EIR 'biological resources' section should assess impacts both on existing resources (including street trees and creek-side zones) and on the future ability to restore and enhance those resources.*

'Under Freeway' Concepts (both South and North of 4th Street)
The various under freeway schemes that have been suggested seem far less pleasant for users and require crossing busy Hetherton to reach the trains, other buses and/or downtown, as well as covering over portions of the creek and thereby sacrificing the amenity it could provide if properly restored. The noise and exhaust under the freeway make it an unpleasant and perhaps unhealthy place to wait, which would require extensive structures, lighting, artwork and other mitigations. The narrow bus islands on Hetherton are particularly unwelcoming and unsafe places for passengers awaiting their bus.

- *The EIR 'air quality' and 'noise' sections should assess the impact of these factors on the passengers using the project facilities, and the 'aesthetics' section should assess the experiential and visual impacts of the project on its users, as well as its surroundings.*

- *The safety and amenity of passengers accessing the project needs to be paramount in the EIR 'transportation and transit' section, including the extent to which each concept is able to accommodate passenger shelter, restrooms and snack services.*

'4th Street Gateway' Concept
Our chief concern with this concept is that the buses on both sides of 4th Street would interrupt enhanced pedestrian access to the East End. Maintaining an unencumbered sidewalk on the north side of the street is essential to this goal. The concept also precludes development of a significant opportunity site at the northwest corner of 4th and Hetherton and sacrifices two Victorian buildings on 5th Avenue. The 'plazas' shown on Hetherton are too small and uninviting to function as open space, and the bus bays on Hetherton expose passengers directly to traffic. The scheme also prohibits automobile turns onto 4th Street.

- *The EIR 'transportation and transit' section should thoroughly assess impacts on the pedestrian experience, including the access between downtown and areas east of the freeway.*

'Two-Story' Concept
The success of such a large building concept would require an extraordinary architectural effort, which we feel cannot be adequately assured, especially within a limited budget. Elegant solutions to the ramping required and to the covering of 3rd Street are not obvious.

- *We suggest not spending scarce funds to analyze this concept.*

Need for more operational information
For the public and decision-makers to adequately evaluate the concepts, much more information is needed about how the various schemes would actually function for the buses and how bus movements would affect the surrounding streets. In addition to traffic impacts, the missing information includes the routing of the buses and the numbers of passengers transferring among the various bus lines and between each bus line and the train, as well as those bound for downtown itself.

Equally important, the pedestrian and bike routes to and through the Transit Center need to be thoroughly diagramed for each concept, in particular addressing the needs of students and others en route from the Canal, San Rafael High, Davidson Middle School, Dominican, and the Montecito neighborhood and shopping district.

Such basic functional data is critical for developing and judging the concepts, and we suggest that it be made available as early as possible.

- *A clear and complete assessment of how each alternative meets the basic functional requirements of the project program—including passenger comfort, connectivity among transit modes, and access to the transit center by foot, bike or car—should form the core of the EIR 'transportation and transit' section.*

Sustainable San Rafael also endorses the City staff's recommendations that the EIR use the updated San Rafael Climate Change Action Plan and associated GHG Emissions Reduction Strategy in assessing the greenhouse gas impacts of the project, and that the EIR assess the risk associated with projected sea level rise in the station area.

Thank you and your team for your diligence in offering a range of concepts for public consideration. We look forward to thoughtful public decision-making based on a thorough EIR.

Sincerely,

William Carney
President, Sustainable San Rafael

Copies:
Mayor Gary Phillips
San Rafael City Council
Jim Schutz
Bill Guerin
Paul Jensen
Danielle O'Leary
Steve Kinsey

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

October 20, 2018
By E-Mail to SRTC
@GoldenGate.org

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

Re: SRTC Scoping

Dear Mr. Santiago:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is an environmental organization focused on reducing the impacts of transportation on the climate. We offer these brief comments on the San Rafael Transit Center Relocation project's environmental review:

Project Purpose and Need: Scale

We believe the scale of the proposed project has been overly influenced by local interests, who seek to minimize the project, seeing it as an intrusion into Downtown. Note the language "at least 19 bays." Others flat-out reject urbanism, seeking to shift the transit center out of the downtown, so it doesn't interfere with traffic. In our past writings, we have explained why the dual challenges of ever-increasing congestion and GHG emissions mean that existing travel habits are unsustainable going into the future. (See attached.) Present day conditions are not helpful in understanding the needs of the future.

The scoping process now needs to consider the next 50 years of transportation in the North Bay. Because of climate change, this project is not merely the replacement of an existing facility. It is the construction of a facility that will be essential in supporting dramatic changes in how residents travel in the future. Because of this, scoping necessarily must include an unusually heavy dose of planning for profound societal change.

The state's SB 32 goal of a 40% GHG reduction will require a significant VMT reduction.

> In its evaluation of the role of the transportation system in meeting the statewide emissions targets, CARB determined that VMT reductions of 7 percent below projected VMT levels in 2030 (which includes currently adopted SB 375 SCSs) are necessary. (2017 Scoping Plan, ARB, p. 101.)

Expanded use of transit will be a critical strategy for achieving VMT reduction. TRANSDEF expects that the single most important determination to be made by the scoping process for this project will be setting an aggressive yet achievable 2050 mode split target for Marin. The transit mode share will then determine the design capacity for SRTC.

We suspect the design capacity for SRTC needs to be at least an order of magnitude higher than current patronage levels. We suggest achieving that by building into the project the ability to expand. This means controlling an adequately sized land package, even if part of it remains in non-transit interim uses. We expect that the transit uses will expand as higher shares of the population start to use the Center.

The introduction of autonomous vehicles can be handled as part of providing the expansion capacity called for above. It isn't necessary to do detailed planning for these services now, as long as the space for them has been allocated.

Impact Analyses
Evaluate whether the proposed project will impede the State's efforts to achieve its SB 32 targets.

Thank you for this opportunity to submit these abbreviated comments.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment: TRANSDEF Marin Voice

Marin Voice

Increasing bridge tolls won't reduce Bay Area traffic

By David Schonbrunn

This is the year for transportation funding. Voters will be asked in June to approve increased bridge tolls and in November to extend the Marin transportation sales tax. These measures are supposed to reduce traffic. To help you evaluate how likely that reduction in traffic is, we offer our explanation of the root cause of traffic congestion.

Marin's towns grew up around railroad stations. Motorcars didn't exist back then. Whether it was commuting to San Francisco or sending milk to market, travel was by train or horse. The widespread adoption of the car enabled suburban homes to be built far away from train stations, inhibiting walking there. Most often, there are no convenient alternatives to driving alone.

The post-war suburbanization boom has run smack into physical limits, now that 7 million people live in the Bay Area. With 65 percent of commuters driving alone, the roadways physically can't fit all their vehicles. (In a second, entirely independent crisis, motor vehicles are the largest source of greenhouse gases in the county.) With 2 million more Bay Area residents expected in the coming decades, congestion and greenhouse gas emissions will only get worse.

Congestion is a result of the affordability of cars mixed with widespread suburbanization. Avoiding gridlock will take a shift from driving alone to shared travel, calling for learning new travel habits. The place to start is making carpool lanes flow freely during congested periods. The resulting significantly faster travel time will provide enough incentive for some drivers to carpool. New smartphone ridesharing apps similar to Uber make it convenient to pick up a passenger living nearby, going to a similar destination.

Heavy promotion of ridesharing would create a large pool of potential passengers, increasing the likelihood of being picked up.

The post-war suburbanization boom has run smack into physical limits, now that 7 million people live in the Bay Area. With 65 percent of commuters driving alone, the roadways physically can't fit all their vehicles.

Improving mobility will require a new set of regional priorities favoring carpooling and transit over solo driving. To round off the package, a network of convenient bus lines, cost-effective rail lines and protected bike lanes will provide alternatives to driving.

In other parts of the country, like Portland, one can easily get around without a car. The OccupyMTC.org website shows how Seattle's voters approved a comprehensive bus network and achieved a major shift away from solo driving. Bay Area residents might want to make a similar choice to have a brighter future. Unfortunately, such an option is not on the ballot.

The sponsors of Regional Measure 3, the proposed $3 bridge toll increase on the June ballot, admit that traffic is heading towards gridlock: "This is our chance to reduce traffic BEFORE it brings Marin County to a standstill." What they don't have is a plan to address the fundamental problem: excessive solo driving.

The Metropolitan Transportation Commission has set the Bay Area's transportation priorities for decades. Traffic conditions in the region have steadily worsened over that time, probably because MTC's ongoing financial support for solo driving has starved the development of alternatives to driving alone.

MTC's own projections for 2040 show a million more cars, with total driving increasing by 21 percent and congestion delays increasing by 44 percent. With 2.5 million more daily solo driving trips than now, it's clear the projects in the measure aren't going to "reduce traffic." If approved, it will lock the region into a downward spiral of congestion.

TRANSDEF.org suggests voters reject Regional Measure 3, and demand instead a better plan — one that enables large numbers of commuters to conveniently travel by shared rides, bikes and transit. A ridesharing system would do far more for long-term mobility than the projects promised in the measure – without any construction costs.

David Schonbrunn, of Sausalito, is president of TRANSDEF.org, a transit advocacy organization.

Copyright Terms and Terms of Use. Please review new arbitration language here.

PUBLIC COMMENTS

From: DJ Allison
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:48:18 PM

Protected bike lanes and improved Ped crossing designs are needed within a multi-block radius surrounding the new transit center. Bus ingress and egress shouldn't be pulling out onto 4th street or Tamalpais.

Sent from MCBC

From: Kevin Anderson
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 1:23:32 PM

Protected bike lanes on Fourth and West Tamalpais. Secure bicycle parking. Safe pedestrian crossings.
The time is now. Let's make the changes that will make the pedestrian experience safer and more appealing for everyone.

Sent from MCBC

From: Terrell Anderson
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 11:44:33 AM

Please add my voice to those asking for better bike and pedestrian safety around the Bettini Transit Center in San Rafael. Please count the priorities of the Marin County Bike Coalition as my own including: the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street; include protected bike lanes along 4th Street; create a safe, convenient, and attractive pedestrian experience; and, conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit. Thank you for your attention to this issue.

Sent from MCBC

From: Erin Aradi
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:55:29 PM

Protected bike lanes throughout the corridor (along 4th and Tamalpais) would make me feel a lot safer while riding my bike to the transit center or to work.

Sent from MCBC

Maley, Patrick

From: Lisette Arellano <ten.salamanders@gmail.com>
Sent: Monday, November 19, 2018 5:47 PM
To: SRTC
Subject: San Rafael Transit Center Needs

The Puerto Suello Hill Pathway ends at an intersection in downtown San Rafael that does not allow safe access to 4th Street businesses or the bike route to San Anselmo/Fairfax. It is at present not possible to bike down 4th Street without danger of being hit by cars parking or turning.

This corridor should be prioritized as a future transit hub and the heart of Marin.

Sent from MCBC

Maley, Patrick

From: Steve Ash <StevenAsh-IPM@comcast.net>
Sent: Monday, November 19, 2018 2:03 PM
To: SRTC
Subject: OPPOSED to the "4th Street Gateway Concept"

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called the "4th Street Gateway Concept". Why not move it due South of the transit center along the tracks that will extend the rail service.

I think it is a bad idea, and OPPOSE it as the solution to moving the current transit center. I don't fancy the plan to UGLY-UP the entrance to San Rafael with a huge bus stop. This will also interfere with traffic on Second, Third, Fourth, Fifth and Mission Streets heading into East San Rafael to Trader Joe's, Redwood Credit Union, Whole Foods, and Best Burger.

The fact that the plan removes at least two historical structures makes the plan even less desirable.

I oppose the current "4th Street Gateway Concept" and think the project should be built south of Second Street.

Thanks for your consideration regarding this matter.
Cheers,
Steve...
Member of the Round Earth Society
*"*Only two things are infinite: the Universe and human stupidity, but I'm not sure about the universe." Albert Einstein

"The good thing about science is that it's true whether or not you believe in it." Neil deGrasse Tyson

"The Universe is made up of protons, neutrons, electrons, and morons." Anon

Sent from my iPad

Begin forwarded message:

SRTC@goldengate.org

Maley, Patrick

From: alwiii@aol.com
Sent: Tuesday, November 20, 2018 1:21 PM
To: SRTC

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Avard

From: Jennifer Bair
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:28:14 PM

Protected bike lanes on Tamalpais and E. Blithedale in Corte Madera and Mill Valley respectively. Also, the bus transit area is not safe and there are not enough bike lanes in San Rafael, making it dangerous!

Sent from MCBC

Maley, Patrick

From: Connor Barnett <cbarnettmcms@gmail.com>
Sent: Monday, November 19, 2018 2:01 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: Lilly Barnett <lillypolly12@gmail.com>
Sent: Monday, November 19, 2018 2:33 PM
To: SRTC
Subject: SR transit

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, but it will also require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: Lucia Barnett <lucia.candy13@gmail.com>
Sent: Monday, November 19, 2018 4:07 PM
To: SRTC

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: apbauer@aol.com
Sent: Tuesday, November 20, 2018 10:17 AM
To: SRTC
Subject: RE: destruction of two historical structures which currently grace area

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Mountain-Castro, Jenelle

From: SRTC <SRTC@goldengate.org>
Sent: Tuesday, November 13, 2018 3:48 PM
To: Dankberg, Adam
Subject: FW: [BULK-MESSAGES] San Rafael Transit Center Needs

Hi Adam,

Here's another from the MCBC.

Thanks,

Ray

From: Morris Beazley [mailto:morris.beazley@yahoo.com]
Sent: Friday, November 09, 2018 2:13 PM
To: SRTC <SRTC@goldengate.org>
Subject: [BULK-MESSAGES] San Rafael Transit Center Needs

Please implement MCBC's 4 priorities (north/south greenway, bike lanes along 4th st, safety for pedestrians, and convenient bike sharing/parking) as you finalize the master plan/design for downtown San Rafael. Providing a safe and convenient cycling experience will reduce traffic, improve health and wellness, and improve air quality. These are important and achievable goals.

Sent from MCBC

From: Terry Berkemeier
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:01:37 PM

Dear Sirs, Regarding bicycle access to and through San Rafael, I am aware of current proposals via my membership of MCBC. To these I would like to add my perspective as a resident of Larkspur who cycles through San Rafael in both the north-south and east-west directions. Specifically, from Larkspur to the Civic Center Farmers' Market and between areas such as Fairfax and China Camp. In addition to this, simple and safe access for bicycles to and from both the bus station and the Smart train is necesssary. To which you should add the need for bicycle storage by commuters at the transit interchange which is at least as good as that as provided at the Larkspur Ferry Terminal. Please feel free to contact me in case you want to follow up on these comments.

Sent from MCBC

From: Katherine Bernheim
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 9:10:18 PM

The most important improvement I would like to see as a cyclist who rides through San Rafael from San Anselmo would be a dedicated bike pathway along 2nd St. It's so dodgy to ride on the street between the end of Greenfield and 1st St. A bike lane on 4th would be great, as well as more bike parking, especially around Kaiser.

Sent from MCBC

Maley, Patrick

From: jo biel <jolynnebiel@gmail.com>
Sent: Monday, November 19, 2018 10:41 AM
To: SRTC; jo biel
Subject: 4th Street Gateway Concept.

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Which in itself is awful and will take away the entrance to downtown San Rafael, but the traffic that piles up now on the turn from Lincoln causes major traffic jams already and will get worse. I certainly will give up on shopping and eating out in the downtown area. As will probably many who do not want to fight the congestion anymore. Please consider the small retailers too!

Thank you for your consideration.

--

4200 California Street, Suite 201
San Francisco, California 94118
jolynnebiel@gmail.com
(415) 752-6070
fax (888) 507-0447

"all I know is that I know nothing" Socrates

From: Lisel Blash
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:51:14 PM

I would like to see a safe east/west route through San Rafael, a better connector to the bike path along 101 from downtown San Rafael to the Terra Linda area, better pedestrian pathways overall, and more bike parking areas.

First, I ride from Fairfax to meetings in San Rafael, the Canal, Terra Linda, and the Civic Center all the time. It is challenging. Riding through downtown San Rafael, especially at night, is scary due to the lack of safe bike lanes. I would love some protected bike lanes through the downtown, and a better connector to the Puerto Suello path. It is really weird trying to get from the transit center over to that Puerto Suello Hill path along Hetherton—the temporary protected route along Tamalpais was great and should be reinstalled as a permanent fixture. The intersection at Hetherton and 4th is dangerous. Also the intersection over the Miracle Mile from Greenfield is kind of confusing.

The whole connection from the new bike path along the smart train route from Civic Center to either the Puerto Suello Hill Bike Path or from the bike lane along Los Ranchitos/Lincoln is confusing and not continuous. If you go from downtown San Rafael towards Civic Center on the path, you either end up with a kind of scary ride under the freeway bridge and across a dangerous offramp to get towards Civic Center, or you wait at the light at Merrydale and North San Pedro where the lights don't change for bikes unless you ride across the street and press the pedestrian crossing button and do some kind of awkward thing to get over across the way and back on Merrydale to connect to that path by the Smart Train. Merrydale is a little dangerous on a bike--and I haven't noticed any signs directing me to the new path by the Smart Train that is accessible via that route.

When I want to return west from Civic Center and come along the new bike path under the freeway by the Smart Train station, there seems to be no clear route to get back onto the Puerto Suello Hill bike path by the freeway. If I ride up Los Ranchitos/Lincoln, I then I have to cross the road unprotected and carry my bike over the dirt by the side of the road to get back on the bike path and ride down to San Rafael if I want to get on the path. I know I could cut off the Smart Train path somewhere and ride back

on Merrydale, too, but it is still a little confusing to find coming off the new path and then you have to ride straight up a killer hill.

Finally, there is so little bike parking in San Rafael. Like, not near Aroma Café or the Theater, so people chain their bikes to the parking meters. I like my bike out where I can see it, not in some isolated corner behind a building where someone could steal it more easily.

There doesn't seem to be any bike parking near to Kaiser downtown, despite their “Thrive” campaigns promoting healthy living. That whole area needs some pedestrian improvements if the Whistlestop housing and senior center goes in there—it is fast moving and inhospitable to pedestrians.

Thanks!

Sent from MCBC

From: Robert Boyce
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 11:47:36 AM

Hello,

I am a frequent bike rider around San Rafael. I often ride with my 12 year old daughter, Sarah, who is a seventh grader and bike commuter to St. Raphael School in downtown. We ride to the transit center often to get the train to Santa Rosa or the bus to SF. Over the past few years we have had numerous close calls, and she finds herself having to use sidewalks to get to school. That is not an acceptable solution. There is plenty of road, and substantial off-street parking around SR. What we need is some protection for bikers to get from the Transit Center to Sun Valley. The exchange by the Old Yardbirds and Shell Station could be vastly improved. I was personally grazed by a red light running car there, at the crosswalk in front of the old Wooden Duck.

Increased secure bike parking would make life easier as well all over SR, but certainly at transit center.

Please consider cyclists as part of the transit solution when making your final plans for the transit center.

Thanks for your consideration.

Best,
Robert & Sarah Boyce

Sent from MCBC

Maley, Patrick

From: pbrans@aol.com
Sent: Monday, November 19, 2018 9:55 PM
To: SRTC
Subject: 4th. Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Sincerely,

Edward K. Branscome
485 Holly Drive
San Rafael, CA 94903

From: Amanda Brown
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:24:31 PM

I support protected bike lanes and safe pedestrian crossings around the San Rafael transit center.

Sent from MCBC

Maley, Patrick

From: Geoffrey Brunell <geoffreybrunell@gmail.com>
Sent: Monday, November 19, 2018 11:21 AM
To: SRTC
Subject: Comment on 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration,

Geoffrey Brunell

-----Original Message-----
From: Burkhard Braun [mailto:burkbraun@gmail.com]
Sent: Monday, October 29, 2018 3:11 PM
To: SRTC <SRTC@goldengate.org>
Subject: San Rafael transit center options

Hi, District-

I have looked over the stated options for the San Rafael Transit center from the October 2018 draft. It is hard to believe that, at this late date, any options are being entertained that have bus users making transfers across very busy streets, such as Heatherton (Heatherton shift option), 4th street (4th street gateway), and 3rd (the Two-story option, assuming users may well prefer a street crossing to going upstairs, across, then down). All such options are dangerous and hardly viable. The North of 4th street option, under the freeway, suffers from the same problem with respect to transfers with the Smart train.

The only non-dangerous option here, that truly fulfills the core mission of a transit center to safely facilitate transfer between all transit options, is the Whistlestop block concept, there being minimal to no traffic on Tamalpais, and highly controlled traffic on the Smart track. This is the only option that centralizes all modes of transit and enables safe transfers between them, with the added benefit of being built around the historic Whistlestop building, which could be refurbished/redesigned once again to serve something related to its original use.

Only if you contemplate blocking traffic on 4th street would something like the 4th street gateway option be viable. That option would then have optimal bus access to Heatherton, easy access to the Smart train, and safe transfers.

Sincerely yours, -Burk Braun

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

Burkhard R. Braun, PhD
burkbraun@gmail.com
Tel/Fax(415) 459-4978
37 Hillcrest Drive
San Rafael, CA 94901-2018
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

From: Emily Buskirk
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:41:59 PM

I would like to see safe ways to travel through San Rafael on a bicycle - including access to the transit center and secure bicycle parking. I'd also like to see a better balance between the needs of car traffic trying to get west and people walking to and from the transit center.

Sent from MCBC

Maley, Patrick

From: Chris Carvalho <chris_p_carvalho@yahoo.com>
Sent: Monday, November 19, 2018 12:07 PM
To: SRTC
Subject: San Rafael 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

Re: the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Please don't do this.

Best,

Chris Carvalho
566 Heather Way
San Rafael
415-794-4275

From: Edward Chin
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:43:37 PM

I live in the Bret Harte neighborhood and my son goes to Coleman Elementary. It would be great if he could bike to school more often but there are no safe options to get from Bret Hart through to the bike path. I would really like to see a bike path continue alongside the rail that is going in on Anderson and connect all the way through.

Sent from MCBC

From: erik clyman
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 3:42:54 PM

can we have a real transit solution for people that live in marin county and work in the east bay? one bus that goes only on cutting? can we get a gondola or something?

Sent from MCBC

From: Mark Comin
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:01:36 PM

Hi, I often ride my bike in and through downtown San Rafael. Traffic woes in Marin are well known, the opportunity to make changes are far and few between. With a reconfiguration of the San Rafael Transit Center, our community has what is probably a once in a lifetime chance to safely incorporate alternative modes of transportation, i.e, bicycling. As you may well be aware, there have been far too many injuries and casualties in the general area of the current transit center. We have the opportunity to capitalize on existing investments such as the Lincoln Pathway, the Puerto Suello Pathway and SMART multi-use Pathway. I'd like to make sure that the following improvements be made

1. Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus bays, on-street parking, and vehicular traffic.

2. Include protected bike lanes along 4th Street. There isn't a single inch of asphalt dedicated to moving bikes east and west through San Rafael's downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

3. Create a safe, convenient, and attractive pedestrian experience. People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

4. Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit.

Sent from MCBC

Maley, Patrick

From: Nathan Cohen <cohen.nm@gmail.com>
Sent: Saturday, November 17, 2018 6:40 AM
To: SRTC
Subject: San Rafael Transit Center Needs

It is vital that pedestrian and bicycle traffic is prioritized in the planning of the new transit center. This will make traveling through San Rafael so much safer and pleasant. I ride my bike to the SMART train every day for work and the fact that it exists likely has a lot to do with why we still live in Marin, have our current jobs, etc. It is a huge asset to have decent public transportation that will attract more young people to an aging county. That said, the bike infrastructure in San Rafael is currently horrendous and there is no dedicated bike route in any direction through downtown. The statistics on the number of deaths and injuries near the transit center is simply unacceptable. Some basic improvements could go such a long way.

I'd like to reiterate the MCBC comments:

Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus bays, on-street parking, and vehicular traffic.

Include protected bike lanes along 4th Street. There isn’t a single inch of asphalt dedicated to moving bikes east and west through San Rafael’s downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

Create a safe, convenient, and attractive pedestrian experience. People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit.

Thank you,
Nathan

Sent from MCBC

From: Michael Cooke
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 11:02:13 AM

If you want people to move out of their cars and on to public transport. We need safer pedestrian access, a protected bike lane through San Rafael and adequate secure bike parking at the new transit center.

Sent from MCBC

Maley, Patrick

From: Helga Cotter <cotterha@me.com>
Sent: Wednesday, November 21, 2018 6:48 PM
To: SRTC
Subject: San Rafael Transit Center Needs

I would like to see protected bike lines along 4th and Tamalpais as well as connecting the N/S Greenway to extend to Mission and 2nd. I ride to work on a regular basis into downtown San Rafael and it is very difficult to ride from the end of the bike path on Mission through downtown. There is a large amount of traffic to maneuver through and it would be ideal to link the current bike path to the N/S Greenway. This would alleviate the interaction of cars and cyclist and create a safer environment for all to ride through the downtown San Rafael area. I would also like to see bike share and and secure bike parking and safe routes for pedestrians coming and going to the transit center. I also use the Transit Center and crossing 3rd street in the mornings and evenings is not very safe with the right turns. Several times cars are in a hurry and don't heed the walk signs that give pedestrians the right-of-way. This option from Mission to the Transit Center should have a way to walk safely without interacting with traffic as much as possible.

Sent from MCBC

From: Andrew Cullen
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Thursday, November 15, 2018 6:37:25 AM

I am very upset that I pay sky high taxes as a single resident in San Rafael and the city is dirty and dangerous. The bike path connections are a top priority as you look at the environmental build in San Rafael near the transit center. Please ensure that there is a robust path built to last generations. There will not be another chance to do it right for a long time.

Sent from MCBC

Maley, Patrick

From: Billy D. <digitydog@hotmail.com>
Sent: Monday, November 19, 2018 3:18 PM
To: SRTC
Subject: The historic building you want to demolish unnecessarily.

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Sent from my iPhone

From: Darren Davis
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:24:21 PM

DO the right thing. Think LONG term and not short term "fix". We WILL have scooters, driverless cars, bus ect. This area must be perfect. Get it right and ask for help when you know you don't have solutions. Bikes, pedestrians, buses, trains and even scooters must be part of the full equation. If you can think of some crazy ideas regarding this project, they might just work.

Sent from MCBC

From: Jason Davis
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 4:42:59 PM

Having gone to Middle School in the 1980s in san rafael and then working near the transit center from the late 80s to mid 90s, I have seen the increase in traffic and lack of safety for pedestrians and cyclists. This is long over due to bring San Rafael to have it realize its full potential.

Sent from MCBC

Maley, Patrick

From: Sherna Deamer <Sherna@deamer.org>
Sent: Monday, November 19, 2018 4:29 PM
To: SRTC
Subject: [BULK-MESSAGES]

Hello,
I have looked at the various proposals for the new San Rafael Transit Center and think that the Whistlestop Block concept is the best by far. Having the Transit Center under the freeway is a horrible idea.
Thank you for accepting comments,
Sherna Deamer
208 Union St.
San Rafael

From: Dan DeFrank
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 9:13:40 AM

I am an avid cyclist and I must agree drivers AND cyclist need to be more aware of their surroundings and share the road.

Sent from MCBC

From: Dean DiGiovanni [mailto:deandigi@comcast.net]
Sent: Tuesday, November 13, 2018 9:23 AM
To: SRTC <SRTC@goldengate.org>
Subject: SRTC Notice of Preparation for EIR

My input and comments on the alternatives presented are first prefaced by the FAQ's on the Golden Gate Transit's website:

1. *This area already suffers from congestion. How will traffic be impacted?*

   A key issue that will influence the preferred solution will be circulation and access. Congestion is a primary concern for those who live, work and attend school in San Rafael. The 2nd & Hetherton and 3rd & Hetherton intersections are among the busiest and most congested in the entire county. High traffic volumes also create an undesirable pedestrian environment, demonstrated by a history of collisions. It is critical to locate and design the transit center in a way that benefits bus and auto circulation while creating a safe environment for pedestrians to access the transit center, circulate between transit services, and connect with downtown San Rafael.

2. *Where will the new transit center be located?*

   Downtown San Rafael is a major work center and the location where several major north-south and east-west bus routes intersect with each other as well as with the new SMART train. With easy freeway access, it is the ideal location to reduce riders' travel time, reduce operating costs, and reduce the amount of time buses spend on City streets. In addition, many people use the services at the transit center to travel to and from destinations within San Rafael. Therefore, downtown San Rafael is the ideal location for the new transit center.

My comments are as follows:

1. The preferred alternative is to move the center away from the busy intersections of 2nd and Heatherton and 3rd and Heatherton and the freeway on-ramp to southbound Hwy 101. Traffic stacks up we'll past San Rafael High School already without the train traveling across 3rd St.
2. For pedestrian safety and improving traffic flow, vertical separation of pedestrians from vehicles is essential. Raised pedestrian walkways from the street level across the city streets for any of the alternatives to elevated lobbies at the transit center are needed to protect pedestrians and allow smoother traffic flow.
3. Park g for the transit center must be included as many of the users drive to the park and ride lots to catch a bus and to catch the train.
4. Since hor ontal space is a premium in this congested area of San Rafael, an alternative that has two stories seems to be the only viable alternative and is not shown that includes raised pedestrian walkways over surface streets, user parking structure, and is away from 2nd and 3rd St. A multi-level parking lot at the vacant lot between Tamalpais and Lincoln Ave. should be used in conjunction with the North of 4th Street Concept or the Across the Freeway Concept.
5. The R must include traffic studies and necessary mitigations to improve traffic and not worsen it on San Rafael Streets and Hwy 101 both southbound and northbound where heavy queuing already exists. Funding should not be a consideration for eliminating any solution for the needed safety improvements to make traffic and pedestrian safety a priority.
6. The tra it center will be a visible and signature facility for a lifetime and needs to be done correctly to improve traffic and pedestrian safety the first time without limiting solutions to funding at this time. Do not discount alternatives for perceived funding issues.

From: Chris Dis
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:16:15 PM

I infrequently bike through SR. When I have I've commuted from Mill Valley. I exit the CalPark Tunnel and continue along Anderson to Fifth Avenue in front of the Mission. I find this by far the safest way to get thru SR. My office is over by Dominican University so 5th to Grand is not a problem at all (if need be you can enter the bike lane at Heatherton. Driving out of SR most evenings I note the difficulty of pedestrians crossing Heatherton along any number of cross streets (2nd, 3rd, 4th, 5th & Mission). During commute hours those streets are extensions of the freeway on-ramp. Pedestrians and bikes are invisible to motorists. The lights need to be staggered to allow Peds/Bikes to cross prior to the cars turning. Heatherton is too wide of a street and the ability of motorists to "see" oncoming traffic, and peds and bikes crossing is hindered. Separately, 4th street is too busy (both with vehicles and foot traffic) and too narrow of a street to be a good choice for a bike lane. What with cars turning and parking additional bikes would just gum up the works. Fifth and/or Mission are by far nicer streets to bike on and the motorists are in less of a hurry. There's no parking on Mission which would be an added plus.

Sent from MCBC

Maley, Patrick

From: blackdogs@jps.net
Sent: Monday, November 19, 2018 8:39 PM
To: SRTC
Subject: Stop 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Kevin and Helen Driscoll
415 485-1191

From: Helene Drumm
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 7:42:50 PM

I often try to get to San Rafael from San Anselmo via Greenfield by bike or walking but there is no safe way down third street. And don't even try getting back from the Gerstle Park area to San Anselmo - too many fast cars! Not to mention it is more than impossible to get to the Whole Foods and Trader Joes's area. Oh, I should add getting to Marin Subaru is terrifying by bike. I thought I would pick up my car for service via bike, bait that was insane.....Also riding down fourth street would be better with a bike lane. I would also like to see bike parking in more places.

Sent from MCBC

Maley, Patrick

From: Christine Egan <christine@christineegan.com>
Sent: Monday, November 19, 2018 10:25 AM
To: SRTC
Subject: [BULK-MESSAGES] Don't tear down historic buildings

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Christine Egan

Maley, Patrick

From: Monique Epstein <monique@ohzoneinc.com>
Sent: Tuesday, November 20, 2018 4:58 PM
To: SRTC
Subject: SR downtown changes

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Monique Epstein

Monique Epstein
EPSTEIN SOURCING & DESIGN, INC.
625 Sequoia Valley Road
Mill Valley, CA 94941
415-388-5515

Please consider your environmental responsibility - think before you print!

From: Lorenzo Ersland <lorenzo.ersland@gmail.com>
Sent: Tuesday, October 30, 2018 2:54 PM
To: SRTC
Subject: New area considered for SR Transit Center

I will unfortunately not be able to attend the community input meeting this evening. However, I read in the IJ that a new location is being considered: the block between 4th and 5th, between Irwin and Heatherton. This seems like a really good location as it provides easy freeway access (completely between the on/off freeway ramps) which should make for easier traffic flow. The crossing of Heatherton would be much safer at Fourth Street than at the current transit center location. Aesthetically, it would be more "hidden" from the "gateway" to downtown. The current structures on that block are not particularly noteworthy and should be more economical to acquire.

I look forward to seeing an actual draft design for this location. It seems the best so far.

Lorenzo Ersland
Central San Rafael resident

From: Stacey Farrell
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 1:01:29 PM

I hope that San Rafael can prioritize pedestrian and bicycle safety/access around the new transit center. I live in Bret Harte and ride my bike to work at San Rafael High School. We need to make this space safer for everyone, especially all of the students who are going to and coming from school. We need protected bike lanes and more protection for pedestrians who are crossing Hetherton.

Sent from MCBC

Maley, Patrick

From: Carol Fern <fernins@novato.net>
Sent: Monday, November 19, 2018 1:43 PM
To: SRTC
Subject: San Rafael

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Sincerely,
Carol A. Fern
142 Drakewood Pl
Novato, CA 94947
(415) 893-0029

Maley, Patrick

From: Patsy Fleisch <patsyfleisch@yahoo.com>
Sent: Monday, November 19, 2018 11:02 AM
To: SRTC
Subject: Bus Stop Exention

Dear San Rafael Transit Center Team,

We would like to comment on the proposal to turn two blocks of San Rafael into a long bus stop, the proposal called "4th Street Gateway Concept". It is already huge.

We think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Respectfully,

Patsy & Ken Fleisch

Maley, Patrick

From: Jennifer de la Fonteijne-Barnett <delafonteijne@yahoo.com>
Sent: Monday, November 19, 2018 1:43 PM
To: SRTC
Subject: 4th Street Gateway Concept".

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area. Surely, you can think of something better than destroying historic structures and building an ugly bus stop!

Thank you for your consideration.

Jennifer

Maley, Patrick

From: Kalynn S Franjieh <kfranjieh@gmail.com>
Sent: Sunday, November 18, 2018 7:52 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Sent from MCBC

Maley, Patrick

From: Matt Garibaldi <garibaldi.matthew@gmail.com>
Sent: Monday, November 19, 2018 10:49 AM
To: SRTC
Subject: Proposal comment

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

_____

Matt Garibaldi
713-715-8287

Maley, Patrick

From: dora gavros <dgavros@yahoo.com>
Sent: Monday, November 26, 2018 7:39 PM
To: SRTC
Subject: destruction of beautiful homes

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, but it will also require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Dora K Gavros, DDS
1550 Tiburon Blvd
Medical Office B
Belvedere, Ca. 94920
tel:415-435-3111
fax:415-435-3147
dgavros@yahoo.com

From: Frank Gerber
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:22:32 AM

I would love to see San Rafael become a more bike friendly city. Not only would it inspire more locals to commute by bike, it would welcome others to come, visit, eat, and shop rather than avoiding it because it is so bike unfriendly.

Sent from MCBC

From: Georgia Giondomenica
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 6:45:24 AM

I would love to see a route through san rafael that would enable people to either walk or ride more safely. I appreciate the tunnel connecting San Rafael to Larkspur but what good is it really when going through San Rafael puts us at such a risk.

Sent from MCBC

Maley, Patrick

From: mirto golino <mirtoola@gmail.com>
Sent: Monday, November 19, 2018 6:58 PM
To: SRTC
Subject: Re- proposed 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Those historical edifices are like seeing "flowers" in what is otherwise a "concrete jungle. When I drive by- my eyes get a little feast!

Thank you for your consideration.

Mirto Golino

From: Chris Gospodnetich
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:07:01 PM

I broadly support these efforts and am happy to help!

Sent from MCBC

Maley, Patrick

From: J <j@under-construction.net>
Sent: Monday, November 19, 2018 11:43 AM
To: SRTC
Subject: San Rafael Transit Center

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

J Leigh Gregg

From: Jan Gross <jan@jan144.com>
Sent: Tuesday, October 30, 2018 6:35 PM
To: SRTC
Subject: Commuter parking

I attended the October 30 "scoping" meeting and came away very dissatisfied and disturbed. I am 1 of the 9000 commuters who stream through the San Rafael Transit Center. Because I live in northern San Rafael, I drive and park in the commuter "Park and Ride" lots. These lots are so popular that you cannot find a parking spot after 8 am.

So perhaps you can imagine my increasing alarm as I read through the Notice of Preparation. Three of the 5 alternatives clearly eliminate commuter parking and provide no information about providing replacement parking. In fact, according to the document, the only parking mentioned is for operations staff.

At the meeting when I asked about commuter parking, the response was no new parking will be provided. That is unacceptable and puts this project at cross purposes with its primary objectives of improving "the desirability and usability of transit" and to "minimize traffic congestion."

If there is not adequate commuter parking, I have no qualms about challenging your EIR.
This glaring omission must be rectified.

Jan Gross
103 Lucas Park Drive
San Rafael, CA 94903
415-518-8915

Sent from my iPad

From: Nancy Grover
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 8:21:48 PM

Protected bike lanes in all the areas mentioned. Also safe bike parking in downtown San Rafael, especially near the Rafael Theater and bus depot. I have biked this area and worried about connecting to the bike paths. I would bike to downtown more often if there was safe parking. I end up going out of my way to park at the Police station when I do now. But those trips are fewer because of lack of bike parking---especially in proximity to the homeless people who congregate in that area.

Thank you for listening to us.

Nancy

Sent from MCBC

From: william hammonds
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 16, 2018 2:02:39 PM

Need the bike path from Terra Linda to Larkspur to be connected between 4th and Andersen Dr. This bus and train station area is very dangerous for bikes. Plus the need along 4th street for travel east and west bike though San Rafael.

Sent from MCBC

From: Lori Harvey
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 12:50:53 PM

We need to remove all buildings between 2nd/3rd/ Heatherton/Irwin etc. This should have been done years ago. Let's make room for drivers and have safe riding and walking experiences for all people in San Rafael. There is no excuse for the road chaos we experience trying to get on and off the freeway via car and not feeling safe on any of the streets walking or riding a bike. You/County/State approved all these new places to live without dealing with the gridlock that you knew was going to happen. Please...make the necessary changes.

Sent from MCBC

From: Coral H.C.
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 2:22:03 PM

Improvements I would like to see at the San Rafael Transit Center include:

1. "Green Way" path - painted green bike path
2. Signs to show where bike path goes
3. Bike parking area
4. Orange flags available for carring to cross the street and be seen
5. Creative bright and fun signs to show bus/taxi/train information
6. Planting trees to create harmony and peace
7. Cafe lounge area with outside seating like a Paris cafe
8. More color and more plants

Sent from MCBC

From: Susan Hewitt
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 10:29:31 PM

I think that all pedestrian and bike traffic should be directed to 4th street. The intersections of Irwin/2nd, Irwin/3rd, hetherton/3rd and hetherton and 2nd should be dedicated solely to cars and buses. I've seen too many near misses and one pedestrian hit- it is not worth taking chances. Instead create an inviting secondary route on the less busy 4th street with dedicated pedestrian and bike lanes. San Rafael high should direct students to walk through Union street down to the transit center on 4th.

Sent from MCBC

Maley, Patrick

From: Robin Hildebrant <zillagod@comcast.net>
Sent: Thursday, November 22, 2018 7:56 PM
To: SRTC
Subject: Save Historic Victorian Homes in San Rafael

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.
Robin Hildebrant

Sent from my iPhone

Maley, Patrick

From: Kyle Hubbard <kyle_hbbrd@yahoo.com>
Sent: Monday, November 19, 2018 8:59 PM
To: SRTC
Subject: 4th Street Gateway Concept

I think extending the transit center is a bad idea and will make traffic more congested. Removing the existing Victorian buildings to extend the transit center will take away an important part of the area and turn that area into one long bus stop. Please reconsider the plan. Thank you, Kyle Hubbard

Sent from Yahoo Mail on Android

From: Rachel huettinger
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 1:14:56 PM

I'd like to see protected bike lanes and safe bike parking. I'd like to see San Rafael as a more bike friendly city.

Sent from MCBC

From: Georgia Hughes
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 6:13:08 AM

Please create protected bike lanes and safer pedestrian crossings at the transit center. Secure, covered bicycle lockers, please.

Sent from MCBC

Maley, Patrick

From: Mark Ingwersen <mark.ingwersen@yahoo.com>
Sent: Saturday, November 17, 2018 11:46 AM
To: SRTC
Subject: San Rafael Transit Center Needs

Pedestrians and cyclists need safer options through San Rafael. I agree with the concepts brought forth by the MCBC. Cyclist and those on foot would be unquestionably safer when automobiles are kept at a distance. The north-south greenway from the bike path to Anderson is an absolute must! Wider sidewalks and separate bike lanes along 4th street are also vital. Even better: close off most of Fourth street to automobile traffic completely and transform downtown San Rafael into a thriving pedestrian area with shops, cafés, restaurants and areas for people to mingle and spend time socializing. It works in Europe and it can be amazing here!

Sent from MCBC

From: Raoul Isaac <raoulisaac@yahoo.com>
Sent: Tuesday, October 30, 2018 4:22 PM
To: SRTC
Subject: SRTC-Whistlestop Block Option-Comments and Info
Attachments: Development Options-20180706_Package 706 3rd.pdf

Dear Mr. Santiago,

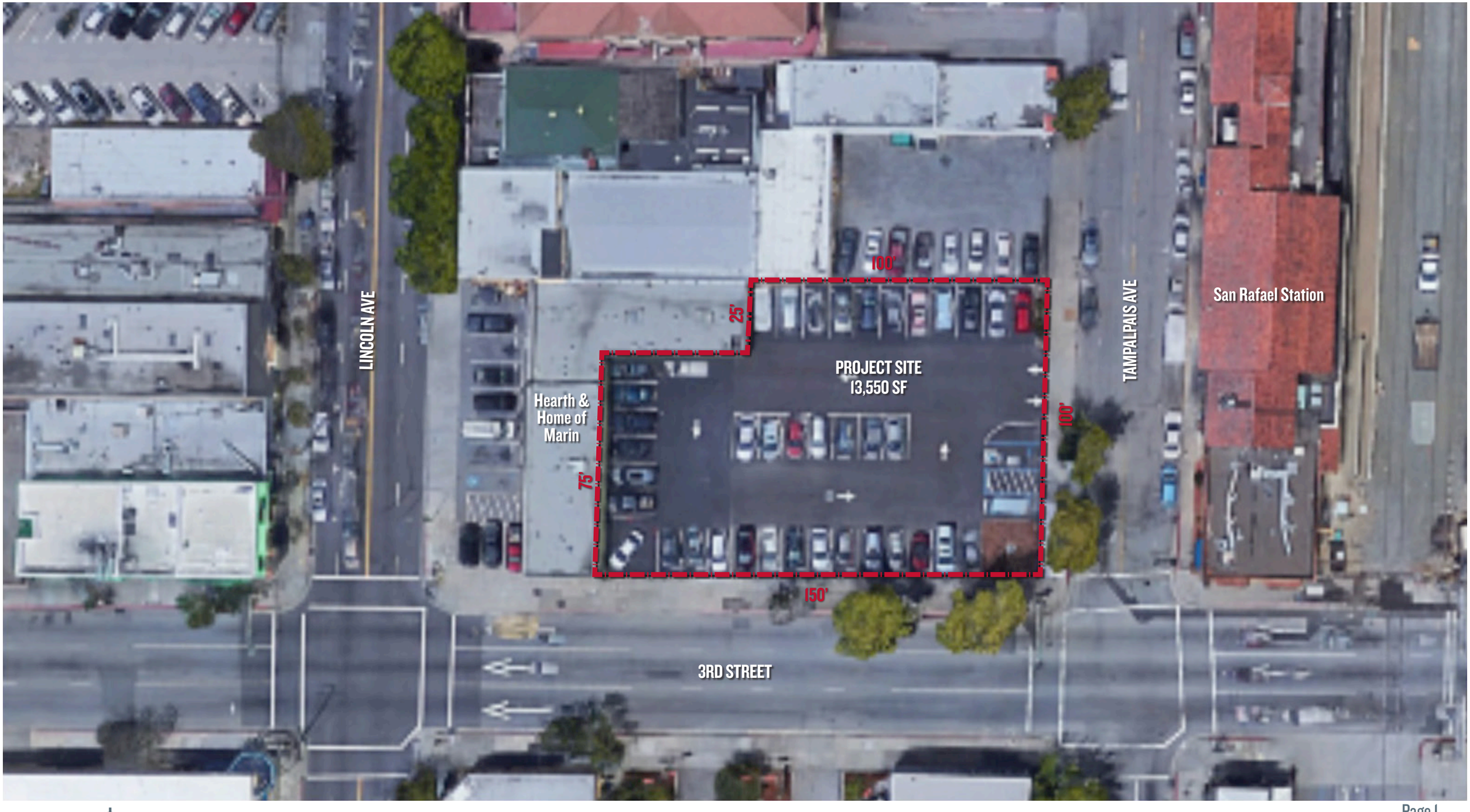
I represent 700-706 3rd LLC, owner of 901 Tamalpais Ave, which is currently used by The Whistlestop as parking. The owner is planning on developing this property as a 91 unit residential development. Please see the attached Package prepared by our Architect.

We submit to you, that as part of the EIR process, the potential displacement of this project should be considered.

Feel free to contact me with any questions.

Thank you,

Raoul Isaac
Real Estate Asset Manager
1527 5th Ave
San Rafael, CA 94901
415.505.2320



0 15' 30'

706 THIRD STREET | SITE AERIAL

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

UNIT COUNTS	
STUDIO UNITS	1
1 BEDROOM UNITS	25
1+ BEDROOM UNITS	5
2 BEDROOM UNITS	13
TOTAL	**44**

PARKING COUNTS*	
ALTERNATIVE 1	
3X PUZZLE LIFTS	47
STALLS	6
ADA STALLS	2
TOTAL	**55**
ALTERNATIVE 2	
3X PUZZLE LIFTS	47
STALLS	1
ADA STALLS	2
TOTAL	**50**

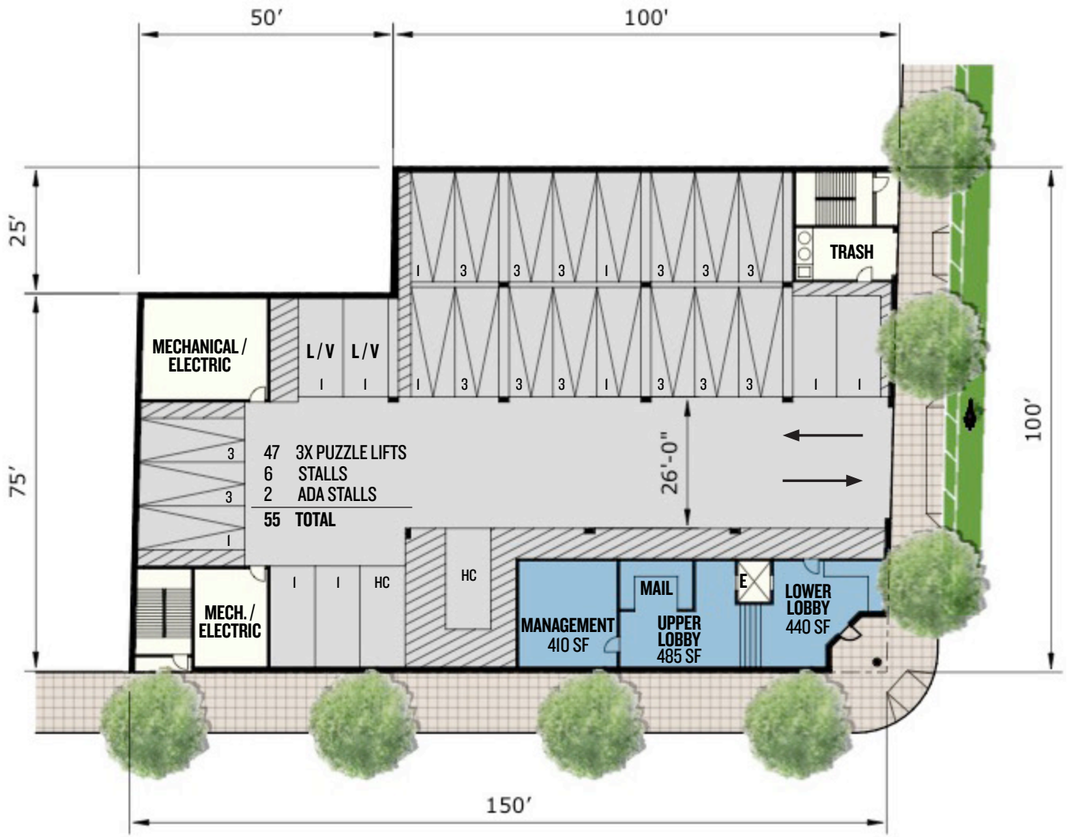
* REQUIRED PARKING	
Required by Zoning	48 spaces
Required by Downtown Plan Policy 1:1	44 spaces
Potentially TOD Reduction 0.5:1 by State Mandate	22 spaces

0 15' 30'

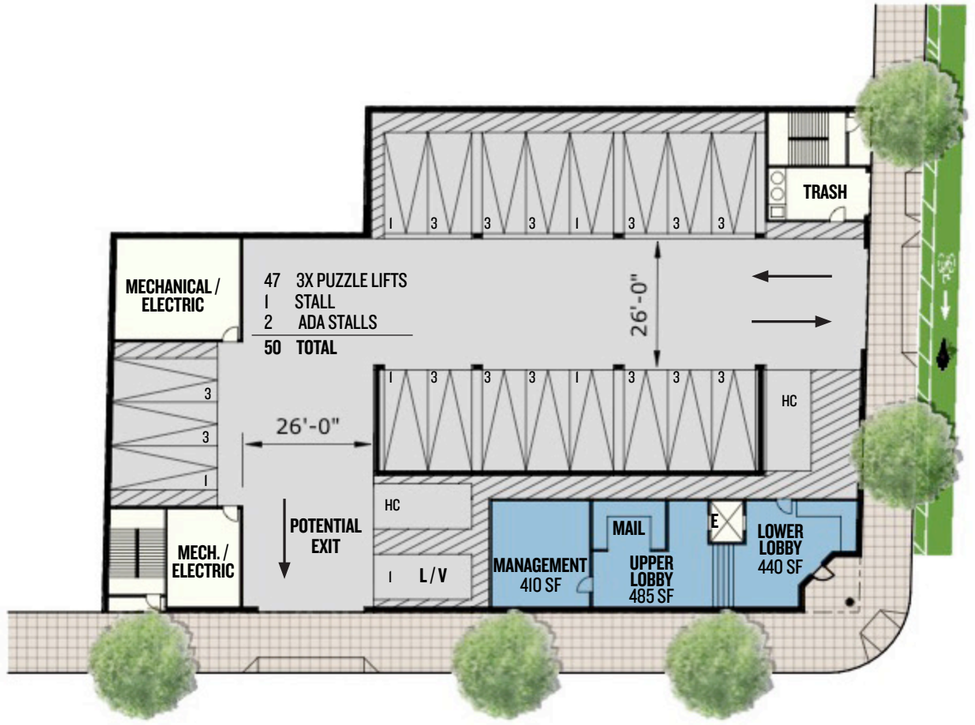
706 THIRD STREET | SITE PLAN - MARKET RATE HOUSING

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP



GROUND FLOOR PLAN
ALTERNATIVE 1: 55 spaces



GROUND FLOOR PLAN
ALTERNATIVE 2: 50 spaces

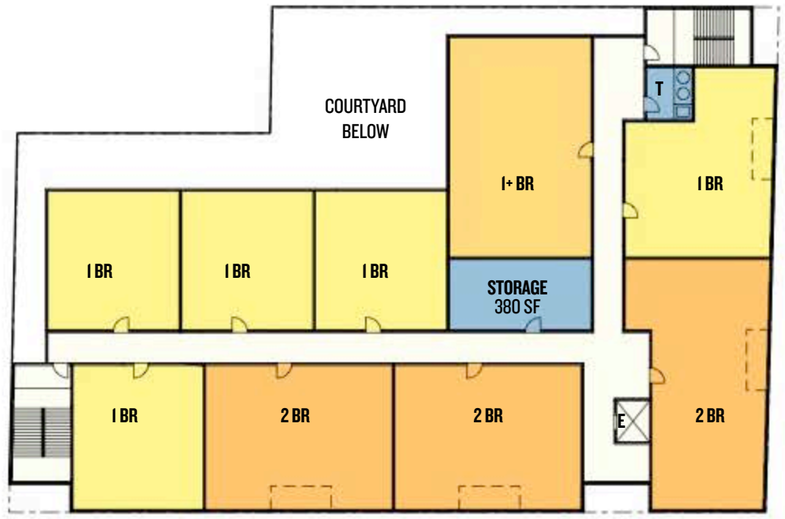
0 15' 30'

706 THIRD STREET | GROUND FLOOR PLAN ALTERNATIVES - MARKET RATE HOUSING

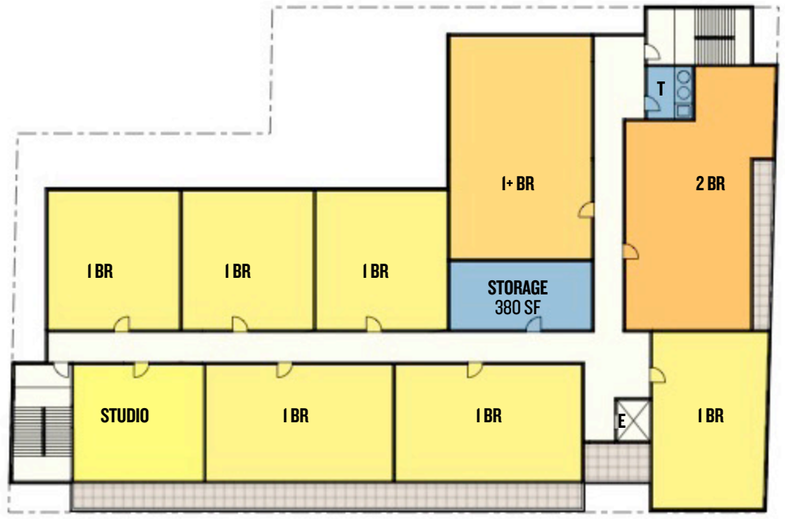
SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

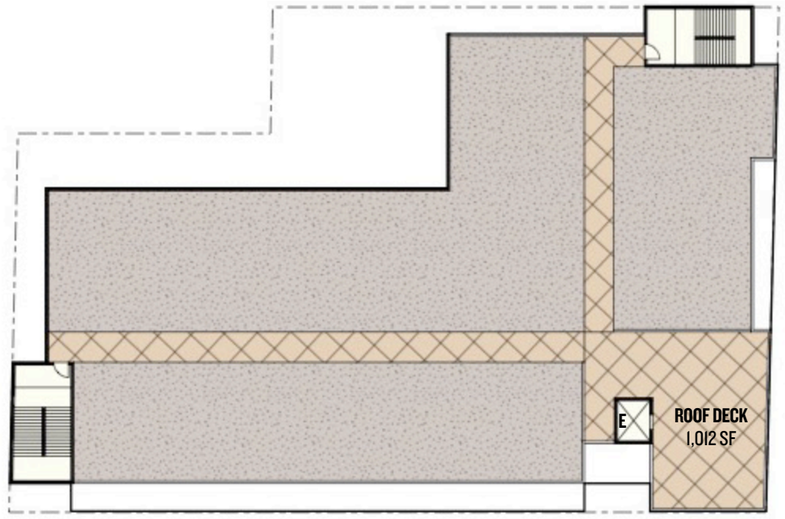
2ND FLOOR PLAN



FLOORS 3 TO 5



6TH FLOOR PLAN



ROOF PLAN

OPTION 1: Market Rate Housing

HOUSING UNIT SUMMARY	STUDIO	1 BR	1+ BR	2 BR	Unit Count
BUILDING A					
Ground Floor	-	-	-	-	-
2nd Floor	-	4	1	3	8
3rd Floor	-	5	1	3	9
4th Floor	-	5	1	3	9
5th Floor	-	5	1	3	9
6th Floor	1	6	1	1	9
TOTAL	1	25	5	13	**44** *
Unit %	2%	57%	11%	30%	100%

NET UNIT AREA	STUDIO	1 BR	1+ BR	2 BR	TOTALS
Ground Floor	-		-	-	-
2nd Floor	-	3,110	1,225	3,310	7,645
3rd Floor	-	3,830	1,225	3,310	8,365
4th Floor	-	3,830	1,225	3,310	8,365
5th Floor	-	3,830	1,225	3,310	8,365
6th Floor	595	4,635	1,225	1,225	7,680 *
TOTAL NET UNIT AREA	**595**	**19,235**	**6,125**	**14,465**	**40,420**
AVERAGE NET UNIT SIZE	**595**	**769**	**1,225**	**1,113**	**919**

Net area includes area for potential balconies

* NOTE: If the 78' height limit could be raised to 82', an additional floor could be added, which would provide an additional 9 units for a total of 53 apartments with 1:1 parking ratio

BUILDING AREAS

Gross Area	Residential	Storage	Common Area	Circ./Serv.	Parking
13,550	-	-	1,500	1,480	10,570
11,415	8,365	380	720	1,950	-
11,415	9,085	380	-	1,950	-
11,415	9,085	380	-	1,950	-
11,415	9,085	380	-	1,950	-
10,525	8,350	380	-	1,795	-
69,735	43,970	1,900	2,220	11,075	10,570

GROSS AREA does not include roof decks

Courtyard Area - 2,130 SF

Area of roof decks and terraces - 2,835 SF

706 THIRD STREET | AXONOMETRIC - MARKET RATE 6 STORIES

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

706 THIRD STREET | VIEW FROM FREEWAY

SAN RAFAEL, CA | JULY 6, 2018

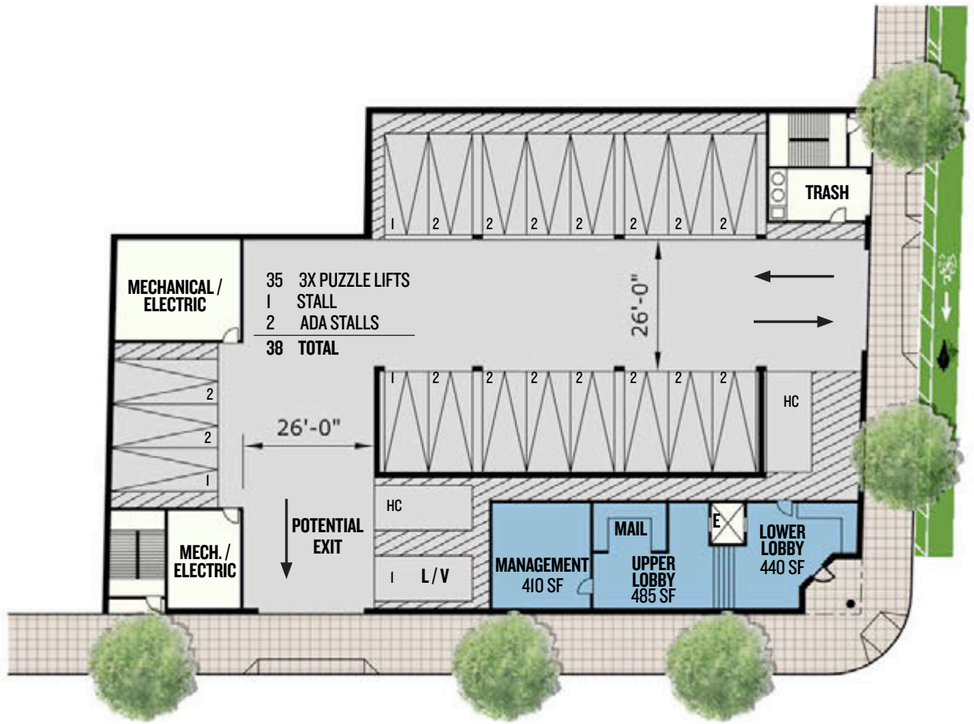
VAN METER WILLIAMS POLLACK LLP

0 15' 30'

706 THIRD STREET | VIEW FROM FREEWAY WITH 703 THIRD ST BUILDING

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP



GROUND FLOOR PLAN

PARKING COUNTS*	
2X PUZZLE LIFTS	35
STALLS	1
ADA STALLS	2
TOTAL	**38**

* REQUIRED PARKING	
Required by Zoning	48 spaces
Required by Downtown Plan Policy 1:1	44 spaces
Potentially TOD Reduction 0.5:1 by State Mandate	22 spaces

2ND FLOOR PLAN

OPTION 2*

UNIT COUNTS	
STUDIO UNITS	52
1 BEDROOM UNITS	23
1+ BEDROOM UNITS	0
2 BEDROOM UNITS	0
TOTAL	**75**

* 74 - 75 UNITS DEPENDING ON 5TH FLOOR LAYOUT

OPTION 2A*

UNIT COUNTS	
STUDIO UNITS	64
1 BEDROOM UNITS	27
1+ BEDROOM UNITS	0
2 BEDROOM UNITS	0
TOTAL	**91**

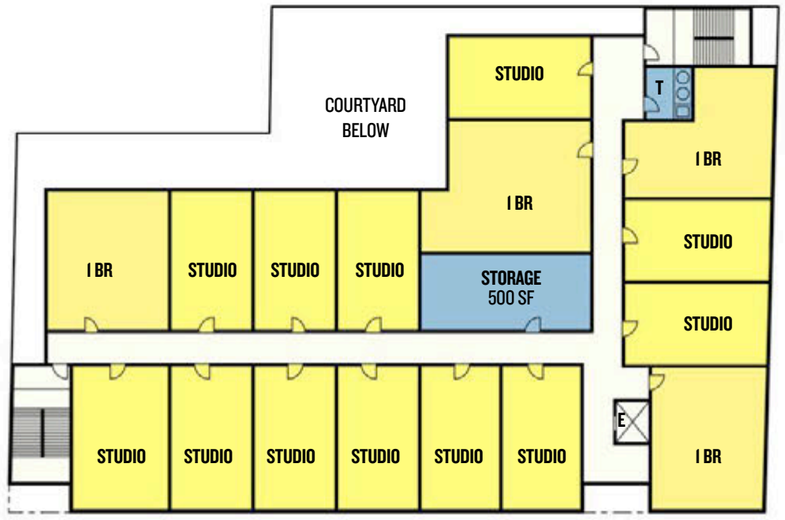
* 90 - 91 UNITS DEPENDING ON 6TH FLOOR LAYOUT

0 15' 30'

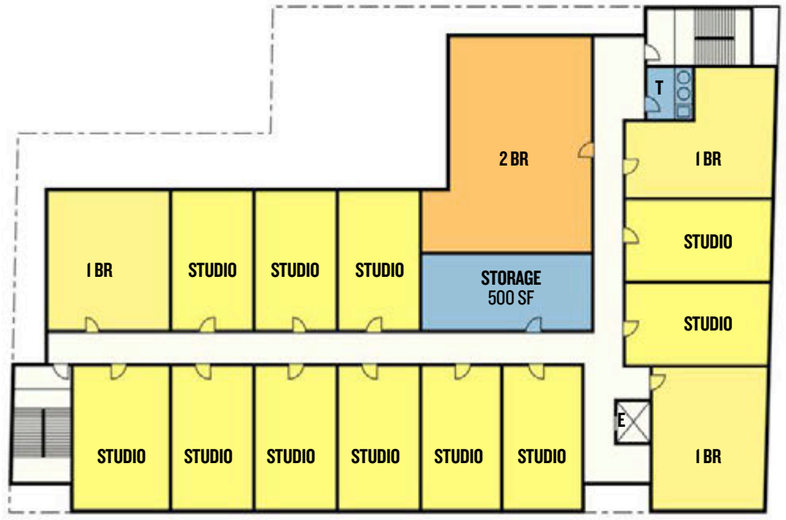
706 THIRD STREET | GROUND FLOOR AND 2ND FLOOR PLAN - SENIOR HOUSING

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

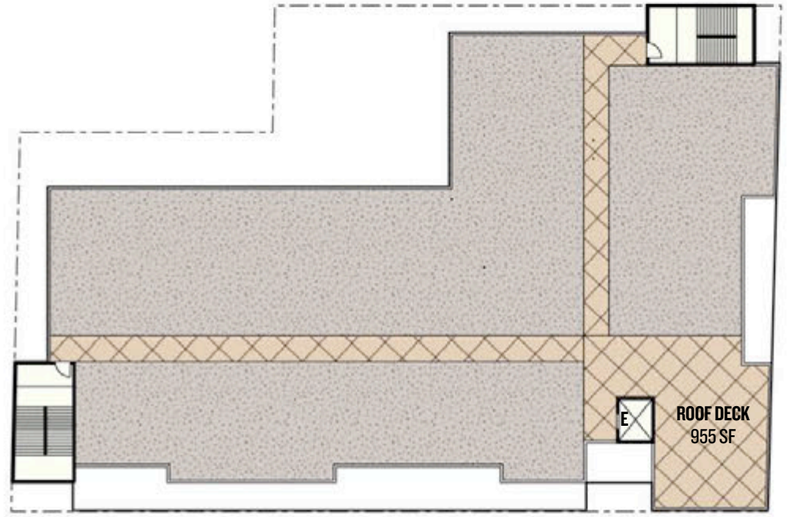


FLOORS 3 TO 5*
***Option 2A / Floors 3 to 6**



ALTERNATIVE 5TH FLOOR*
***Option 2A / 6th Floor**

6TH FLOOR PLAN*
*Option 2A / 7th Floor



ROOF PLAN

OPTION 2: Senior housing (6 Floors)

HOUSING UNIT SUMMARY	STUDIO	1 BR	Unit Count
BUILDING A			
Ground Floor	-	-	-
2nd Floor	12	3	15
3rd Floor	12	4	16
4th Floor	12	4	16
5th Floor	12	4	16
6th Floor	4	8	12
TOTAL	52	23	**75**
Unit %	69%	31%	100%

NET UNIT AREA	STUDIO	1 BR	TOTALS
Ground Floor	-	-	-
2nd Floor	5,490	1,900	7,390
3rd Floor	5,490	2,700	8,190
4th Floor	5,490	2,700	8,190
5th Floor	5,490	2,700	8,190
6th Floor	1,775	5,565	7,340
TOTAL NET UNIT AREA	**23,735**	**15,565**	**39,300**
AVERAGE NET UNIT SIZE	**456**	**677**	**524**

BUILDING AREAS					
Gross Area	Residential	Storage	Common Area	Circ./Serv.	Parking
13,550	-	-	1,500	1,480	10,570
11,415	8,165	500	800	1,950	-
11,415	8,965	500	-	1,950	-
11,415	8,965	500	-	1,950	-
11,415	8,965	500	-	1,950	-
10,305	7,955	500	-	1,850	-
69,515	43,015	2,500	2,300	11,130	10,570

GROSS AREA does not include roof decks
Courtyard Area - 2,130 SF
Area of roof decks and terraces - 2,835 SF

Van Meter Williams Pollack
Architecture • Urban Design

706 Third Street, San Rafael, CA

OPTION 2A: Senior housing (7 Floors)

HOUSING UNIT SUMMARY	STUDIO	1 BR	Unit Count
BUILDING A			
Ground Floor	-	-	-
2nd Floor	12	3	15
3rd Floor	12	4	16
4th Floor	12	4	16
5th Floor	12	4	16
6th Floor	12	4	16
7th Floor	4	8	12
TOTAL	64	27	**91**
Unit %	70%	30%	100%

NET UNIT AREA	STUDIO	1 BR	TOTALS
Ground Floor	-	-	-
2nd Floor	5,490	1,900	7,390
3rd Floor	5,490	2,700	8,190
4th Floor	5,490	2,700	8,190
5th Floor	5,490	2,700	8,190
6th Floor	5,490	2,700	8,190
7th Floor	1,775	5,565	7,340
TOTAL NET UNIT AREA	**29,225**	**18,265**	**47,490**
AVERAGE NET UNIT SIZE	**457**	**676**	**522**

BUILDING AREAS

Gross Area	Residential	Storage	Common Area	Circ./Serv.	Parking
13,550	-	-	1,500	1,480	10,570
11,415	8,165	500	800	1,950	-
11,415	8,965	500	-	1,950	-
11,415	8,965	500	-	1,950	-
11,415	8,965	500	-	1,950	-
11,415	8,965	500	-	1,950	-
10,305	7,955	500	-	1,850	-
80,930	51,980	3,000	2,300	13,080	10,570

GROSS AREA does not include roof decks

Courtyard Area - 2,130 SF

Area of roof decks and terraces - 2,835 SF

706 THIRD STREET | AXONOMETRIC - SENIOR HOUSING 7 STORIES

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

706 THIRD STREET | VIEW FROM FREEWAY

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

0 15' 30'

706 THIRD STREET | VIEW FROM FREEWAY WITH 703 THIRD ST BUILDING

SAN RAFAEL, CA | JULY 6, 2018

VAN METER WILLIAMS POLLACK LLP

From: Hilary Jeffris
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:34:22 PM

Protected bike lanes. Secure bike parking. Safe pedestrian crossings.

Sent from MCBC

From: Beth Jennings
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 10:02:43 AM

please everyones sake, please consider :
Protected bike lanes (barrier proof) that vehicular traffic can not cross into and that is free of pedestrian traffic

secure pedestrian walkways

Sent from MCBC

Maley, Patrick

From: Kyle W Jordan <kyle.w.jordan@gmail.com>
Sent: Tuesday, November 20, 2018 12:28 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Add bike improvements

Sent from MCBC

Maley, Patrick

From: Jack Judkins <junkthird@gmail.com>
Sent: Sunday, November 18, 2018 6:13 PM
To: SRTC
Subject: San Rafael Transit Center Needs

I am a frequent bike rider from Fairfax to San Rafael. The bike route on 4th Street is unpleasant at best and unsafe at worst. Please make a bike-safe lane on 4th Street. Also in heading to the transit center form Fairfax, getting to 1st street is problematic from the end of Greenfield, Please figure out a safe way to get form Greenfield to 1st Street.

Thank you

Sent from MCBC

Maley, Patrick

From: Peg Kane <pkane@pinnbrokers.com>
Sent: Monday, November 19, 2018 10:31 AM
To: SRTC
Subject: 4th Street Gateway Concept".

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you.
Margaret Kane

Maley, Patrick

From: Katie Kelly <katiekelly@sbcglobal.net>
Sent: Monday, November 19, 2018 10:58 AM
To: SRTC
Subject: San Rafael Transit Center Needs

I use my bike for transportation 100% of the time, and I support everything proposed by the MCBC.

If protected bike lanes are impossible on 4th Street then, at a bare minimum, there should be adequate signage stating the law as it already exists: Cyclists may use the full width of the road. Drivers need to be aware of that, they need to slow down and stop honking and harrassing people using the road lawfully. These signs should be countywide, in any downtown area.

I've in fact confirmed this with local police officers, the legality of using the entirety of the roadway downtown. These "sharrows" painted onto the roadway actually mean that bikes can legally use the entire width, but you have to actually research the law on this. It is not obvious. Therefore, the sharrows are meaningless. We need clear language, plainly visible, and often.

There is research that shows that improved cycling infrastructure is better for business, so I'd do anything possible to make this area safe for cyclists and pedestrians.

Crossing Heatherton to points east of 101 is a death trap, on any street. Just crossing from, say, near Sprouts Supermarket to head north, just to try to go east towards the Montecito Shopping Center requires patience, skill, and knowledge of which way to go. You have to be able to sprint. It's so bad that during rush hour, I'll go by foot, but it's not like that's any safer. You have to have your wits about you, you have to make eye contact with every driver you see, and use large arm gestures to ensure that you're visible.

It is so obvious that cars come first in this area's current design, and the tragedy here is that even car drivers suffer. They're stuck in this endless stop-and-go quagmire. It's just no wonder the area is not safe for anybody, because drivers are so frustrated they are even more aggressive.

Our town has got to change its priorities, and at least make it a safe and pleasant experience for human beings. You'll see a much more lively town.

I just remembered. We need more bike racks downtown.

Thank you for giving me this space to express my point of view!

Sent from MCBC

Maley, Patrick

From: Stu Kneeland <Stu@jhbryant.com>
Sent: Monday, November 19, 2018 11:00 AM
To: SRTC
Subject: Please don't tear it down

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Stuart Kneeland

Maley, Patrick

From: Glenn Koorhan <gkoorhan@att.net>
Sent: Monday, November 19, 2018 2:37 PM
To: SRTC
Subject: Draft EIR - San Rafael Transit Center Replacement Project

Dear Mr. Santiago,

We are writing to comment on the scoping and content of the EIR about to be prepared for the relocation and expansion of the San Rafael Transit Center (SRTC). We also kindly request that you add us to the project mailing list.

My wife and I are the owners of two properties potentially affected by the project: 703-705 Fourth Street (at the corner of Fourth and Tamalpais) and 709-711 Fourth Street (adjacent to 703-705 Fourth to the west). 703-705 Fourth Street is a mixed used property consisting of a restaurant on the ground floor, professional offices on the 2nd floor, and two one-bedroom apartments also on the 2nd floor. This building was originally constructed in the early 1900's, and since the early 1990's when we acquired and completely renovated the property, it has been well-maintained and fully occupied. 709-711 Fourth Street was originally constructed in 1889 and, as a true Victorian, is listed as a historic resource in the *San Rafael Historical/Architectural Survey* last updated in 1986. This building houses a tavern on the ground floor and professional offices on the 2nd floor. The building has been renovated several times, most recently in 2017.

The "Whistlestop Block Concept" proposed by the District shows an area defined by a blue dotted line as an "additional area under consideration for transit center facilities." Both of our buildings lie within this area, meaning that they could be subject to condemnation proceedings if the District selected this concept. The concept diagram shows the new land use (at least for 703-705 Fourth Street) as "Bike Share/Parking." The plan also shows the Whistlestop building as being preserved, presumably for private redevelopment since Whistlestop is moving to a new facility to the west. In fact, all five proposals for the relocated SRTC call for the preservation of the Whistlestop building, although there is some discussion of removing portions of this building and/or moving the building to another nearby site.

As San Rafael residents since the '80's, we understand and appreciate the sentimental value of the Whistlestop building and past efforts to preserve it when Whistlestop proposed a new building for the site a few years ago. We also understand that the City of San Rafael has made the preservation of this building one of five "key design goals" of the project. But preserving this building doesn't work well when there are transit facilities to the west of it between 3rd and 4th Streets, which is the case only in the Whistlestop Block Concept. It ends up being an ungainly island in the middle of the transit center, surrounded by moving buses. It creates a visual barrier between the SMART station, bus facilities to the east of the SMART station, and bus facilities that are built to the west of the building. Such a barrier could make the user experience for bus patrons difficult and confusing. In addition, the building itself, which is not particularly "historic," would require redevelopment at great cost when Whistlestop leaves. Its preservation appears to be the main cause for the taking of our properties under the Whistlestop Block Concept. So we must ask, why is the retention of this structure necessary or desirable under the Whistlestop Block Concept?

If not the case already, we ask that the EIR address this issue. What would the Whistlestop Block Concept look like if the Whistlestop building were not retained on its current site? The concept diagram does not show this option, but in our view it must be considered. Also, why would the retention of the Whistlestop building, presumably for private redevelopment, take priority over other private properties in the area which would then have to be bulldozed? Our buildings are fully occupied, contain needed housing units, have existed for over a century, and are well-maintained under stable, long-term ownership. Are they any less important than a vacant, non-historic structure which interferes with the bus patron experience under the Whistlestop Block Concept and is in need of renovation at great cost? The answer, in our view, is that they're not, which is one reason why we may have no choice but to vigorously oppose any taking of our properties.

Finally, the EIR should, and we're sure will, take into account (1) the costs of acquiring private properties and relocating their tenants and (2) the aesthetics of extending the transit center west of the Whistlestop site. Acquisition and relocation costs will easily add many millions of dollars to a project cost that is already growing at a rapid pace. And bus platforms and/or parking west of the Whistlestop site along Fourth Street, displacing vibrant businesses now located there, would not be consistent with the City's vision for its main downtown street.

Thank you for this opportunity to comment.

Respectfully,

Glenn and Peggy Koorhan

Glenn S. Koorhan
912 Lootens Place, 2nd Floor
San Rafael, CA 94901
415-457-0800 - Office
415-457-0810 - Fax
415-706-7088 - Cell

From: Tuomas Kostiainen
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 7:41:44 PM

I would like to ask the Project Team to really utilize this opportunity and make the area of the new San Rafael Transit Center safe and pleasant for pedestrians and bicyclists by incorporating safe and convenient bike routes to the expanding public transportation system. Currently the surrounding bike paths/lanes end several blocks away from the Transit Center area which is really illogical and counterproductive. To get people to really commute and travel with bikes or by walking, requires safe and pleasant routes with the least amount of crossings and lane changes.

I'm really encouraging the Project Team to take a holistic look at the area and make it safe, convenient and pleasant for bicyclists and pedestrians. Some of the solutions would be to complete the missing section of the North-South Greenway and create protected bike lanes on Fourth Street -- currently there's no safe bike route in east-west direction through the area. These bike lanes should be protected from car traffic, including parked cars. The center should also include sufficient space for secure bike parking.

One of the main requirements for any modern transit center is to have safe and pleasant access for pedestrians and bicyclists. Otherwise, the job is only half done. I'm really looking forward to a beautiful, functional, pleasant and safe Transit Center area in the coming years.

Sent from MCBC

From: Maddy Kragh
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 11:42:44 AM

I would love to see more protected bike lanes. everywhere! I think if San Rafael starts implementing these safer conditions for bike riders, the rest of the county will follow in tow. Other towns in Marin already have them and they have made a much better relationship between drivers and bikers, no to mention increased safety.

Sent from MCBC

Maley, Patrick

From: Paloma Krasilchik-Ojeda <pamy.oj@gmail.com>
Sent: Monday, November 19, 2018 11:59 AM
To: SRTC
Subject: San Rafael Transit Center Needs

Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus bays, on-street parking, and vehicular traffic.

Include protected bike lanes along 4th Street. There isn't a single inch of asphalt dedicated to moving bikes east and west through San Rafael's downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

Create a safe, convenient, and attractive pedestrian experience. People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit.

Sent from MCBC

Maley, Patrick

From: Steve Lamb <slamb51@yahoo.com>
Sent: Monday, November 19, 2018 12:33 PM
To: SRTC
Subject: Comments: San Rafael Transit Center Replacement Project

Hi,

My concern/interest is with bicycles/bicyclists/pedestrians. The analysis/study should include all aspects related to this segment of the population: circulation, access, comfort, safety, health, parking. The weight/importance given to these elements should be at least as much, if not more, as is given to transit concerns and automobile considerations. In addition, consideration should include impacts, improvements, effects on regional bicycle infrastructure, specifically the North-South Greenway and the East-West Greenway. If we're ever going to make progress in reducing single-occupancy-vehicle use we must emphasize all alternative modes whenever we can; this project is a once-in-a-generation opportunity to do so in this area.

Thanks,

Steve Lamb
8 Laurel Ave Apt 6
San Anselmo CA 94960
m: 415-654-6048
h: 415-485-6829

From: Kathleen Lambert [mailto:klamber@comcast.net]
Sent: Monday, October 29, 2018 6:12 PM
To: SRTC <SRTC@goldengate.org>
Subject: Move the Transit Center out of Downtown San Rafael

Remove the transit center from the congested Heatherton/2nd&3rd Street eyesore under the ugly 101 passover. Please do not demolish to two beautiful Victorians on 5th Street as has been proposed by San Rafael's clueless Mayor and Town Council members who live in Terra Linda and could care less about how they are destroying the character of downtown centered about the historical mission. They are often aided and abetted by the equally clueless Marin County Supervisors, Rice and Connelly. They have divided jurisdiction of San Rafael right down the middle of downtown on 4th street. East San Rafael is presided over by a 3rd Supervisor whose allegiance is to West Marin. Of course none of these 3 supervisors are San Rafael residents and seemingly oblivious to the city's and their constituencies.

The transit center needs to be relocated out of the congested downtown San Rafael where pedestrian and car traffic are gridlocked most of the time. No wonder pedestrians have been killed around this bottle neck being used to carry "freeway" 101 and 580 traffic on DOWNTOWN STEETS to and from the Ross Valley. Instead of jamming the transit center into the downtown shopping/office/restaurant area, please consider locating it in the less congested pedestrian area such as somewhere on Anderson Drive near the Marin Airport Terminal or even at the new kiosk being built for the Smart train to Larkspur. Shuttle buses could be used to efficiently move passengers to a safer location that would serve Marin in the future for many years. Where was the San Rafael Planning Commission when the city, Smart Train and Golden Gate officials were busy spending tax payer money for a "short-term" revamp of the Transit Center. Why did they jam it into the midst of 101 and 580 "freeway" traffic on downtown San Rafael streets (why not widen Sir Francis Drake to carry Ross Valley traffic). Great planning by all who clearly don't care about enhancing the character the downtown San Rafael Mission City and/or Marin residents wishing to shop, spend time in San Rafael!

From: William Lang
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 6:41:46 PM

Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus bays, on-street parking, and vehicular traffic.

Include protected bike lanes along 4th Street. There isn't a single inch of asphalt dedicated to moving bikes east and west through San Rafael's downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

Create a safe, convenient, and attractive pedestrian experience. People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit.

Sent from MCBC

Maley, Patrick

From: Stacey Lapuk <stacey@staceylapukinteriors.com>
Sent: Saturday, November 24, 2018 10:46 AM
To: SRTC
Subject: location of new transit center

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Stacey Lapuk, ASID
Indigo Interiors, Inc.
25 Old Ranch Road, Novato, CA 94947
415-493-6469w
415-320-0077c

www.staceylapukinteriors.com
Award-Winning Interior Design

From: Olle Larsson
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:14:16 PM

Please implement suggestions by MCBC.
SINCERELY OLLE LARSSON

Sent from MCBC

Maley, Patrick

From: Janice Leach <janiceleach4@gmail.com>
Sent: Monday, November 19, 2018 10:49 AM
To: SRTC
Subject: Beautiful building

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

From: SRTC <SRTC@goldengate.org>
Sent: Tuesday, October 23, 2018 10:54 AM
To: Jason Lee
Cc: sunshine@thecivicedge.com
Subject: RE: San Rafael Transit Center Scoping - Request to consider another option
Attachments: Whistlestop Block Concept.pdf

Dear Mr. Lee,

We received lots of great feedback from the public in the weeks following the June 12th Community Meeting, including yours. All of the ideas were considered by the Project Team and the project's Technical Working Group, which is comprised of staff from each of the stakeholder agencies (the City of San Rafael, Marin Transit, SMART, TAM, MTC, and the Golden Gate Bridge District). As there were concerns about the safety and efficiency of placing buses along the curbs of 3rd and 4th Streets in the Whistlestop Block Concept, an alternative solution was proposed that would place buses off-street, within a portion of the block bounded by 3rd Street, 4th Street, Tamalpais Avenue, and Lincoln Avenue (see attached drawing). It was decided that this option would address those concerns and provide additional space for transit related facilities and support activities.

Thank you for your interest and participation. We hope to see you at the Scoping meeting on October 30th.

Sincerely,

The San Rafael Transit Center Project Team

From: Jason Lee [mailto:jasonrlee@yahoo.com]
Sent: Thursday, October 18, 2018 7:11 PM
To: SRTC <SRTC@goldengate.org>
Cc: sunshine@thecivicedge.com
Subject: San Rafael Transit Center Scoping - Request to consider another option

Dear The San Rafael Transit Center Project Team,

I recently received a notice that you will be available holding a meeting to discuss the project's Draft Environmental Impact Report (EIR) and Scoping.

Back in June, I sent the project team a diagram with some potential modifications to the Whistlestop Block Concept that would provide a more compact layout of bus bays and fulfill the project's goals of maintaining bus capacity while providing riders with a safe transferring environment. While I did receive an email acknowledging receipt of my feedback, there was no further correspondence from the project team.

Given the advantages of my proposed modification, including the space efficiency and compactness of this alternative solution, I was looking forward to seeing this in your scoping documents. While I did see some new options on the table, this does not appear to be one of them.

I have re-attached the design I sent in my original June email in case it may have gotten lost. I sincerely hope that you will be able to add this option to the alternatives you are already studying. I would welcome a conversation with the project team to further advocate for this option.

Sincerely,
Jason Lee

Begin forwarded message:

> **From:** SRTC <SRTC@goldengate.org>
> **Date:** June 21, 2018 at 2:43:44 PM EDT
> **To:** Jason Lee <jasonrlee@yahoo.com>
> **Cc:** "sunshine@thecivicedge.com" <sunshine@thecivicedge.com>
> **Subject: RE: San Rafael Transit Center - Feedback and Whistlestop Block Modified Options**
>
> Dear Mr. Lee,
>
> Thank you for your thoughtful feedback. We really appreciate you taking the time to analyze and assess the concepts that were presented at the June 12th meeting. You provide some interesting modifications to consider. We will continue to collect input from the public through July 11th. Your input will be shared with the project team for consideration. For the most up-to-date information, and to learn more about the project, visit the project website at: http://goldengate.org/SRTC/.
>
> Thank you for your interest in the San Rafael Transit Center replacement project. We will add your e-mail address to our mailing list so that you will receive all future notices on the project.
>
> Sincerely,
>
> The San Rafael Transit Center Project Team
>
> ---
>
> **From:** Jason Lee [mailto:jasonrlee@yahoo.com]
> **Sent:** Wednesday, June 20, 2018 2:57 PM
> **To:** SRTC <SRTC@goldengate.org>

Cc: sunshine@thecivicedge.com
Subject: San Rafael Transit Center - Feedback and Whistlestop Block Modified Options

Dear SRTC Project Team,

Thank you for holding a public meeting last week on Tuesday, June 12, to discuss options for the new San Rafael Transit Center.

Of the four options you presented, the Whistlestop Block Concept is the most promising because of the relative ease of transferring between transit services. It is extremely important to make transfers short and direct - even under the best circumstances, there are only 5 minutes to make transfers, including walking time. More often than not, buses run a few minutes late, meaning that there may be only 1 to 2 minutes to make a transfer; otherwise, the wait for the next bus could be an hour or more.

The 4th St Gateway Concept is a possibility, but it would require large numbers of people to cross 4th Street, potentially endangering pedestrians if they are running across traffic to catch a departing bus. The other two concepts have some significant problems. The Two-Story Concept is too visually intrusive, requires navigating stairs or elevators, and has extra built-in operations & maintenance costs (elevators and an elevated structure). In addition, the darkness on the ground floor might make the facility feel unsafe. The Across the Freeway Concept disperses bus boarding locations and requires a long walk between transfers. It would also segregate and isolate certain customers and introduce safety and security issues with the walk beneath the freeway.

I support the Whistlestop Block Concept because (1) passengers could transfer between most routes without having to cross the street, and (2) the Whistlestop building itself could be incorporated into the transit center. Clustering bus bays would also make it easier for transit supervisors and security to manage the facility. There is one drawback, however: three bus bays are located on 3rd Street between Tamalpais Ave and Lincoln Ave - making for an extra long walk and a street crossing.

By fitting some extra bus bay locations around the "Whistlestop Block", the project can address this one drawback. In the attachment, I have attached a modified rendering of your original proposal that would accommodate 18 total bus bays (1 extra) and eliminate the need for the three bus bays along 3rd Street west of Tamalpais.

In the rendering, please see the following bus locations:

- A - An eastbound-facing bus bay along 4th Street between Tamalpais Ave and the SMART railroad tracks
- B - A westbound-facing bus bay along 4th Street between Hetherton St and East Tamalpais Ave. This would require crossing 4th Street; it could be used for a long-distance service such as Greyhound or the Marin Airporter, where people would typically plan their trips well in advance and schedule an extra waiting time buffer when transferring
- C and D - Two southbound-facing bus bays along Hetherton St just south of 4th St. The right turn lane from Hetherton to 3rd St would be shortened, but the current turning capacity would be preserved because there are now two right turn lanes instead of one.

SAN RAFAEL TRANSPORTATION CENTER

Relocation Analysis, Environmental Clearance, and Preliminary Design

Whistlestop Block Concept **Modified**

Number of Bays: 17
Longest Bus-to-Bus Transfer Time: 4:00
Longest Bus-to-SMART Transfer Time: 3:00

With this possible solution, the Whistlestop Block Concept would eliminate a significant drawback and achieve its original goal of consolidating virtually all transfers onto one city block.

I would love to hear your thoughts on this idea. Please let me know whether you can incorporate this feedback and modify your original concept.

Sincerely,
Jason Lee

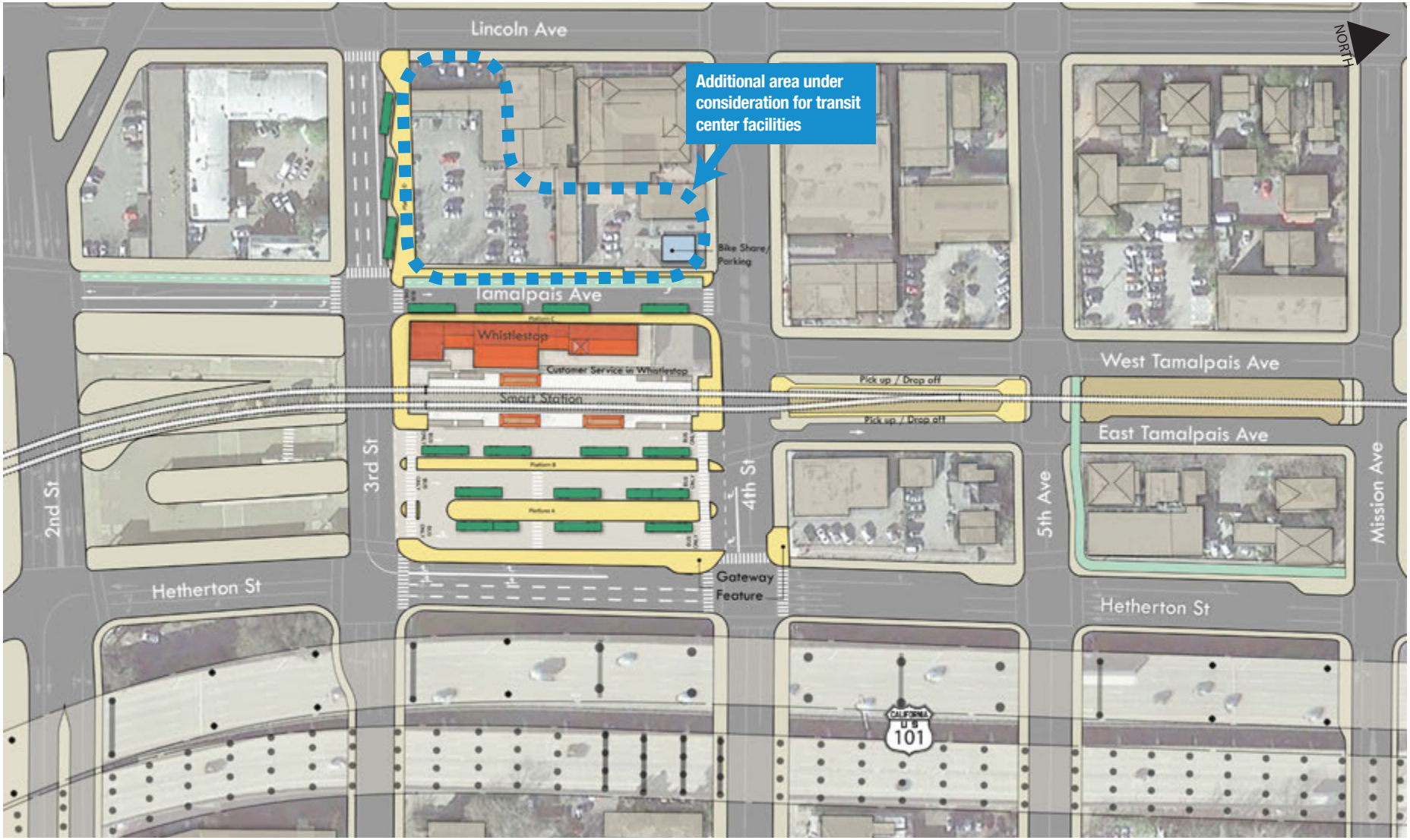


Figure 5

Whistlestop Block Concept

From: min lee
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Thursday, November 15, 2018 10:50:14 AM

The elimination of a left turn lane at 3rd and Heatherton will create more issues: exasperate driver fustration resulting more aggressive driving, increase accidents at other intersections due to diverting drivers, and increase greenhouse emmissions and delays for motorist. The City is knowly creating a situation where drivers will be more fustrated. Although we are drivers are responsible for our behavior, the blame should not rest on drivers alone as this is exasperated by a decision to eliminate a left turn lane.

Sent from MCBC

From: Mike MCBC Lenz
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 6:49:26 PM

I would like to see a secure protected route from San Rafael to Fairfax. Route 20 protected would be fantastic. Lots of cars that speed on the side streets that are the current R20 routing.

Sent from MCBC

From: Tim Leonoudakis
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:10:32 AM

Protected "green" bike lanes in and around the San Rafael Transit Center and along 4th Street are critically important. This is what the smart cities around the country have been investing in...including San Francisco and NYC. These are modern proven solutions that work to create safe streets!

Sent from MCBC

Maley, Patrick

From: Rick Lewis <rick@goldrushjewelers.com>
Sent: Monday, November 19, 2018 8:02 PM
To: SRTC
Subject: Proposal - 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Rick Lewis
Gold Rush Jewelers
831 4th Street
San Rafael, CA 94901

From: Amy Likover [mailto:alikover@aol.com]
Sent: Friday, November 16, 2018 12:03 PM
To: SRTC <SRTC@goldengate.org>
Subject: Relocated Transit Center EIR letter

November 16, 2018

Raymond Santiago
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901
SRTC@goldengate.org

RE: Scoping comments for the San Rafael Transit Center Replacement Project Draft EIR

Dear Mr. Santiago:

We appreciate the opportunity to comment on potential environmental effects topics of this project, and hope our recommendations and observations help the GGBHTD build an EIR that would benefit transit riders, San Rafael visitors, lessen noise pollution, improve our air quality and improve and preserve local natural amenities and cultural resources.

Cultural Resources and Aesthetics
It is especially important when considering the EIR topics of aesthetics and cultural resource to prioritize the preservation of the historic structures in GGBHTD's "green rectangle." These buildings include 1) the 929 Mission Revival NWP Depot, now used by Whistlestop at 930 Tamalpais, 2-3) the elegant Queen Anne Victorians at 633 and 637 Fifth at Hetherton, 4) 709 4th Street (4th Street Tavern), and 5) 927 Tamalpais, once a taxi stand and now Trevor's. These five buildings are part of San Rafael's cultural and historic heritage and frame the SMART Station and a relocated Transit Center. They provide a welcoming and aesthetic gateway setting to the city for travelers and are linked to our local history.

Please include in the EIR a look at the benefits of incorporating a public-private transit hub in the historic NWP Depot building. Such a transit hub, modeled on the San Francisco Ferry Building, could provide transit information and a resting spot for travelers. This adaptable re-use, returns the cultural resource to its original use. This could be linked to any of the proposed relocation concepts, including relocating the Transit Center south of Second Street

Additionally, an environmental study of the benefits of moving the transit center to the south of Second Street to the less congested Glass and Sash/Sprouts parking lot site. While this site has not been a part of recent discussions, it has the benefit of moving bus traffic to a safer place, away from the majority of local pedestrian and car traffic. It would also allow for a more aesthetically pleasing and a more pedestrian-friendly station area, just 1 block south.

Noise and Cumulative Impact

To mitigate noise and pollution control, noise and vibration and cumulative impact on the area, we suggest you study moving the large coach buses away from the aforementioned historic structures and busy city streets. An alternative project to the 5 concepts presented to the public would be to strategically place Airporters and Greyhound buses on two fast-paced streets that abut the #101 freeway: southbound coaches on Hetherton Street, and northbound coach buses on Irwin Street. By removing the coach buses from the relocated Transit Center footprint, bus berths would be eliminated there. This could be linked to any of the proposed relocation concepts.

Transportation and Transit

To the same end, the EIR should include a study of the lessened pollution, noise, and vibration impact were the new Transit Center to require the replacement of the large accordion buses with smaller buses currently in use by Marin Transit. The accordion buses create a cumulative impact of traffic hazards, lessening visibility and occupying nearly twice the length of smaller buses in the already densely trafficked downtown area. In fact, with smaller buses, the Transit Center relocation design might require smaller or fewer berths, occupying a less impactful footprint. Were more frequent bus service in smaller buses also be available, the Transit Center would more closely match the transportation needs of our riding public.

Thanks again for this open public process prior to the EIR. The San Rafael station area has been studied repeatedly, and each study concludes with the potential environmental benefit of the area for the region. With proper environmental study based on public concerns, the Golden Gate Bridge and Highway Transportation District's relocated Transit Center could benefit riders and also be part of a regenerated, more aesthetic, culturally important and safer station area.

Amy and Joe Likover
134 Reservoir Rd.
San Rafael, California 94901
415-450-1520
alikover@aol.com
jlikover@aol.com

RECEIVED
NOV 19 2018
PLANNING

November 19, 2018

To: Golden Gate Bridge, Highway and Transportation District
Attention: Raymond A. Santiago, Principal Planner

I offer my thoughts on the San Rafael Transit Center Replacement Project.

Of the five proposals, the Whistlestop Block Concept seems to me to have the strongest potential. A big advantage of this concept is that it looks like it could be modified so that riders could transfer between bus and train without ever crossing any streets. Also, Tamalpais Avenue could be left undisturbed, and only one building would need to be removed. The traffic flow looks good, and, contrasted with the existing facilities, fewer buses would need to make a turn-around within the center.

On the map my alterations are shown in red, and are as follows:

1. Four bus stops were added on Hetherton Street, and another three were added on the other side of the platform. At the existing transit center, southbound buses on routes 27, 30, 70, and 101 stop on Hetherton Street. This arrangement has worked well, and should be incorporated into this concept.

2. More space would be required for the foregoing changes, so Hetherton Street was offset as indicated. Completing steps 1 and 2 will make it unnecessary to develop the area enclosed by the dotted green line.

3. The southwest corner of Fourth and Hetherton was altered so that buses traveling east on Fourth Street can turn more easily onto Hetherton Street and stay closer to the curb.

Conrad Linke
6 F Street
San Rafael, CA 94901-2719
415.456.8173

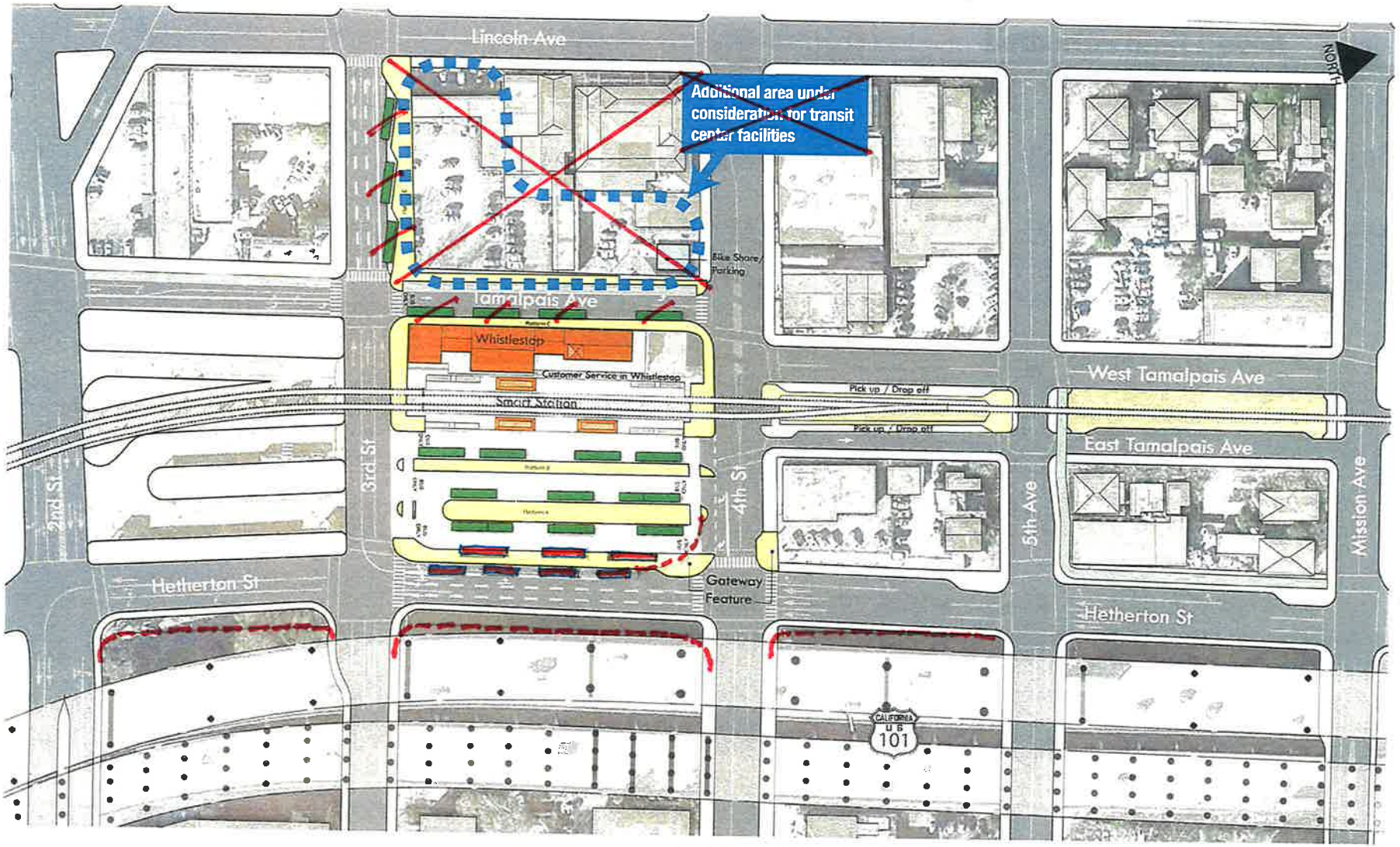


Figure 5

Whistlestop Block Concept

Maley, Patrick

From: Janet Lipsey <jan@lipsey.to>
Sent: Monday, November 19, 2018 12:10 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal called "4th Street Gateway Concept".

Please save the two beautiful Victorians on the corner of Heatherton and 5th. The destruction of two beautiful historical structures in San Rafael is a terrible idea that erodes the beauty and history of our great town. You can construct the transit center without destroying these 2 structures and build a beautiful center that complements the area.

Please consider this!

Thanks!

Janet Lipsey
20 Minor Ct
San Rafael, CA 94903

Maley, Patrick

From: lisalondon13 <lisalondon13@att.net>
Sent: Monday, November 19, 2018 12:29 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear SR Transit Team,

I am opposed to the 4 th Street Gateway Concept. It will destroy the charm of downtown SR as well as two beautiful historic buildings.

Please, please consider a different approach.

Thank you!
Felicia London
Marin resident and registered voter

Sent from Samsung Galaxy smartphone.

Two Story Concept:
This is expensive and impractical. Not sure why this is an alternative.

Across the Freeway Concept:
Crossing Hetherton St. is very undesirable; center should be more compact.

North of 4th Street Concept:
Crossing Hetherton St. is very undesirable; center should be more compact. Typical American transit design; Europeans put bus and rail stations together.

4th Street Gateway Concept:
Second best alternative. Crossing 4th St. is undesirable; public plaza is on a very busy street and doesn't integrate into anything; Whistlestop building doesn't have anything to connect it to transit; a vehicle that wants to go west on 4th St. from southbound Hetherton St. congests other streets; not much of a vehicle gateway to downtown San Rafael.

Whistlestop Block Concept:
Best alternative, but needs a lot more design:

1. Remodel Whistlestop building to its original design with archways open between Tamalpais Ave. and the SMART station; have bus ticketing facilities in this building; remove additions to the building on south and north end.

2. Close Tamalpais Ave. between 3rd St. and 4th St; make it into a bicycle & pedestrian boulevard/public plaza; no cars or buses; class I bicycle lanes on the west side. This opens up the west side of the Whistlestop building for views from the public plaza and eliminates vehicle congestion right next to the building.

3. Move 4 bus platforms on east side of Tamalpais Ave. and 3 bus platforms on north side of 3rd St to the Additional Area marked with dotted lines on the block bound by Tamalpais Ave., 3rd St., Lincoln Ave., and 4th St. Maybe 2 of these bus platforms could be added to Platform A. Bus platforms and lanes would be west of existing Tamalpais Ave.

4. Driveway for residents of the building on Lincoln Ave. and 4th St. presently runs back to Tamalpais Ave.; move it so that it coincides with the bus driveways on that block; the resident traffic should be small; mark the driveway as buses and residents only. Other alternative is to run it between the Lincoln Ave. & 4th St. building and the Victorian to the east to 4th St.
5. Narrow the sidewalk on the west side of Hetherton St.; no one should collect there; this area should not be a Pick up/Drop off.
6. Passengers making connections want to "see" if their next bus is still there; develop a Smart Phone app that shows the buses in the terminal with their destination, actual departure time, and no. of minutes before departure.
7. Move the Gateway Feature from Hetherton St. and 4th St. to West Tamalpais Ave. and 4th St.; this coincides with the Whistlestop Building and public plaza.

City of San Rafael:

1. Put cycle track along west side of Tamalpais Ave. between 2nd St. and 3rd St. that connects with class I path on Tamalpais Ave. between 3rd St and 4th St. and the class I path from 2nd St. to Andersen Dr. along the SMART tracks.
2. Put cycle tracks along West Tamalpais Ave. from 4th St to Mission St. to connect with class I on Tamalpais Ave.
3. Enlarge sidewalk on north side of Mission Ave. from West Tamalpais Ave. to Lincoln Hill class I path that goes north from Mission Ave. and Hetherton St.
4. Have bicycle signals on all traffic lights at 2nd St., 3rd St. & 4th St on Tamalpais Ave. and 5th Ave and Mission Ave. on West Tamalpais Ave.

Don Magdanz
415-298-7321
don@olsinc.com

Maley, Patrick

From: Don Magdanz <don@olsinc.com>
Sent: Monday, November 19, 2018 10:14 AM
To: SRTC
Subject: San Rafael Transit Center Needs

I use the Mahon Creek path from Gerstle park to access the Lincoln Hill Pathway. I definitely want safe and separate cycling facilities from the 2nd to Andersen Pathway (under construction) and the Mahon Creek Pathway to the Lincoln Hill Pathway. All intersections with 2nd, 3rd, 4th, 5th and Mission should have bike traffic signals, and of course the ability to go either direction on these streets. Most if this is the responsibility of City of San Rafael, but we need the pathway to go through or next to the new Transit Center.

Sent from MCBC

From: James Malaspina
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 12:46:18 PM

Clear bike lanes on 4th st which also includes acces to the Smart Train

Sent from MCBC

From: Dana Martin
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 3:19:37 PM

Improvement to the streets surrounding the San Rafael Transit Center and in Red Hill intersection at 3rd and 4th

Sent from MCBC

From: Diana McBride
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 8:01:54 PM

Ideally, there should be a pedestrian bridge on Third Street at Heatherton. If this isn't possible, a light where pedestrians-only can cross all four corners should be employed. These kinds of crossings have been used in many major cities and I experienced this on our recent visit to Nashville. All pedestrians cross at once, therefore eliminating the dangers of a car turning while a pedestrian is entering a crosswalk.

Sent from MCBC

From: Preston McCoy
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 10:56:32 PM

Hello,
I make these comments as a bike riding resident of San Rafael and as a former long-term member of the BPAC.

The BPAC tried to get better bike and pedestrian facilities in downtown San Rafael, especially around the Transit Center. We had some limited success including some bike racks and sharrows on Fourth Street, but now there is an opportunity to do much more

>I would like to see protected bike lanes on Fourth St. and on West Tamalpais, and
>Safer pedestrian crossings especially around the transit center.

Thank you!

Sent from MCBC

From: Jake mckibben
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 9:18:55 AM

The transit redesign should include a people-first priority. All paths for bikes, pedestrians, and roads should be clearly separated by concrete barriers. I know this intersection as it's reliably the worst part of any ride through San Rafael. It should also include linkage to the greenway and protected bike lanes on 4th. The transit hub should also include dedicated space that anticipates the growth of car-free mobility options.

Sent from MCBC

Maley, Patrick

From: Mark McLaughlin <markemclaughlin@yahoo.com>
Sent: Monday, November 19, 2018 1:10 PM
To: SRTC
Subject: Stop 4th Street Gateway proposal!

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: THOMAS MCNULTY <auroradesign1@comcast.net>
Sent: Monday, November 19, 2018 11:34 AM
To: SRTC
Subject: Re: Opposed SR_4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of **two historical structures** which currently grace that area. These two 1800's Queen Anne structures are among the last in its area and should be preserved for generations to come.

Thank you for your consideration**.**

Kindly,

Thomas McNulty

Resident of Marin County

From: Andrea Meislin
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 11:34:05 AM

We need protected bike lanes and bike parking! Encourage zero carbon emission travel to and from public transit.

Sent from MCBC

Maley, Patrick

From: Stefanie Mendez <stefanie@kakleas.comcastbiz.net>
Sent: Monday, November 19, 2018 3:27 PM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

From: Doug Moler
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 11:30:59 AM

I would like to add to my previous comments that safe and protected pedestrian and bicycle acces to the new transit center is vital. A real bus service to San Pedro road communities, not just the commuter service we have now that is useless for shopping and errands.

Sent from MCBC

From: Doug Moler
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 11:22:18 AM

I would like to voice my support for the bike and walking priorities of the Marin Bicycle Coalition. I am a retired person and resident of Loch Lomond. I ride my bike into town once or twice a week. I would ride more often if I didn't feel so unsafe and unwanted in San Rafael. It is very unfriendly to bike riders. The bike routes are very dangerous. The fourth street route requires dodging motorists and evading drivers opening their doors from parked carss into the bike lanes, Please do something to encourage bike riding by making it safer. Protected bike lanes would be best for across town and the north south connector for the bike path.
I often have to go to Home Depot. The route along East Francisco blvd is horrible. It is strewn with garbage and broken glass. I feel like a sitting duck with traffic to one side and the freeway on the other. Most local residents from the canal just give up and ride on the sidewalks. That is illegal and give bike riders a bad name. A protected bike lane on Francisco blvd would go a long way to promote bike riding and getting more cars off the road by making bike riding a viable and safe option.
I never ride through third and Heatherton. In my opinion the deadly crosswalk on the south side to the transit center should be eliminated and pedestrians forced to use the north side of the intersection with unclimbable barriers on the south side closing that side to pedestrians altogether. Also pedestrians could be given a safe pedestrian underpass as is done in many other countries,

Sent from MCBC

From: Hugh Murphy
Sent: Friday, October 12, 2018 12:01 PM
To: rsantiago@goldengate.org
Subject: FW: San Rafael Transit Center "4th Street Gateway Plan" Concept

Hello Raymond,

I wanted to follow up with you to ask if any progress has been made towards identifying the one or two options the District would like to proceed with the environmental analysis on. At the last City Council meeting I believe it was mentioned that there would be another Community Meeting towards the end of October, perhaps early November. Has any date been penciled in yet?

Of course I am most concerned about the "Fourth Street Gateway Concept" and the impact to my and my neighbors Queen Anne Victorian buildings. At the Sept. 4th Council Meeting Mayor Phillips and other Council Members seemed to express concern over this option and seemed more inclined to support the "Whistlestop Block Concept". I am hopeful the District took their comments to heart and will be pursuing the "Whistlestop Block Concept". I look forward to seeing the District's presentation at the next community meeting.

Sincerely,

Hugh Murphy, AIA
President
VMI architecture, Inc.
(415) 451-2500 ext 121
http://www.linkedin.com/in/hughmurphyvmi

Please consider the environment before printing this email

From: Hugh Murphy
Sent: Monday, September 3, 2018 1:33 PM
To: rsantiago@goldengate.org; SRTC <SRTC@goldengate.org>
Cc: Justin Barnett CPA <Justin@JustinBarnettCPA.com>
Subject: San Rafael Transit Center "4th Street Gateway Plan" Concept

Dear Mr. Santiago,

Hello. I wanted to introduce myself (again). I am the building owner at 637 Fifth Avenue, an historic Queen Anne Victorian which, along with its twin located next door at633 Fifth Avenue, has been part of our local community fabric for over 120 years. Attached is a photo of our two buildings. We met briefly after the first neighborhood meeting of March 20th. At that time the City had indicated some plans for potential parking facilities to support any new transit center. My concern was that the City had referred be to you the Bridge District (GGBHTD) telling me that the design options were being put forth by your team. We have attended the first two neighborhood meetings related to the various San Rafael Transportation Center proposals and appreciate GGBHTD reaching out to us in the neighborhood to review the proposed San Rafael Transit Center modifications.

It has been interesting to see how things have evolved over the past few years. With the addition of the SMART train, which has its own issues as well as benefits, traffic has seem to actually get worse in downtown San Rafael not

better. As an Architect and supporter of ways to reduce our carbon footprint I do support sensible and well planned mass transportation and appreciate everyone's efforts in reducing environmental impacts. AS have been previously discussed the four options put forth at the June 12th neighborhood meeting have their plusses and minuses. I do however have my own serious concerns I wanted to express to the GGBHTD.

One concern I have is traffic. Highway 101 is the "500-pound gorilla" in the room. With any transportation discussion I believe it is paramount to seriously consider the significant impacts traffic will face, both on to & off Highway 101, for San Rafael residents, business owners (like myself) and our surrounding communities. Caltrans cannot be left out of any transportation center proposal. To date I have not heard of any Caltrans support, suggestions or otherwise sharing their expertise (and of course funding) that would help mitigate these serious environmental issues. I assume GGBHTD has or will be performing all the required CEQA documentation related to potential traffic and quality of life impacts that might result from any of the currently proposed options.

Speaking of options my main concern is with one of the four options put forth at the June 12th meeting- the **"Fourth Street Gateway Option"**. I strongly oppose this option as I see absolutely no benefit in stretching any transit center facilities that far north. Not only does it extend physically to Fifth Avenue. But its impact will stretch all the way back to the Highway 101 off ramp. Any transit center option should be as compact as possible with the least area of physical impact on the "gateway" to our city's downtown core. Highway 101 already creates a 'wall" between east and west San Rafael and by stretching bus staging areas only exasperates, not improve, the situation. In effect GGBHTD would be adding to the elevated Highway 101 'wall'. Any design needs to first and foremost take full advantage of the existing parking areas under Highway 101 and be constructed as compactly as possible around the 2nd and 3rd streets corridor extending over to Irwin Street. Any option that expands the footprint of the Transit Center for both SMART and GGT buses I believe we would be exasperating an already impossible traffic situation. I do not see any benefit stretching the transit center's 'sea of asphalt' two blocks north along Heatherton Street as it (1) will greatly impact southbound traffic coming off of Highway 101. As a separate comment on tweaking Heatherton Street, as shown in the "Across the freeway Concept', I see no benefit to the City or local communities for the monies it would cost to shift the street slightly north. Not to mention the environmental issues as described in the presentation slide.

And the greatest travesty of the 'Fourth Street Gateway' concept is it proposes to tear down two historic Queen Anne buildings located at 633 and 637 Fifth Avenue. This is not only a travesty to our City's history but also to historic preservation in general. Replacing two historic buildings with a full city block of asphalt/ concrete paving does not add up to any benefit for our neighborhood or the City of San Rafael in general. The "Fourth Street Gateway" proposal, would be a disaster. Not only does it wipe out two of the few remaining historical buildings in our city but stretches bus staging areas and other Transit operations over basically the entire north-south breadth of downtown San Rafael. I would suggest this is not the best first impression we can provide for our downtown district. It doesn't make any sense to work at destroying a "downtown" we currently are trying to maintain and improve upon. I would suggest that the 'Fourth Street Gateway" option is neither a *gateway* nor an *option*.

I'll follow this email up with a hard copy to your attention, copying City Council and our County Supervisor, so we can (hopefully) have a positive conversation on how we can work towards a smaller carbon footprint without wiping away historical features within our community. Please feel free to contact me if the GGBBHTD would like to discuss these concerns further with me and my neighbor (copied here). I think I can speak for both of us to say we are happy to discuss other options that might be an improvement for all concerned.

Respectively,

Hugh Murphy, AIA
President
VMI architecture, Inc.
A Bay Area Green Business
637 5th Avenue

From: GGBHTD <goldengate@service.govdelivery.com>
Sent: Tuesday, November 06, 2018 12:06 PM
To: Hugh Murphy
Subject: Help shape the future of the San Rafael Transit Center

Thank you to everyone who joined us for the public scoping meeting on October 30 to gather input and comments from public agencies and the community on the scope for the Draft Environmental Impact Report (EIR) to be prepared for the San Rafael Transit Center Replacement Project.

We value the input received. A copy of the Notice of Preparation for the report continues to be available at ww.goldengate.org/SRTC for a 30-day comment period through November 15. We invite you to add your thoughts and share this notice with your networks.

For more information, visit us online or call 511 (say "Golden Gate Transit," then "operator" to bypass recorded messages)/TDD 711. The Customer Service Center is open weekdays, 7:00 AM to 6:00 PM.

Update your subscriptions, modify your password or e-mail address, or stop subscriptions at any time on your Subscriber Preferences Page. You will need to use your email address to log in. If you have questions or problems with the subscription service, please visit subscriberhelp.govdelivery.com. All other inquiries may be directed to contact@goldengate.org.

This service is provided to you at no charge by Golden Gate Bridge, Highway and Transportation District.

This email was sent to hmurphy@vmarch.com using GovDelivery Communications Cloud on behalf of: GGBHTD · 1011 Andersen Drive · Rafael, CA 94901 · 415-455-2000 · www.goldengate.org

From: alinavarro3@comcast.net [mailto:alinavarro3@comcast.net]
Sent: Thursday, November 15, 2018 6:16 PM
To: SRTC <SRTC@goldengate.org>
Subject: San rafael transit station redesign

Att. Raymond Santiago, Principle planner

I am writing to let you know my concerns about conserving the history of San Rafael in any redesign consideration for the new bus terminal. I'm a resident of Gerstle Park and happily reside in an oldie.

I've looked briefly at the five possible locations and even though it may be more costly to have the first suggestion of a two story terminal, it seems to be least disruptive.
Whichever of the five plans is chosen,my main concern would be that

1. The NWP .depot "Whistlestop" be kept
2. also the two Queen Anne buildings at 633 and 637 Fifth be saved (even if they have to be relocated. Buildings like that can be moved in order to be preserved.

Sincerely,
Ali Navarro
ALI

From: Susan Nawbary
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Sunday, November 11, 2018 12:42:06 AM

San Rafael embarrasses me as the county seat of one of the wealthiest counties in the country. We have terrible car-centric traffic, horrendous tree care and poor canopies and all-around ugly streets. Zero curb appeal - new city infrastructure in other cities includes well-thought protected bike lanes and a beautiful streetscape with well planted trees. San Rafael fails at providing for its residents as a city because like every other city in Marin relies heavily on the proximity to open space. But this is not enough especially as the population grows.

Sent from MCBC

Maley, Patrick

From: Gary D. Novack, Ph.D. <gary_novack@pharmalogic.com>
Sent: Monday, November 19, 2018 11:50 AM
To: SRTC
Subject: 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Gary Novack

Gary D. Novack, Ph.D.
PharmaLogic Development, Inc.
17 Bridgegate Drive
San Rafael CA 94903
(415) 472-2181
gary_novack@pharmalogic.com
www.pharmalogic.com
Blog: http://www.pharmalogic.com/news/
Twitter: https://twitter.com/AScientist

From: Sean OConnell
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 9:56:44 AM

Improve flow of cars through key intersections. Failing to do so will wipe out all progress on bike access. DO NOT EXACERBATE THE CONFLICT!

Sent from MCBC

From: TOM OLSON
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 4:22:16 PM

Install a bike bridge from north of the transit center to the south end with one looped exit/entrance at the station. This could be designed similar to the one over Sir Francis Drake at Larkspur Landing. Whoever did that design knew how to incorporate form and function well. As a bike commuter to SF every day, I appreciate every effort to limit bicyclists from having to stop and wait to cross intersections.

Sent from MCBC

From: Timothy Park
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 2:33:14 PM

I am really concerned about the increased foot traffic between proposed bus and train depot locations, as well as the need more more protected bike lanes, especially along 4th street and connecting the bike paths that come over Lincoln with the new bike paths being constructed. We also need to do something about the transition off that path over lincoln. The set of railings around that corner prevent my hand cycle from making the transition to the north-south direction of travel.

Sent from MCBC

Maley, Patrick

From: Christine Pang <christinepang@comcast.net>
Sent: Monday, November 19, 2018 10:25 PM
To: SRTC
Subject: Transit center proposal in bad location

Easy for me to say it's a terrible location when there is unused space just south of downtown, starting south of 2nd street. Do not put more impact on the corridor right off the freeway exit, rip down charming Victorian houses and change the character to look like another Bay Area hyper planned transit center.

Christine Pang
22 year resident using that exit regularly Family in Marin for 100 years.

Maley, Patrick

From: Rekh Pareek <pareekr@gmail.com>
Sent: Monday, November 19, 2018 3:15 PM
To: SRTC
Subject: San Rafael Transit Center plan

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a terrible idea, and oppose it as the solution to moving the current transit center. It will turn one half of the entry to San Rafael into a ugly long bus stop, ANA it will require the destruction of two historical structures which currently grace that area.

There are alternate options available and I will appreciate you looking into them.

Thank you for your consideration.

Rekh Pareek

San Rafael Resident since 2005

Maley, Patrick

From: Drew Patterson <drew@guideyou.com>
Sent: Monday, November 19, 2018 10:28 AM
To: SRTC; District Secretary
Subject: 4th Street Gateway Concept

SRTC@goldengate.org

Dear San Rafael Transit Center Team & District Secretary,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Sincerely,

Drew Patterson
Publisher

- Guide Publishing Group
- 95 Walnut Ave - Corte Madera - CA - 94925

Phone: 415 929 7711
Email: Drew@GuideYou.com

Portfolio: GuidePublishingGroup.com
Discount Tour & Attraction Tickets GuideYou.com
City Map SF & SD in Pads of 500 City Map
San Francisco Visitor Information & Tours BayCityGuide.com
CityGuideDeals: iPhone app: CityGuideDeals.com
Apartment Rentals & Relocation RentalGuide.com
Blueprint Shipping and Storage Bags PlanBags.com

Maley, Patrick

From: Randall potter <randy_potter@hotmail.com>
Sent: Monday, November 19, 2018 1:02 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Please consider bicycle and pedestrian safety when planning infrastructure around the San Rafael transit center. Specifically the 2nd street transition to fourth heading towards San Anselmo (completely impossible to use on a bicycle) and the connection from the transit center to the Tamalpais avenue bike path.

WE NEED DESIGNATED PROTECTED BIKE LANES ALL THROUGHOUT SAN RAFAEL BUT PARTICULARLY IN THE DOWNTOWN 4TH STREET CORRIDOR AND AND CONNECTING TO ADJACENT CITIES. TRYING TO RIDE A BIKE FROM SAN RAFAEL TO SAN ANSELMO IS IMPOSSIBLE!!!!!!!!!!!!!!!!

Sent from MCBC

July 15, 2018

Raymond Santiago
Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901
Via email: SRTC @goldengate.org

RE: Request to reconsider South of Second as a relocation site for San Rafael's Transit Center

Dear Mr. Santiago:

With respect, I must express that I think it is unacceptable to relocate the transit center, and all the passenger transfers that occur there, in the area between Mission and Second as currently proposed in the current four alternatives for San Rafael's Transit Center relocation. The current congestion in that area of downtown San Rafael is already creating stress and anger in drivers, and is dangerous and uncomfortable for bicyclists and pedestrians.

I am requesting that you reconsider and conduct further analysis of the site south of Second, at the old Glass and Sash and the adjoining roofing business site, and consider a plan that charts out acquisition of those properties, along with acquiring a portion of the parking lot (the most remote row of parking) at Sprouts Farmers Market for relocation of the San Rafael Transit Center and ingress into the site. My hope is that both Golden Gate Transit and the City of San Rafael will consider the future needs of the City and possible benefits to the region as a whole in discussing this concept. I hope that you will read this request in its entirety.

Transit Center planning and sea level rise

This is an important opportunity to do high level planning while the West Francisco Boulevard and SMART rail "flip" is already changing this location. This and your proposed alternative sites need to be transparent in their consideration of risks and costs including those associated with sea level rise and increased congestion.

Locating a transit center at the site south of Second could be a step in the right direction for future land use planning in response to sea level rise. How does San Rafael fit into a regional picture? It's critical that the City and Golden Gate Transit attach value to sea level rise planning during current planning for relocation. The economics of sea level rise adaptation are going to be huge and planning for the site relocation should consider where planning for sea level rise in San Rafael is headed. As sea levels continue to rise, not recede, and as high tides continue to get higher and higher, salinity will rise further up San Rafael Canal and Creek and into its tributaries which will increase corrosion of concrete and iron on nearby infrastructure. Property values in areas of increased flood risk will decline right when infrastructure is going to need investment most. As a community we can't afford to waste public transportation facility dollars now or in the future. How this current transit center relocation will be part of larger, regional adaptation needs to be prioritized.

Interstates 580 and 101 are key regional transportation connectors that will demand protection from sea level rise with public dollars. Planning for retreat in some areas east of those corridors might be the most responsible adaptation planning option. Much of the areas impacted by sea level rise in San Rafael are located in the Canal, an area which is home to some of San Rafael's most vulnerable communities. A south of Second transit center would provide walkable access, should San Rafael redevelop the site's southern adjacent industrial and commercial areas into multi-unit residential with affordable housing, close to downtown and its amenities. Considering the future value of that area's proximity to downtown and planning now for future generations of all San Rafael residents, including those displaced by sea level rise, is critical.

Planning for change

It's important that San Rafael's infrastructure planning, including the transit center, is not stuck in time. It needs to respond to change and prepare for incremental opportunities, like this. Also, it seems SMART has turned a blind eye to sea level rise, Golden Gate Transit must not. In order to be climate ready in San Rafael, plans for mobility and possible detours during high tide events and their associated added congestion must be part of future infrastructure plans.

The future of public transit and personal mobility is rapidly changing. Some transportation experts say that transit as we know it will be gone in the future. San Rafael will need infrastructure that is flexible. Age-friendly communities, (San Rafael officially became one in 2017), increasingly want access to mobility and walkability, not necessarily car-ownership, but "car-optional".

San Rafael would benefit from a "mobility hub" approach that serves users both locally and regionally, and provides easy access to transportation for all mode users including bicyclists, pedestrians, and residents with disabilities. A hub that will serve evolving transit solutions to maximize efficiency, transit reliability, and connection protection and will support mode shift from single occupancy auto use. Amenities appropriate to the center's size and use, and local businesses such as the nearby Starbucks, Staples and Sprouts Farmers Market, might be integrated into the center.

Suggested transit routes for South of Second Relocation Concept to remove buses, taxis and airporter transfers from congested area between 2nd and Mission

These are proposed in order to show how a south of Second location might likely reduce congestion by reducing bus, taxi, airporter, and possibly rideshare circulation between Second and Mission. Also see attached maps:

Southbound route from north Hwy 101 would exit at the Anderson Drive exit and proceed north to West Francisco Blvd. to the transit center. Currently this route to downtown greatly reduces wait time at the Hetherton exit when traffic is heavy and backed onto Hwy 101. Upon exiting the transit center, this route would enter 2nd Street and immediately turn onto the onramp to Hwy 101 to continue south.

Northbound route from Hwys 101 and 580 would exit the highways onto Bellam Ave, heading west, then travel north to Anderson Drive and West Francisco Blvd. to the transit center. If this route were feasible, future improvements to Bellam and to the proposed 580 flyover could take this route into account and design to facilitate future transit use. Upon exiting the transit center, northbound transit would turn

right onto Second, make a lane change, and turn left on Irwin to proceed to northbound 101 at the Mission Ave. onramp.

Eastbound route would turn right on Lincoln and turn left to enter the transit center in an area currently part of Sprouts Farmers Market's parking lot. Upon exiting the transit location, transit would continue heading east on Second.

Westbound route would turn left on Lincoln and enter the transit center from the south, the area currently occupied by Sprouts parking. Upon exiting the transit center, the westbound route would head north on the "transit boulevard" of West Francisco and turn left onto Third Street to continue westward.

This concept assumes all ingress would enter from the south into transit center and egress onto Second across from West Tamalpais (or in the case of westbound routes onto West Tamalpais).

South of Second Transit Center relocation opportunities

The concept of moving to this southern site provides for a transit and bicycle/pedestrian "boulevard" from 2nd to Mission. Continuation of the planned multiuse path along West Francisco would continue across 2nd, then along East Tamalpais to Mission Ave. West Tamalpais would provide reduced north-south access to only those cars accessing local businesses or residences and to train-related drop-off and pick-up. Buses and other transit/mobility vehicles would be allowed on West Tamalpais according to suggested transit routes to and from this site and as shown on the attached maps.

The area between Mission and 2nd (north to south) and Grand and Lincoln (east to west) are a grid of local, collector, and arterial streets. A transformed boulevard for transit and bike/ped facilities on either side of the SMART rail, with enough room for both, along West and East Tamalpais, would be a connector with safe intersections to a San Rafael downtown walkable core.

Bicyclists and pedestrians from W. Francisco multiuse path would cross 2nd Street north to downtown as current BioMarin employees do. The south of Second concept would prioritize clearly communicated, wide crossing delineation, and well-timed lights for safe and comfortable intersections as continuations of the separated public pathways. The former transit center site would be converted to the bike/ped portion of the "boulevard" on the east side and a public green space or plaza appropriate for San Rafael's "Gateway" in the middle.

The transit center located south of Second would only be two blocks from the San Rafael SMART station.

This concept avoids spending millions of dollars relocating a transit center in the most congested area of a historically important location of downtown and moves it nearby, to a location that would provide additional benefits to the San Rafael community. It would provide space for a "Gateway" within the public realm that would be not only be easy to get to but also worth arriving at. The corridor would have space to increase "street life" and provide better access to services and nearby retail.

If San Rafael were to add street trees on the "boulevard" and in the redeveloped neighborhood south of the proposed site and restore the creeks and waterways nearby, the transit center relocation at this site could help San Rafael further reduce its ecological footprint, prepare for necessary change, and increase its sense of place as a great city.

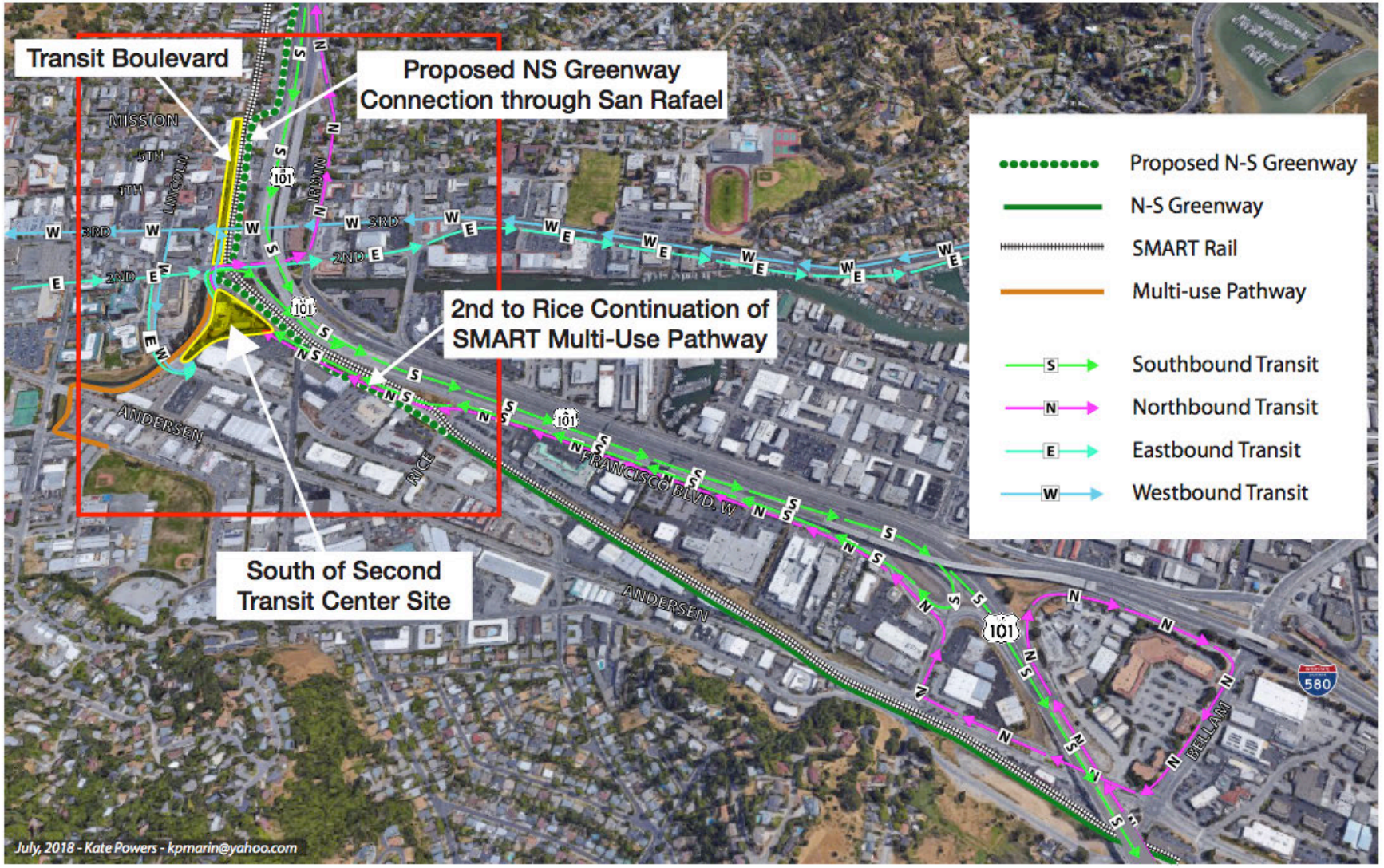
Thank you for reconsidering and analyzing this site as one of the alternatives.

Sincerely,

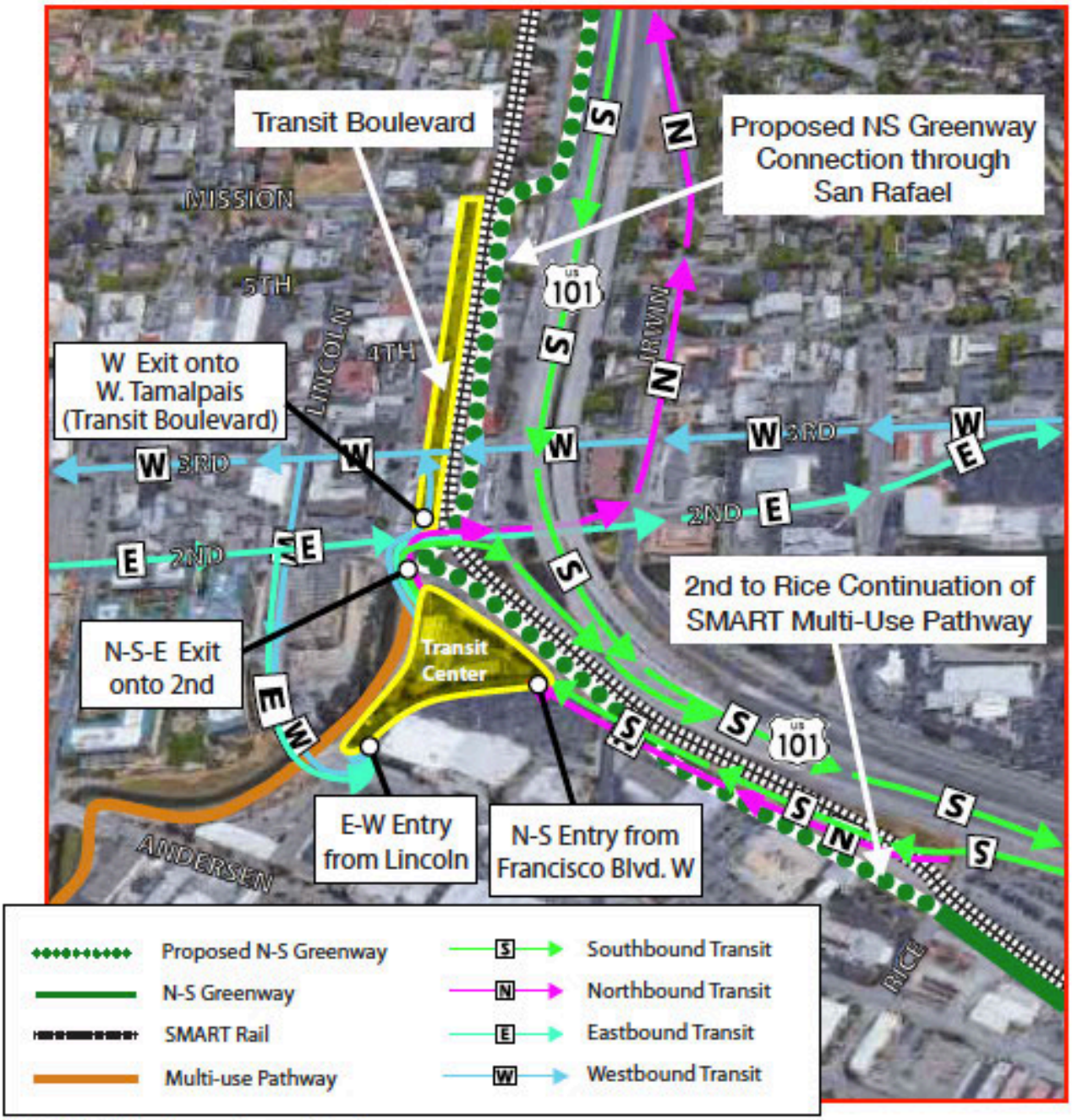
Kate Powers

Cc: Mayor Gary Phillips
San Rafael Council members
Bill Guerin, Director, Department of Public Works
Paul Jensen, Director, Department of Community Development
Steve Kinsey, Consultant, San Rafael's Transit Center Relocation

South of Second Transit Center Relocation Concept



South of Second Transit Center Relocation Concept (enlarged version)



July, 2018 - Kate Powers - kpmarin@yahoo.com

From: Cornelia Provost [mailto:Corey94933@hotmail.com]
Sent: Sunday, October 28, 2018 7:33 PM
To: SRTC <SRTC@goldengate.org>
Subject: transit center plan

Hi Golden gate,

I have lived in Forest Knolls since 1987 and worked at a hospital in Oakland since 1997 (night shift). There is no option for me to take public transit to work.

I am thrilled that I will be paying more for bridge tolls, sitting in worse traffic, and dealing with whatever you decide to do in San Rafael. I hope the bicycle lane on the bridge will improve the morning backup.

I really can't believe that it takes 5 public agencies to design a new bus station to accommodate a small train that moves a handful of people.

What a scam !

Maley, Patrick

From: Joseph Radwan <sourdoughjoes@gmail.com>
Sent: Monday, November 19, 2018 12:38 PM
To: SRTC
Subject: Transit Center

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Joseph Radwan

Manager

Bordenave's French Bakery

1512 Fourth street

San Rafael CA, 94901

W. (415)453-2957 ext:19

C. (415)747-2040

From: Leslie laskinReese
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 9:32:23 AM

With upgrades to the transit center, protected bike lanes and safe walkways for pedestrians are crucial. If MARIN truly wants to improve car free transportation then these must be included in initial planning. I use bike, public as well as my car for transport. If San Francisco can do this then so can we.

Sent from MCBC

ARGONAUT COMPANY

October 17, 2018

Mayor Phillips and Councilmember Bushey,
City Hall
1400 5th Avenue, Room 203
San Rafael, CA 94901

Via e-mail and hand delivered

Reference: Recommendations for siting and design criteria for the proposed Downtown San Rafael Transportation Gateway

Mayor Philips and Councilmember Bushey,

I appreciate your willingness to take the time to read this summary. Undoubtedly your inboxes are full of correspondence on many topics. I feel compelled to focus attention on this issue. I believe it's critical to the future of Downtown and our City.

Best Regards,

Jeffrey D, Rhoads RA LEED AP
Principal

Downtown San Rafael Transportation Gateway
Executive Summary

1. The key vision is to consider relocation of Bettini as an opportunity to create a *Transportation Gateway* for Downtown: not a bus terminal.
2. Comments received from the community can be seen as input for design of a Transportation Gateway rather than determinants to site selection.
3. Existing Downtown roadways are congested and will become more so after completion of the SMART extension to Larkspur. Downtown development capacity is constrained by limited roadway capacity.
4. Increasing transit and active transportation trips equates to additional development capacity for Downtown and reduced greenhouse gasses.
5. There are more development opportunity sites available downtown than available roadway and infrastructure capacity. Setting aside private land for the Transportation Gateway will not materially affect property tax receipts or constrain market driven development opportunities.

87 marina court drive san rafael california 94901 t 702.682.9829 argonautcompany.com

6. The best location for the Transportation Gateway from an operation, user safety and convenience and planning standpoint is on the west side of Hetherton Street between 3rd Street and 5th Avenue.
7. Concerns about visual and operational impacts on 4th Street and the Heatherton block faces can be effectively addressed by good design.
8. The historic residences located on 5th Avenue can be used as the 4th Street Gateway feature, our downtown's front door. This also affords the existing owners of the properties the option of retaining their properties or selling them.
9. Land banking the proposed Transportation Gateway site will pay future dividends with transit oriented air rights development and the ability to accommodate evolving transportation needs.

Creating a Transportation Gateway for Downtown San Rafael

The Bridge Highway and Transportation District Transit Center project is a once in a generation opportunity to improve mobility and access to Downtown. It is also has the potential to be a strategic public investment that can be leveraged to enhance Downtown and attract private investment.

Vision: A Transportation Gateway… not a bus terminal

As community, San Rafael runs the risk of singular focus on perceived negative impacts of a bus terminal and not on the potential advantages of a *Transportation Gateway*: A well designed facility located at the intersection of rail, busses, bikes, pedestrians, automobiles, for hire vehicles including bikes and scooters, and future mobility devises yet to be determined. With many unknowns about the future of public transit, decisions made now need to allow sufficient flexibility for the Transportation Gateway to be reinterpreted in the future.

Extensive public comment has focused on limited aspects of relocating Bettini, primarily around mitigation of perceived negative impacts. In the opinion of this writer, the bigger picture is being ignored. The discussion has emphasized avoiding things that might happen as a result of relocating the transit center. For example:

- We don't want an ugly bus terminal at the gateway to our Downtown (gateway being defined as approaching Downtown from the east by automobile)
- We don't want to replace tax revenue generating private property with a public use
- Heatherton is too congested
- We don't want busses on each side of 4th Street
- We don't want to lose the Victorians on 5th Avenue
- We don't want to lose the Northwestern Pacific Railroad Depot
- A bus terminal along Hetherton Street will take away our "small-town feel"
- Busses traveling and stopping in front of the depot will conflict with bikes and pedestrians and adversely impact the depot

There are aspirational objectives as well:

- We need to improve pedestrian and bicycle safety
- We want to improve environmental quality by opening up the creek
- We want to turn the area into a park

Each of these are representative of ideas and concerns that should be addressed in the location, planning and design of the facility. However, judgement is required in how they will be addressed. Most can be resolved through optimal site selection, good site planning and urban design. Good design can make the appropriate site selection a true plus for the city and region.

Existing Limits on Roadway Capacity:

Downtown's growth is constrained by limited roadway capacity at peak periods.

- No currently planned projects have been identified to provide additional roadway capacity
- Funds for roadway projects are scarce
- Right of way is expensive and difficult to acquire
- Social and environmental impacts are difficult to mitigate
- For hire vehicles will increase congestion Downtown

East-West roadway capacity will be further impacted when SMART is extended to Larkspur:

- Active railroad grade crossings will be added at 2nd and 3rd Streets. This will likely reduce through capacity due to train movements and required clear zones at the crossings. This will result in less vehicle queuing space between the Hetherton Street and Tamalpias Avenue signalized intersections adversely impacting vehicle progression and increasing delay. The impact will be most noticeable at peak periods.
- The current operational limitations, observed at the Mission Avenue, 5th Avenue and 4th Street SMART rail crossings at peak and other times, will extend to 2nd and 3rd Streets

These roadway capacity constraints underscore the desirably of experiencing real growth in transit use and active transportation such as bicycle, e-bikes and walking. The north-south greenway and SMART provide parallel capacity for the 101 freeway.

Will land set aside for a Transportation Gateway have a significant fiscal impact on the City?

This paper focuses on a single aspect of fiscal impact: Potential increase in property tax revenue afforded by private land ownership and infill development. In the opinion of the writer, setting aside potentially developable land for a Transportation Gateway will not have a significant mid or long term adverse impact on property tax receipts. This conclusion is reached through a familiarity with land ownership patterns, availability of potential development sites and infrastructure constraints on development capacity.

Based on the above observations, there is sufficient land availability to meet market demand within the context of other development constraints. There are a number of underutilized sites, with obsolete improvements, available for infill development throughout Downtown. Some examples near the SMART station include the Glass and Sash Site, and properties on the west side of Tamalpias Avenue.

Using Redwood City's recent experience as a model, completion of a San Rafael Downtown Precise Plan in 2020, will likely result in private land owners being motivated to assemble numerous sites for development. This is due to the Precise Plan reducing the time and uncertainty associated with obtaining development approvals and reduced carrying costs and market risk.

Unlike downtown Redwood City, with its large concentration of county government offices, a prison and courts, a relatively small percentage of San Rafael's downtown land area is occupied by property tax exempt land uses.

What about the properties between 2nd Street and 5th Avenue on the west side of Hetherton Street?

If the Bridge District purchases the blocks between 3rd Street and 5th Avenue on the west side of Hetherton Street, these parcels would, at least for the interim, be taken off the tax roll.

The Citibank site between 3rd and 4th Streets is bank owned and not likely to be in play for transit oriented development for the foreseeable future. This is based on research conducted on the Wells Fargo and Chase sites in Downtown Redwood City. The property tax basis of the Citibank site is relatively low due to its age and Proposition 13 constraints. Banks aren't in the real estate development business and tend to continue operating branches with a low cost basis, superior locations and good market penetration.

The parcels north of 4th Street are constrained by the existence of historic resources, two Queen Anne houses, converted to office use. However, the southerly half of the block including two properties fronting 4th Street currently have one story retail buildings and parking lots. These could have significant development potential but for the challenge of meeting parking requirements. These parcels are not in the parking district.

Freeing up the Bettini site for development will make a significant parcel available for transit oriented development at current property tax basis. This would likely more than compensate for removal of the other parcels from the tax roll.

What's in Shortest Supply: Available Development Sites or Infrastructure Capacity?

There is a very high probability that analysis planned for the 2040 General Plan update and Downtown Precise Plan will show there are more available developable sites Downtown (currently assembled or potentially assembled) than can be served by existing available peak roadway capacity.

One of the challenges the City Council will likely face is determining how to allocate this limited capacity. Looking at the Redwood City example, a decision was made to focus development on underutilized sites while protecting specific historic resources. Additionally, building heights were limited for defined setbacks along key streets to protect pedestrian character and respect the scale of historic buildings. (Broadway and Main Street). Potential candidate streets in San Rafael could include 4th and B Streets.

In Redwood City's case, the available capacity identified in the programmatic EIR was quickly used up and many sites remain available for development. Having a location at ground zero in the Silicon Valley tech boom fueled this unanticipated velocity of absorption. Regardless of the planning constraints, the market had no difficulty finding sites for infill. San Rafael's absorption is likely to be slower due to market differences. However, land ownership patterns and infill opportunities are similar.

The Downtown Precise Plan and much of the 2040 General plan update will reflect a state mandated shift away from the current Level of Service Model (LOS) to Vehicle Miles Traveled (VMT) in the Environmental Impact Report and certification. The LOS model focuses on intersection function. For example, LOS F would indicate that it takes more than one signal cycle to pass through an intersection. Several intersections along the 101/SMART corridor Downtown are currently functioning at LOS F or worse particularly during peak periods. This condition has become common at off peak times.

VMT focus is on the number of vehicle miles traveled a project will generate rather than impacts on intersection function. The VMT approach encourages project developers to shift trips to different travel modes for people coming and going from their site and discourage automobile use. Typical transportation demand management tools are used such as: carpooling, discouraging onsite parking or requiring paid parking, encouraging active transportation such as bicycles and walking by providing showers and safe bike storage, and encouraging transit use by providing subsidies for employees. Another approach is to encourage off-peak trips with staggered work shifts when there is available roadway capacity.

Increasing development Downtown is dependent on efficiently using available excess capacity and increasing capacity through the use of alternative transportation modes. This underscores the importance of building an excellent Transportation Gateway and recognizing it as a critical infrastructure investment to implement the vision for Downtown.

The transit center currently serves 9,000 trips a day. Nearly 50% of these trips are destined for Downtown, based on the Bridge District's consultant's analysis (Kimley Horn). Growing this percentage and increasing real numbers of transit users is a strategic action to compensate for limited roadway capacity.

Getting people to use transit and active transportation (trains, busses, e-bikes conventional bicycles, walking, scooters) provides a potentially cost-effective way to increase capacity for Downtown growth. Since development opportunities are constrained by available roadway capacity, there is an incentive to increase trips by other modes to support Downtown's evolution. Thes options must be far more desirable than they are at present to motivate people to use them.

Optimizing use of alternative transit modes depends on improving user experience, convenience and safety.

Goals for Improving User Experience Convenience and Safety:

A symbiotic relationship occurs with the concentration of activity and ease of transfer between transportation modes. This creates a very desirable place to do business, build active public spaces, and is safer for people due to the concentration of "eyes on the street" and extended hours of activity. Good design is required. There are many successful examples of this globally.

- Create a great environment for users including exemplary design, and excellent edges with retail, food and beverage and other services in and around the Transportation Gateway.
- Focus on improving the 4th Street, Tamalpias Avenue and Hetherton Street environments around the Transportation Gateway.
- Place the Transportation Gateway in a location where pedestrians and alternative mode users going to and from Downtown can avoid crossing busy high capacity roadways. While people heading to the Bio Marin campus from SMART trains and busses will still need to cross 2nd and 3rd Streets, no one should have to cross Hetherton Street unnecessarily.
- Make bus access and maneuverability to the Transportation Gateway as easy and delay free as possible, equal to or better than it is at present.
- Relocate the segment of the north-south greenway between 2nd Street and Mission Avenue to Tamalpias Avenue reducing right turn conflicts. The Station Area Plan envisions activating Tamalpias Avenue as a pedestrian/bike/scooter slow vehicle street. This can include for hire vehicles and "kiss and ride" pick up and drop off.
- Make transfer between different transportation modes as seamless as possible.
- Don't "muck up" our current near capacity roadway function with complicated access and turning movements or additional bus stops outside of the Transportation Gateway.
- Plan for future change by providing a large enough Transportation Gateway footprint to provide a measure of flexibility. The modes of travel will change, however, a well-chosen site with adequate size area and configuration will be adaptable and stand the test of time.
- Bank the Transportation Gateway public land holdings to accommodate future mixed-use development.

Siting Recommendations Based on the Above Goals:

The strip of land between Hetherton Street and the railroad is the place where it all comes together. This is where SMART, the north-south greenway, east-west bike and pedestrian routes, Bridge District, Marin Transit and other busses and for hire vehicles intersect. This is the natural place for a Transportation Gateway based on the existing roadway, rail and bike

way networks. Any site between 2rd Street and 5th Avenue between Hetherton Avenue and the SMART tracks must address design, safety and historic resource concerns.

GGBHTD"S 4th Street Gateway Site Alternative

Two key blocks are assembled in this site alternative to create a Transportation Gateway for Downtown. This site is located between Hetherton Avenue and the SMART right of way extending from 3rd Street and 5th Avenue. In the opinion of the writer, this is the natural location for the Transportation Gateway based on its locational attributes and relationship to the existing road, greenway and rail networks. It's large enough to accommodate current programmatic requirements. Public ownership of this land will allow for implementation of a truly functional "transportation commons" that can be designed for present requirements and adapted to meet changing needs over time.

- The site is of adequate size to accommodate existing bus routes and boarding requirements.
- The user experience is design dependent. It can range from poor to excellent depending on the facility design, relationship to adjacent roadways, the north-south greenway and adjacent land uses and what amenities are provided.
- Bus access and egress are similar to the existing Bettini facility with a particularly good relationship to 101 southbound routes. Bus access to and from the facility would impact Hetherton, 3rd and 4th Streets and 5th Avenue. This is a matter of concern that must be addressed.
- Patron access to and from Downtown and the greenway is excellent with crossing conflicts limited to lower volume streets including 4th Street and Tamalpias Avenue. Origins and destinations from the west do not need to cross Hetherton Street.
- The site provides optimal transfer to other transit modes as they all converge on this location.
- There are excellent opportunities for symbiotic land use relationships particularly on 4th Street and the west side of Tamalpias Avenue.
- Impact on developable land: As noted previously the Citbank site is unlikely to be in play for the foreseeable future. Parcels on the block between 4th Street and 5th Avenue are privately held with historic residences situated on the 5th Avenue frontage. Two small parcels with development potential front on 4th Street. Development of the current Bettini Site is a compensating factor for loss of the Citibank and 4th Street parcels from the tax roll. As noted previously, it is unlikely there is adequate peak roadway capacity to serve all existing and projected developable sites available Downtown.
- Historic resources: The existing Northwestern Pacific Depot is not specifically impacted by this site. The Station Area Plan proposes adaptive us of the building in a manner similar to the Ferry Building in San Francisco. The building size and configuration will result in a more modest outcome; however, private development of the site can accommodate similar uses and its location will be optimal as use of the Transportation Gateway increases. It may be necessary to facilitate transfer of development rights

from this site to another downtown location to make stabilization, restoration and adaptive use of the building financially viable. The two Queen Anne houses on 5th Avenue are legitimately seen by the preservation community as important and valuable. They are on the City's historic resource inventory.

- Visual and urban design considerations: The issues identified in community engagement are primarily focused on impact on the Hetherton and 4th Street frontages specifically the view of a bus terminal from our "front door" and impacts of bus turns and wide driveways on 4th Street. Additionally, there is a legitimate concern about interruption of the pedestrian experience on 4th, specifically a break in the street wall and retail frontage.

Solving the Design Challenges of the 4th Street Gateway Site:

Locational characteristics favor this site. However, success is dependent on thoughtful and sensitive design addressing both functional needs and user experience. Excellent design can address both physical challenges and the perceptions of patrons and those passing by. This writer is confident optimal results can be achieved through efficient use of limited resources and appropriate design. A well located and designed Transportation Gateway is a key strategic action to provide meaningful additional mobility capacity for implementation of the Downtown Precise Plan. This approach has been successfully implemented in many cities globally. The core philosophy is to select the most advantageous site to accommodate the intended use. It is what it is. Let's make this an advantage for Downtown.

4th Street:

- ***Making the intersection at 4th Street and Hetherton Avenue a compelling east front door for Downtown.*** The Bridge District's consultant has shown plaza treatments on each corner. These are not likely to be successful as the proposed plazas will not have supporting uses on their edges and the sites are impacted by noise and traffic. An alternative is to reserve these corners for small commercial buildings to "bookend" 4th Street. This provides the benefit of screening the loading platforms and busses from 4th Street. These corners could remain in private ownership (transferring fee from the existing locations) or could be placed under long term ground leases. The District's site plan suggests the corners are not critical for transit operations.
- ***Relocation of the Queen Anne houses facing 5th Avenue***. These buildings have been converted to commercial use and can be easily relocated to the corners of 4th and Hetherton Streets. There are no overhead utilities to contend with, they are light ductile structures and the sites could be prepared to receive the buildings prior to moving them, minimizing disruption of use. Only one building would be moved across 4th Street. Relocation of these structures would not jeopardize their potential for listing on the National Register as they maintain their context, specifically being close to their original location and the railroad (they were formerly railroad related housing). This represents an opportunity for the existing property owners to retain their assets, moved

to new locations on San Rafael's main street, or sell the properties either through a negotiated transaction or eminent domain.

- ***Converting the Whistlestop 4th Street Plaza to a more suitable use***. This site is under private ownership. Its current use is for parking Zip Cars. Change of use to outdoor dining is more consistent with the character of 4th Street.
- ***Enhancing the pedestrian character of 4th street and linking to the east*.** Having driveways to the Transportation Gateway interrupt 4th Street sidewalks is not desirable but likely necessary with this scenario. The key mitigations are reducing the driveway width to the minimum needed, providing well-designed pedestrian refuges and locating ample landscaping outside of site triangles. Presence of buildings on the corners of 4th and Heatherton Streets provides a pedestrian refuge and reduces the perception of a long trek across an open unpleasant place. Continuing the street tree program and sidewalk treatments is also helpful.

Hetherton Street:

- ***Creating a distinguished streetscene on the Heatherton frontage of the Transportation Gateway***. Bettini currently has bus stops along the Hetherton Street frontage. There are obvious operational advantages to avoiding entering the terminal for certain bus routes. An extended Hetherton Street frontage afforded by the two-block site allows greater flexibility to introduce a robust street trees canopy and avoid contiguous runs of shelter structures. This is a solvable urban design challenge. Relocating the north-south greenway to Tamalpias Avenue also provides greater flexibility for streetscape and bus stop design solutions in addition to reducing right turning vehicle, bicycle and pedestrian conflicts. Bus access to the Transportation Gateway from 5th Avenue can also be studied to eliminate driveways on Hetherton Street.

Tamalpias Avenue:

- ***Making Tamalpias Avenue the front door for the Transportation Gateway*.** Tamalpias Avenue is not specifically part of the site. However, its design and use figures into a vision for the Transportation Gateway. The station area plan envisions this as a local street and the route of the north-south greenway. A common solution for this kind of street is to treat the public right of way with a single durable attractive pavement with no differentiation for sidewalks. In essence, the street becomes a continuous plaza open to vehicles, active transportation and pedestrians. Low traffic volumes allow this to occur. Experience in the EU and UK has shown this to be safer than providing defined places for each type of user due to increased driver awareness and caution. This is similar to the Banhof Strassa in Zurich. As mentioned previously, this street can accommodate for hire vehicles, drop off and pick up. The western side of the street from 2nd Street to Mission Avenue can be earmarked for transit oriented development with streel level retail and food and beverage uses.

Predicted result: Increase in transit and active transportation use and a catalyst for creation of public spaces and Downtown's evolution.

Analysis of Other Site Options

Below is an analysis of additional site alternatives based on the Improving User Experience, Safety and Convenience Goals.

Around Whistlestop:

This site has some of the attributes of the 4th Street Gateway. The primary differences are:

- The site is too small to accommodate all programmed uses onsite resulting in a congested impacted facility and adjacent streets. It doesn't rise to the level of "Transportation Gateway". Its size leaves no room for flexibility.
- Disperses bus stops and transfers them to city streets off site with attendant inconvenience for transit users and broader conflicts with vehicles and pedestrians.
- Bus loading and movement results in a significant negative impact on the Tamalpias Avenue corridor as a safe and pleasant pedestrian/bicycle environment. This has the potential to degrade access from the transit center site to Downtown for transit users and crowds the Northwestern Pacific Depot Building and its uses. It adversely impacts user experience and is not consistent with the vision of the Station Area Plan.
- Efforts to correct the site deficiencies have led to consideration of acquiring additional land on the west side of Tamalpias Avenue and possibly relocating the Depot building. This is symptomatic of attempting to force a solution onto an inadequate site. Relocating the Depot building would be challenging as it is a number of different buildings that have grown together and its existing relationship to the street and railroad would be difficult to reconcile potentially impacting landmark designation.
- Significant pedestrian/transit vehicle conflict on the south 4th Street block face for an extended curb cut.

Predicted results: Difficult to ascertain. The primary unknown is the impacts on bus routing and delay. Eliminates some 3rd Street patron crossings (a positive). Some adverse impact on active transportation users due to north-south greenway conflicts around the Depot building. The site doesn't allow for significant growth in transit use.

Two Level Concept:

This location and solution is impaired by the following:

- Transit facility is inflexible limiting expansion potential or change in vehicle types
- Virtually impossible to mitigate visual impact and unpleasant street level perimeter conditions on 2nd, 3rd,4th, and Hetherton Streets
- Creates a tunnel at 3rd Street
- Difficult to get vehicles and transit users up to the second level requiring ramps and vertical conveyances (elevators, stairs, ramps or escalators)
- Poor gateway for Downtown
- Continues to require pedestrian crossings across 3rd Street on the east side of Hetherton Street to access the transit terminal from the pick-up and drop off area

- Constrains future reinterpretation of the area for mixed-use transit oriented projects.
- Constrains right turn movements from southbound Hetherton Street to westbound 3rd Street
- High construction cost
- Costly to operate
- Highly disruptive construction impact

Predicted result: Reduced transit use

Under the Freeway:

These locations are impaired by the following considerations:

- Poor user experience due to an inherently unpleasant environment under a busy freeway
- Operational constraints posed by bridge bents
- Isolation from downtown and origins and destinations west of Hetherton Street and related crossing safety concerns. All Downtown trips require crossing Hetherton Street
- Transfer to other transportation modes is impaired by isolation
- No opportunity for a symbiotic relationship exists for adjacent land uses
- Depending on site circulation, function of Hetherton Street will be adversely impacted by bus access and egress
- Covering the creek would require clearance by the resource agencies: a likely challenge

Predicted result: Reduced transit use

Glass and Sash Site:
This location is impaired by the following considerations:

- An isolated site inconvenient for transit user access particularly to and from Downtown (long walk to the core of Downtown)
- Impaired transit operations including poor bus access and major routing changes resulting in delays
- Transfer to other transportation modes is impaired by isolation
- Poor access from east of the freeway (the Canal immigrant community has significant transit dependency)
- Requires crossing of the busy 2nd and 3rd Street arterial couplet with related safety concerns
- Little opportunity for a symbiotic relationship exists for adjacent land uses unless the retail center to the east is redeveloped.
- This is a prime site for transit oriented development

Predicted result: Reduced transit use

c: Jim Schutz, Paul Jensen, Bill Guerin

ARGONAUT COMPANY

November 14, 2018

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

Via US mail and email

Reference: San Rafael Transit Center EIR/EIS Scoping

Mr. Santiago,

As a member of the San Rafael 2040 General Plan Steering Committee, San Rafael Heritage board and Executive Director of Resilient Shore, a San Rafael based nonprofit project focused on reducing flood risk and adaptation for rising seas in our city, I'm committed to the welfare and improvement of San Rafael and its long-term sustainability. It's in this spirit I offer the following recommendations for San Rafael Transit Center EIR/EIS Scoping. Please also see the attached letter to Mayor Philips and Councilmember Bushey.

The GGBHTD Transit Center project is a once in a generation opportunity to improve mobility and access to Downtown and the North Bay. It also has the potential to be a strategic public investment that can be leveraged to enhance Downtown, attract private investment and increase transit use.

As a community, San Rafael runs the risk of singular focus on perceived negative impacts of a bus terminal and not on the potential advantages of a *Transportation Gateway*. This project holds the promise of becoming a transformational facility if it's located at the intersection of multiple transportation modes and is thoughtfully designed. With many unknowns about the future of public transit, decisions made now need to allow sufficient flexibility for the Transportation Gateway to be reinterpreted in the future.

This flexibility should not justify implementing a project that fails to contribute to the quality of our cityscape. It must meet operational needs, be cost effective, provide a compelling environment for transit users and create great places.

In the opinion of this writer, the site that provides the greatest promise for the Transportation Gateway is the "4th Street Gateway" site. However, regardless of its location, masterful design and sensitivity in implementation will be required for a successful outcome.

The following topic areas include narrative and recommendations for inclusion in the EIR/EIS scope:

Historic Resources

The city's historic resource inventory was last updated in the 1980s. I understand the scope of services for the pending Downtown Precise Plan includes updating the historic resource inventory in the plan areea. It may also include a rating of the resources and specific recommendations for their preservation and ongoing use. The city's inventory doesn't include all potential resources and further investigation should be conducted per CEQA criteria to address impacts and mitigation measures for historic and cultural resources on the various sites.

The preferred preservation option is to retain resources on their original sites. Relocation of historic buildings is generally discouraged. However, it can be successful under certain circumstances without adversely impacting eligibility for local, state or national landmark status. This would need to be considered on a case by case basis. Commonly context and association are key considerations. For example, the NWP Depot is associated with the railroad tracks and two listed historic resources at 633 and 637 5th Avenue, are also associated with the railroad as their original use was for railroad housing.

Consideration of protection and continued viable use of historic resources such as, but not limited to, the following should be included in the environmental analysis:

- Northwestern Pacific Railroad Depot (1929 with subsequent additions and modifications Whistlestop)
- 633 5th Avenue (Well maintained two story c 1890 Queen Ann residence)
- 637 5th Avenue (Well maintained two story c 1890 Queen Ann residence)
- 927 Tamalpias (Single story 1932 brick commercial building, former taxi stand)
- 709 4th Street (Two story 1889 Stick style wood frame commercial building, a particularly well preserved and uncommon local example of the type commonly associated with San Francisco)

Coordination with San Rafael Planning Documents

Considerable resources and community aspirations have been focused on planning for the improvement of Downtown San Rafael. Planning and design of the Transportation Gateway should be coordinated with existing and in progress San Rafael planning documents and efforts such as, but not limited to, the following:

- San Rafael General Plan (2040 General Plan Up Date is in progress)
- Station Area Plan
- San Rafael Bicycle and Pedestrian Plan (Recently adopted updates include routing the North/South Greenway on West Tamalpias from Mission Avenue to Second Street. This will allow the greenway segment from Mission to 4th Street along Hetherton to be

deemphasized and possibly abandoned reducing right turn conflicts with pedestrians and bicycles (and potentially increasing the footprint of the Transportation Gateway)
- Downtown Precise Plan (to be initiated)
- San Rafael Downtown Community Plan
- San Rafael Historic Resources Inventory

Urban Design and Placemaking

The success of the Transportation Gateway will ultimately be determined by its growth in use in relationship to single occupant vehicles and attraction of private investment for Downtown development. It should provide excellent user convenience and experience and enhance the quality of its surroundings.

The following were identified as priorities in the community engagement process:

- Enhance the Hetherton Street edge: The Transportation Gateway should not be perceived as a bus terminal at Downtown's front door.
- Enhance walkability and east/west linkage on 4th Street between Tamalpias and Irwin Street. As San Rafael's Main Street, loss of the street wall and the retail connection along 4th between the railroad tracks and Hetherton is problematic and requires design solutions that work for the sites impacting 4th Street. Right turn access to 4th Street from Hetherton should be retained.
- Create a compelling 4th Street Gateway at Hetherton. This is Downtown's eastern front door. With the "4th Street Gateway" alternative, a possible solution that may warrant consideration, is relocation of the Queen Ann residences on 5th Avenue to the corners at 4th and Heatherton Streets potentially addressing gateway and linkage objectives. Association with the railroad, a consideration for landmark designation for these resources, is maintained.
- Enhance the West Tamalpias corridor from Mission Avenue to 2nd Street. Tamalpias has been identified as the route for the north/south greenway and is envisioned as a pedestrian oriented street in the Station Area Plan. As a short low traffic volume street, it's particularly suitable for conversion to linear urban plaza for active transportation, ride share and passenger drop off and pick up.
- Avoid concentrating busses in front of the NWP Depot building on Hetherton. This concern has been expressed by the preservation and bicycle communities. Combined use of this narrow right of way as the North/South Greenway and bus drop off and pick up may have significant adverse impacts discouraging active transportation use and impairing the quality of access to the NWP Depot.
- Consider impacts on the creek under the southbound US 101 Freeway viaduct. Improving the visual and ecological function of this reach has been identified as a priority by the environmental community.

Transportation, Circulation and Safety

Transit, vehicular and active transportation circulation in Downtown San Rafael can be described as complex and in a precarious state of equilibrium.

Bettini has served us well with 9,000 trips a day and its reported status as the second busiest of its type in the Bay Area. However, two of the considerations for its relocation have been loss of bus platforms for the SMART extension to Larkspur and safety. This has been made evident by two recent pedestraian fatalities resulting from vehicles turning left onto Hetherton from 3rd Street. Additionally, the high volume of westbound right turn movements from Hetherton onto 3rd Street makes pedestrian and bicycle crossings to the Bettini site challenging.

Below are some recommendations for analysis:

- Quantify how people are currently getting to and from Bettini, where they are coming from and where they are going to.
- Update traffic counts and analysis of intersection function following initiation of SMART service to Larkspur to factor this impact into the mix.
- Assess user convenience for transfer between modes for each alternative.
- Assess and rate the user experience for each alternative site.
- Assess transit trip time impacts for users for each of the alternative sites.
- Model transit vehicle routing by all transportation service providers to each of the sites and assess their impact on Downtown street and intersection function and active transportation mobility and safety.
- Model ride share and pick up and drop off for each site.
- Consider reducing the land take for dual right turns from Hetherton on to 3rd Street by making the easterly of the proposed two lanes a thorough/right. Will this have an adverse impact on roadway and intersection function and/or safety?
- Identify the sites with the lowest crossing conflicts for pedestrians/active transportation users crossing high volume roadways and turning movements.
- Quantify parking impacts particularly with those alternatives located under the freeway viaducts.

Fiscal Impact Analysis

A primary consideration for the City is fiscal impacts of the various alternatives. In my experience, fiscal impact analysis is challenging as it is dependent on various different *assumptions* regarding different scenarios and forecasts and consideration of variety of factors impacting both municipal revenue and costs. Should the GGBHTD task its consultant/s to prepare a fiscal analysis it may wish to consider the following:

- Impact on property taxes resulting from purchasing private land holdings and converting them to public use.

- In the above assessment, probability of redevelopment of private lands to a higher use should be considered. For example, the Citibank site likely has a low improved land value basis (and associated property taxes) and its redevelopment for a higher use is not likely due to banking business practices (see the attached letter).
- Estimate impacts on value of adjacent land holdings and their probability of redevelopment for each of the sites. Does proximity to the Transportation Gateway have a positive impact on land assemblage and development activity?
- Consider development capacity Downtown based on available infrastructure capacity and availability of development sites to accommodate that capacity. This relates to potential opportunity cost.
- Is air rights development a significant consideration and does it equate to a meaningful net present value? Does this matter?
- If the residences on 5th Avenue are relocated to 4th and Hetherton consider having them remain in private ownership.
- Does proximity to the Transportation Gateway impact market based parking demand and associated project development costs?

Flooding and Sea Level Rise Risk

Most of the sites are within the 2016 FEMA FIRM 1% risk area and are subject to combined tidal as well as fluvial impacts. This is part of a greater challenge for much of the Central San Rafael valley. The environmental document should quantify this risk and identify potential mitigations. A broader city strategy to address these issues will likely be required and the GGBHTD is a key stakeholder.

Preparing for the Future

Transportation as we know it is the process of major disruption. This is likely to be on par with the rapid conversion from horse and buggy to automobiles taking less than 15 years in major US cities a century ago. We are already witnessing the impacts of ride share services on public transportation (declining transit use with many modes and in many markets). Introduction of artificial intelligence and automated vehicles will likely have even greater impacts. Major cities have observed significant increases in automobile trips resulting from ride share services. This has increased congestion, taxing an already overburdened road network. All of this makes programming and designing a Transportation Gateway a major challenge!

Should the EIR/EIS scope include a sensitive analysis based on different scenarios? How can the GGBHTD make a prudent investment with so many unknowns? Recommendations:

- Select the best location based proximity to the major transportation systems and networks: The vehicles and how they are operated will change but the networks (roads, rails, paths) will not.
- We are analog critters and will continue to use active transportation: Walking, bikes and scooters are likely to remain. The associated safety conflicts and concerns will continue.
- Minimize investment in facilities that are specialized in function.

- Secure the footprint for a future multi modal Transportation Gateway that will allow for elevating SMART and its platforms and mixed-use air rights development. The concept of a viable North Bay/Wine Country/Redwood Empire rail network depends on a robust link to the core of the Bay Region. The current at grade crossings in Downtown San Rafael are an impediment to achieving this vision as is the tenuous link to the ferry at Larkspur. Inertia is likely to intervene over time.

GGBHTD has done an excellent job engaging the community and listening to all of the stakeholders. This project is of great importance to our city and region. I appreciate the opportunity to provide input in the EIR/EIS scoping process and hope my comments prove helpful.

Best Regards,

Jeffrey D, Rhoads RA LEED AP
Principal
Argonaut Company

Copies:
Mayor Gary Philips
San Rafael City Council
Jim Schutz
Bill Guerin
Paul Jensen
Danielle O'Leary
Steve Kinsey
Cynthia Landecker
William Carney

Maley, Patrick

From: Nancy Roberts <nancyrob214@comcast.net>
Sent: Thursday, November 22, 2018 7:49 PM
To: SRTC
Subject: Stop the Victorian tear down

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th StreetGateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Nancy Roberts

Maley, Patrick

From: Ben Ross <benross28@comcast.net>
Sent: Monday, November 19, 2018 10:27 AM
To: SRTC
Subject: San Rafael bus stop

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Maley, Patrick

From: Roberta Rossetti <rrosse2008@yahoo.com>
Sent: Tuesday, November 20, 2018 9:50 AM
To: SRTC
Subject: Victorian

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration..

Roberta Rossetti

From: Liza [mailto:lizahr@gmail.com]
Sent: Friday, November 09, 2018 4:09 PM
To: SRTC <SRTC@goldengate.org>
Subject: Public Comment on San Rafael Transit Center Replacement Project

To Raymond Santiago, Principal Planner, Golden Gate Bridge, Highway and Transportation District.
Dear Sir:
I attended the public meeting October 30th at the Whistlestop building and had questions about the alternatives. Please address the following issues in the EIR.

The "north of 4th street" alternative is located under the highway. While this keeps all the bus bays together, it would force patrons to cross Hetherton or Irwin (busy, high-speed, dangerous streets) to access customer service, restroom, or exit the station. How is this danger to public safety being addressed? Also, the parking area presently located here would be lost. What would be done to replace it? How would the loss of the only free parking near the SMART station affect ridership on the train, and traffic?

Please analyse the impacts of loss of parking to transportation flow, and the public safety impacts of forcing people to cross Hetherton and Irwin, also for the Across-the-Freeway option.

The Gateway option demolishes two historic Victorian-era buildings on Fifth Ave. that house local businesses. These buildings are CEQA historic resources. Will the EIR analyze the impact of their destruction? Will it analyze the aesthetic impact of the loss of these attractive, historic buildings, and their replacement with bus bays?

The Whistlestop Block option covers Tamalpais Ave. with its extremely narrow sidewalk with bus bays. How will the crowds entering and exiting these buses do so on the five-foot-wide sidewalk without risk to public safety, and delay in bus routes as crowds are jammed attempting to enter or exit. This option also contemplates "relocating" the Whistlestop building, the historic San Rafael Depot. Where could this monumental building feasibly be relocated? What would the impact to the downtown be, culturally, aesthetically, of losing this historic resource? Why does the transit center not analyse the potential to incorporate this building into a public space gateway, as envisioned? None of the alternatives even mentions it. Whistlestop will soon be evacuating the historic Depot building and the SMART trains outside it provide ample historic context to maintain and re-use it. Please analyse the potential for loss or damage of this resource, and how surrounding it with bus bays would impact the ability to re-use and restore the Depot buiding.

None of the above four options uses the more than half of the current Bettini transit center that is unimpacted by the train track. While the last option, Two-Story Concept, does use Bettini, I was told this option is not under serious consideration. At the meeting, ICF claimed the undisturbed half of Bettini had to be abandoned was because of the public safety risk of crossing 3rd Street. How is this risk different from the risk of crossing Hetherton or Irwin, which several alternatives require? Why do the alternatives not make use of the Bettini space for 10 bus bays, and the area east of the Whistlestop building for the other 7 bus bays? Please analyze the impacts of using the remainder of Bettini as part of the new transit center. Keeping the transit center west of Hetherton would obviate the need for crossing Hetherton or Irwin, for destroying cultural and aesthetic resources, and would cost less than the other alternatives. Why is this alternative not being considered?

What would be the fate of the Bettini space if it is abandoned as the Bridge District wishes?What could use the Bettini site, surrounded by highways, buses and a train track? Please analyze the aesthetic and public safety impacts of abandoning the Bettini site, potentially allowing it to become a vacant lot or homeless encampment.

Thanks for considering my comments and analyzing the above issues in the EIR. The citizens of San Rafael are counting on you to replace the transit center not only with a functional and vital center, but to use urban design to help improve and revitalize the entrance to our city. This opportunity should not be wasted.

Sincerely,
Elizabeth Ryan
37 Marquard Ave SR
415-637-7189

From: Den Satake
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 12:25:14 PM

Downtown San Rafael is one of the worst places to attempt to use alternative transportation such as bicycles or walking in all of Marin. Please take this opportunity to create east/west bike lanes on 4th st, and north south lanes along West Tamalpais. Secure bike parking is also needed so that those who wish to patronize the local businesses in town can do so knowing that their non-polluting, non road clogging vehicle is safe.

Thank you

Sent from MCBC

From: Wendy Schaevitz <wendy@schaevitz.org>
Sent: Wednesday, October 31, 2018 7:06 PM
To: SRTC
Subject: Scoping Meeting Input

I was shocked that in the EIR list of concerns to be reviewed there was nothing about emergency response impacts. Wherever the final location of the transit center, the ability of emergency personnel to respond either at that location or at other locations that might be impacted by heavy traffic to/from the transit center should be a necessary consideration in the EIR evaluation. The East San Rafael peninsula along Pt. San Pedro Road has only one way in/out at the Hwy 101 freeway, and the location of the transit center either near or directly on that access is a critical issue.

_____

Wendy Schaevitz
193 Bayview Drive, S.R.
415-459-7568

Maley, Patrick

From: Erik Schmidt <eschmidt7@att.net>
Sent: Friday, November 16, 2018 4:09 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Dear GGBHTD and Downtown San Rafael Transit Center Planners:
Design and planning for a reconfigured and re-envisioned San Rafael Transit Center gives this community and all the agencies working together on the project an opportunity to create a regional hub for transportation and mobility, and to develop a safe, welcoming and integrated part of downtown San Rafael. This is the time to get it right, and your work is critical to making that happen. As a frequent user of the current transportation facilities at and through the transit center, by bike, bus and train, and occasionally by foot, I urge you to ensure the following key measures are addressed and incorporated into the project's design:

1. I often travel through this area by bike, and find the gap between the Lincoln Hill pathway and Larkspur-San Rafael tunnel and pathway to be incredibly dangerous and confusing. A complete, integrated bike pathway should be part of the Transit Center design, so cyclists can smoothly and safely ride through the downtown area and make multi-modal transit connections in all directions.
2. I have found no safe, direct bicycle route through downtown SR towards the Ross Valley towns. Planning for any redesign of 3rd and 4th Streets should include bike lanes, not just facilities for cars and pedestrians. This is a no-brainer in a densely populated urban center like San Rafael.
3. The agencies collaborating on this project ought to look to successful designs in places such as Boulder, Portland and elsewhere, that incorporate full bike and pedestrian facilities with transit in a busy downtown area. This can be done well if it is prioritized from the outset! Such a thoughtful plan and design will greatly improve quality of life and alternative transportation options well into the future, and will greatly reduce the currently unacceptable risk of accidents in this area.

Thank you for considering my comments.
Erik Schmidt
38 Redwood Ave.
Corte Madera CA 94925

Sent from MCBC

From: Jeffrey Schneider
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 5:01:37 PM

It is crucial to construct protected bike lanes along 4th St and to connect the north-south bike and walk routes.. This is a very dangerous area for bikes and pedestrians. Public spaces should also be developed in any construction. To enhance the use of car free mobility options convent secure bike parking, bike share and space for other mobility options like scooter would be a major improvement.

Sent from MCBC

From: SRTC <SRTC@goldengate.org>
Sent: Friday, October 19, 2018 9:16 AM
To: Judy Schriebman
Subject: RE: what is the link for the SR Transit Center relocation plans?

Dear Ms. Schriebman,

You can find the most up-to-date information on the project website at https://na01.safelinks.protection.outlook.com/?url=www.GoldenGate.org%2FSRTC&data=02%7C01%7Cadam.dankberg%40kimley-horn.com%7Cb7805ca058194576d09e08d635de338d%7C7e220d300b5947e58a81a4a9d9afbdc4%7C0%7C0%7C636755625813051408&sdata=h%2F7JNxL9uSf4kMMyjp%2FbUomp5sK3jR1qqY9FYYNe4pk%3D&reserved=0. The Notice of Preparation, which was released on October 16th, includes information on the five concepts which are thus far being considered for environmental review.

A public scoping meeting to gather input and comments from the community and public agencies on the scope for the Draft Environmental Impact Report is scheduled for October 30th from 5:30 to 7:00 at Whistlestop, 930 Tamalpais Avenue in San Rafael. We hope to see you there.

Thank you for your interest.

Sincerely,

The San Rafael Transit Center Project Team

-----Original Message-----
From: Judy Schriebman [mailto:judy@leapfrogproductions.com]
Sent: Thursday, October 18, 2018 10:37 AM
To: SRTC <SRTC@goldengate.org>
Subject: what is the link for the SR Transit Center relocation plans?

I heard a draft plan with 5 options was just released?

Please send info. Thank you,

Judy

STEVEN SCHOONOVER
Attorney at Law

RECEIVED
NOV 19 2018
PLANNING

November 14, 2018

Raymond A. Santiago
Principal Planner
Golden Gate Bridge Highway & Trans. Dist.
1101 Anderson Drive
San Rafael, CA 94901-5318

Re: Comments – San Rafael Transit Center Draft EIR

Dear Mr. Santiago:

I reviewed the Notice of Preparation of the Draft EIR for the San Rafael Transit Center and was alarmed that the Notice is directed to "Reviewing Agencies and Organizations," implying that the public plays no role in assessing the various proposals. The Notice of Preparation seeks comments "focusing on your area of expertise, your agencies' area of jurisdiction," once again implying that the public plays no role in the evaluation of the various proposals. Please stop the process and send out a new Notice of Preparation in which you make clear that the public is welcome and encouraged to comment regardless of their area of expertise or lack of "jurisdiction." My request is in full accord with one of the stated goals of CEQA as interpreted in case law by California courts – full public participation in evaluating the environmental effects of public and other projects.

I have the following comments regarding the five proposals you mention in your Notice of Preparation:

1. Two-Story concept – This is the preferred alternative. The footprint is the smallest, resulting in the least impacts. It may cost more, but public agencies have already saved millions by running a train through the heart of a City without making any workable provisions for mitigating existing traffic congestion, especially when the train is chugging hither and yon, such as elevated or sunken tracks (or roadway.) Addressing the resulting traffic chaos can be artfully ignored no longer.

2. Across the Freeway Concept – Covering the creek (even partially) will have biological impacts requiring independent professional assessment. Eliminating Park-N-Ride spaces will simply shift parking to neighboring streets, requiring mitigation.

3. Fourth Street Gateway Concept – Although you don't disclose it in your Notice, this proposal suggests the two irreplaceable Victorians on Fifth Ave. between Hetherton and Tamalpais will be demolished or removed, resulting in a tragic

Mail: 1537 Fourth Street PMB 164
San Rafael, CA 94901
Telephone: 415.456.3036

Office: 4302 Redwood Hwy, Suite 100
San Rafael, CA 94903
E-mail: schoonoverlaw@gmail.com

Cultural, aesthetic (architectural) and historical loss to the community, something CEQA seeks to avoid. San Rafael already suffers from a dearth of fine architecture, and the demolition of the two buildings would detract greatly from the City's heritage. Unless perhaps the two buildings were moved to equally high-profile sites in San Rafael's Gateway, no amount of mitigation could possibly make up for their loss. It appears the Whistlestop building will be incorporated or otherwise preserved, a very good idea. One would hope the two Victorians will be equally protected.

4. Whistlestop Block Concept – Preserving and incorporating the Whistlestop building is preferred. Any major alteration (or demolition) of this building would present San Rafael with a significant blow to its cultural and historic heritage.

5. North of Fourth Street Concept – While this concept is attractive, it doesn't sound very practical when "it would require customer service, restrooms, and pick-up/drop-off functions to be located off site." That's a large block of land. Not sure why it would require moving essential functions off-site, so perhaps that issue should be addressed in the Draft EIR.

I don't understand why the alternatives for the Transit Center don't include the large, vacant parcel south of Second Street where the old Glass and Sash business operated (425 Irwin) unless politics intervened. Locating the Transit Center at this site would eliminate major disruptions between Second Street and Fifth Avenue, and is in an industrial area with immediate freeway south access. It would also be a mere block of the train station.

The goal of re-locating the Transit Center must be pursued while keeping in mind that morning commute-hour traffic from San Rafael, San Anselmo, Fairfax and west Marin is already seriously grid-locked. Third Street traffic isn't much better. Hoping that people will abandon their autos is pure fantasy.

Sincerely,

Steven Schoonover

Mail: 1537 Fourth Street PMB 164
San Rafael, CA 94901
Telephone: 415.456.3036
Office: 4302 Redwood Hwy, Suite 100
San Rafael, CA 94903
E-mail: schoonoverlaw@gmail.com

Maley, Patrick

From: Jean Severinghaus <jsever117@gmail.com>
Sent: Monday, November 19, 2018 4:51 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Scoping comments for Transit Center redesign Environmental Review, Nov 19, 2018
Thank you for the opportunity to comment on the scope of the review and redesign.

1) Please list seconds of delay for each north-south express bus, each east west bus and the #40 East Bay BART bus for each of the proposed design locations and layouts. Rapid pass thru and lack of delay should be a criteria transparent to the public in this review as rapid time thru is key to making transit attractive and successful. Please factor in the very long delays of gridlock hours and missed SMART connections for each location needed for bus travel along Irwin, Heatherton, and local east-west streets during capacity times. The public is giving ill-informed input without this knowledge.

2) We have worked long and hard for many years to keep Tamalpais safe, slow and quiet for bikes and walking: Please mark this route north-south from 2nd to Mission on all the transit center alternatives maps so the public can be aware of this priority street that has been repeatedly called out in city documents as they make decisions. Tamalpais must not include bus bays, rideshare, TNC pick ups and anything that causes confusion and safety hazards.

3) Please review and discuss for each alternative how the site provides the safety of "eyes on the street" of shops. The location under the viaducts is dark, smells of exhaust, and is extremely noisy from the freeway traffic overhead so is isolated and therefore most unsafe for women. The new location should be in midst of shop windows, not isolated by high speed arterials. Please mark wach site for this safety criteria.

4) Forcing all customers to cross the deadly and dangerous Heatherton and Irwin will reduce bus use unless all turning cars on the east-west streets are prohibited from sharing all H. and I. crosswalks at and north and south of the under 101 station. Will the City of San Rafael find the political will to delay on- and off-101-bound traffic to provide fully protected pedestrian signal phases to these crosswalks, and not concurrent nor permissive ones, both of which lead to fatalities and serious injuries? Even the perceptions of pedestrian-vehicle conflicts, having to make an avoidance move, deters pedestrians from accessing and using transit. Please list the seconds of pedestrian delay for accessing each site and accessing SMART from each site with protected crosswalk phases.

5)Please show how each site would handle BRT (modern Bus Rapid Transit) or Autonomous Rapid Public Transit.

6) Please add back in to the designs and review the uses of the current location as part of at least two street-level alternatives. Crossing 3rd as a pedestrian at Tamalpais can be made entirely protected and far safer than ped crossings of Heatherton and Irwin which disrupt freeway traffic. For example car drop offs and pick ups can be well accomplished in the current site between the two east west arterials 2nd and 3rd east of the train tracks, and not using Tamalpais, with minimal addition to circulating city traffic. Some bus service could remain there as long as it is not the routes serving the canal and San Rafael High School students: those routes should be moved to the

Whistlestop block.

In addition, I request that the scope of study and the designs that MCBC list for bicycles below be followed:
Include the North-South Greenway along Tamalpais Avenue between Mission Avenue and 2nd Street, connecting the Puerto Suello Hill Pathway with the soon-to-be-built 2nd to Andersen Pathway. Like the pathways the four block stretch will connect, the route should be free of hazards such as passenger loading zones, bus bays, on-street parking, and vehicular traffic.

Include protected bike lanes along 4th Street. There isn't a single inch of asphalt dedicated to moving bikes east and west through San Rafael's downtown. Any configuration that results in reconstruction of 4th Street frontage should include protected bike lanes.

Create a safe, convenient, and attractive pedestrian experience. People walking through the area should be free to take direct routes free of dangerous roadway crossings. Public spaces should be incorporated throughout the project.

Conveniently locate secure bike parking, bike share, and space for other emerging car-free mobility options (such as shared scooters) in order to improve connectivity to and from transit.

Thank you.

Jean Severinghaus

Sent from MCBC

Leslie Simons
23 Scenic Avenue, San Rafael, California 94901
simons72@comcast.net
415 454 2168

Raymond Santiago, Principle Planner
Golden Gate Transit District
1011 Andersen Drive
San Rafael, CA 94901

November 13, 2018

Regarding: General issues – SRTC Concepts

Sent via email to: SRTC@goldengate.org

Mr. Santiago:

Thank you for the opportunity to speak on the issues of concern for this long time resident of the City of San Rafael and former San Francisco commuter. The first item has little to do with the design of a future transit center. I wish to point out discrepancies on all concept proposals.

1. The two-story portions of the Whistlestop building are colored red/orange and the single story flat roof portions are gray. On all drawings the south end is shown as red/orange when it should be gray; it is a large flat roofed area. Please have this corrected on all concept proposals in the future.
2. On all prior concepts, the Citibank property is considered a part of the transit center (TC). I suggest this property be kept in play **on all concepts** to keep the site lines to town, the church bell towers and Whistlestop (the NWP depot) uninterrupted.
3. The only concept that considers using the depot building is the "Whistlestop Block". This public/ private proposed future use should be a factor no matter which concept is chosen. Amenities such as a coffee kiosk could wait to be developed until Whistlestop completes their relocation. The depot should always be considered as the place for such amenities **on all concepts**.
4. In the November 4, 2018 San Rafael City Council agenda packet, Attachment 4, "SRTC Relocation Guidance Report". On page 8, under the heading "Preserve Whistlestop" I am heartened that the document wants to retain the building on its current site. Item 3 suggests widening the south sidewalk by the removal of a portion of the current Jackson's Café; an unnecessary modification.

   East of Tamalpais, Third Street is 4 to 6 feet wider than the block immediately to the west continuing in this narrower configuration past Lincoln. This is clearly visible in the angle of the east/west pedestrian crossing. The widening of the sidewalk could be accommodated by a push-out of the curb instead. The idea that the south end be used as a "more interesting public space" ignores the heavy traffic inherent to Third Street corridor. Personally, I don't see anyone wanting to hang out at this end.

I will address the Scoping and Environmental Process issues separately. Thank you for considering the concerns addressed above in future documents and concepts as they move forward.

Sincerely,

Leslie Simons

cc: Mayor Gary Phillips
San Rafael City Council
CCD Paul Jensen

Maley, Patrick

From: Craig Smith <arteefax@comcast.net>
Sent: Friday, November 23, 2018 2:13 PM
To: SRTC
Subject: San Rafael bus /train terminal

Your train project is abysmal at best,blocking 5 th , 4 th ,3rd streets multiple times a day for what 5 or 6 passengers some days.Now you want to reclaim property to increase your footprint for what so we can park our cars and wait for the road block to be lifted. You let this Engeneering mess get out of control this train should be elevated from the beginning. You have been misdirected from the start. Disappointed citizens

Craig Smith
Phone: (510)323-6277
Fax: (415)472-0123

Maley, Patrick

From: Nancy Spellman <nancyspellman@comcast.net>
Sent: Monday, November 19, 2018 6:54 PM
To: SRTC
Subject: Please save our Victorians

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept."

I oppose this plan as the only solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Nancy Spellman
San Rafael

From: Stock
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 9:42:16 PM

Please include in the plans for downtown San Rafeal a dedicated east/west bike lane and safe pedestrian access

Sent from MCBC

Maley, Patrick

From: Christy Strode <cstrode61@gmail.com>
Sent: Monday, November 19, 2018 11:43 AM
To: SRTC

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

From: Abe Stucky
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 3:36:28 PM

I would like to see protected bike lanes leading to the transit hub on all sides (north, south, east, and west). Pedestrian/bicycle only signal timing would we a huge improvement, as well as no turn on red signs. Secured bicycle parking would be an excellent addition to the space!

Sent from MCBC

From: Liz Swearingen
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 6:25:22 PM

I have a piano lesson at Bananas Music and often commute there on my bike. The crossing across 2nd and 3rd is treacherous and there is absolutely no way to ride a bike on 2nd street where the store is located. Definitely no bike parking anywhere near there either. San Rafael is a scary place to be a bicyclist or pedestrian. Please design the area with pedestrian and bike safety and comfort uppermost!

Sent from MCBC

Maley, Patrick

From: Dan Testa <otter95@yahoo.com>
Sent: Monday, November 19, 2018 10:32 AM
To: SRTC
Subject: Vote NO on 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Regards,
Dan Testa
958 Patricia Way
San Rafael, CA 94903

Sent from my iPhone

Maley, Patrick

From: Christen Thompson <chickenfur@gmail.com>
Sent: Friday, November 16, 2018 7:49 PM
To: SRTC
Subject: San Rafael Transit Center Needs

I ride my bike almost every day in Marin for fun and for commuting.

Please provide protected bike lanes north to south and east to west in the new transit center design.

Make it safer and easier for those that rdie their bikes.

Sent from MCBC

From: Lorraine Trautwein
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 5:46:34 PM

I regularly ride through downtown San Rafael on my road bike and on my electric cargo bike. 4th Street is designated as a bike route I would like to be able to navigate through town do do errands without fear of being doored and park my bike in a secure location while I do my shopping. I have been hit by a car while riding and have a had bike stolen while it was locked to my vehicle.
As electric bikes become a more viable and popular form of transportation it would be short sighted not to plan for their incorporation into the master transportation plan . More protected bike lanes, safe bike parking etc are needed now and the future.

Sent from MCBC

From: Dave Troup
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 2:41:30 PM

Please be proactive to take positive steps to make walking and bicycling more attractive and safe throughout San Rafael, especially downtown and in the area around the Transit Center. Add bright flashing signals that can be activated by pedestrians. Add brightly visible green paint on the streets to identify bike lanes. Better yet, create PROTECTED bike lanes.

Sent from MCBC

From: Dave Troup [mailto:dave.troup@hok.com]
Sent: Saturday, November 17, 2018 10:21 AM
To: SRTC <SRTC@goldengate.org>
Subject: Comments on SRTC Project

Dear SRTC Replacement Project team:

My comments:

Note 1:
Some of the concepts straddle a busy street, which would force transferring passengers to cross the street quickly in order to make a bus connection. As you must be aware, this would be a very dangerous situation that should not be implemented under any circumstance. There is already a recent history of car-on-pedestrian accidents in the area, including deaths at Hetherton Street. Any study needs to seriously analyze this danger.

Note 2:
Two of the concepts are located under the freeway, which would impact the existing park-and-ride lots. These lots are completely full of transit passengers' cars every single weekday. I believe it is very important that the new SRTC project does not reduce the number of free park-and-ride spots. To do so would negatively impact dozens of GGT bus commuters daily, likely forcing some people off the buses, and/or forcing people to park in the surrounding neighborhoods, creating unnecessary tension. Please do not ignore this issue. It was surprising and disturbing that at the public open house on October 30, no one from GGT or the consultant would commit to maintaining the current number of free park-and-ride spaces. Any study needs to seriously analyze this.

1. **Whistlestop Block**
    - Overall: I rate this #1 of the 5 options. Not perfect, but probably the best option.
    - Like:
        - Does not require connecting passengers to cross a busy street.
        - Does not impact existing park-and-ride spaces.
    - Dislike:
        - Somewhat spread out, making some of the bus transfers problematic.
        - Requires connecting passengers to cross the train tracks and Tamalpias Avenue.
    - Suggestion: Close off Tamalpias Avenue to car traffic.

2. Two-Story

- Overall: Rated #2 of the 5.
- Like:
  - Simplifies bus connections, since it arranges all the bus pads around just two passenger platforms.
  - Does not require connecting passengers to cross a street.
  - Does not impact existing park-and-ride spaces.
  - Good passenger drop off and pick-up by car.
- Dislike:
  - May be the most expensive option due to the two-story structure.
  - Requires a temporary facility at another location, since it is built on top of the existing SRTC.
  - Analyze the noise and air quality impacts of operating buses under the upper level.
- Suggestion: Provide wide and rain-protected passenger stairs/ramps between the two levels. Some passengers will have bikes.

3. 4th Street Gateway

- Overall: Rated #3 of the 5.
- Like:
  - Better than "North of 4th Street" or "Across the Freeway."
  - Does not impact existing park-and-ride spaces.
- Dislike:
  - Requires connecting passengers to cross busy 4th Street (see Note #1 above).

4. North of 4th Street

- Overall: Rated #4 of the 5. Not a good option. Do not consider further.
- Like:
  - Compact arrangement.
- Dislike:
  - Bounded by busy streets on all 4 sides. Requires passengers to cross a busy street no matter which direction they're coming from or going to (see Note #1 above).
  - Very difficult for a car to drop-off or pick-up bus passengers.
  - All the existing concrete support pylons for the freeway will impede the visibility of the bus drivers and passengers.
  - Very user-unfriendly. The City probably likes it because it's "out of sight."
  - Removes about 55 existing park-and-ride spaces (see Note #2 above).
  - Covers up much of the existing storm water creek, which needs to be analyzed.
  - Analyze the noise and air quality impacts of operating buses under the concrete freeway.

5. **Across the Freeway**
    - Overall: Rated #5 of 5. The worst option. Do not consider further.
    - Like:
        - Nothing good about it.
    - Dislike:
        - Requires connecting passengers to cross busy Hetherton Street (see Note #1 above). Very dangerous. No reason to consider. The goal should be to increase ridership, not increase pedestrian deaths.
        - Removes about 38 existing park-and-ride spaces (see Note #2 above).
        - Covers up part of the existing storm water creek, which needs to be analyzed.
        - Analyze the noise and air quality impacts of operating buses under the concrete freeway.
        - Removes the San Jose Taqueria, which is a cultural landmark, not just a restaurant. Analyze the impacts on the community.

Thank you for listening

Dave Troup
88 Valley Rd
San Anselmo, CA 94960

Dave.troup@hok.com

Maley, Patrick

From: Lada Tsibulya <ladushkat@msn.com>
Sent: Monday, November 19, 2018 10:44 AM
To: SRTC
Subject: 4th street Gateway Concept.

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.
Lada Tsibulya

From: Rachel urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 10:05:19 PM

Protected (preferably grade-seperated) bike lanes on 4th, and secure bike storage (including a little bike repair station with attached a pump and some attached tools) at the San Rafael bus stop would be awesome!

Sent from MCBC

From: Stan Urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 9:36:49 PM

My wife, kids and I ride and walk these streets daily. It's unsafe and terrifying throughout this area. Please add bike lanes, signage and beef up enforcement! It's unacceptable to have no bike lane from the transit center heading E to Fairfax.

Sent from MCBC

From: Natalie Urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Wednesday, November 14, 2018 2:04:57 PM

Would love to see protected bike lanes on 4th street! Dangerous bike zone that could be made much safer.

Sent from MCBC

From: Nick Urban
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 5:23:16 PM

Please help product bike lanes in high-traffic areas.

Sent from MCBC

Maley, Patrick

From: David Vasser <david.vasser@gmail.com>
Sent: Monday, November 19, 2018 10:33 AM
To: SRTC
Subject: NO on "4th Street Gateway Concept"

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Please DO NOT choose the "4th Street Gateway Concept" as how to renovate the bus stop in San Rafael.

Thank you for your consideration.

Best,

David Vasser

From: Frank Valentini
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 5:01:46 PM

We need protected bike lanes on Fourth Street and West Tamalpias Streets. We need safe east-west and north-south routes through downtown San Rafael.

Sent from MCBC

From: Marc Vendetti
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 8:01:30 PM

People want a safe (non-automotive) way to get to and from the transit center– I'm talking about protected, separated bike lanes that make people feel safe when they ride. We also need secure bike parking at the center that includes a way to charge your e-bike/phone battery. Public restrooms are needed as well. Something akin to the CalTrain BikeHubs.

Let's face it, if we want to have more people get out of their cars on foot, scoots and bikes, we need to design our infrastructure to facilitate and encourage it. It needs to be a good experience for people.

Thanks,
Marc Vendetti

Sent from MCBC

From: John Vipiana
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Monday, November 12, 2018 12:30:13 PM

While commuting from Terra Linda to SF, I walk or ride my bike through this intersection weekly. Working my way from Puerto Suello Hill Pathway to Anderson is scary. I do not feel safe and have had a few close calls. There must be improvements to protect pedestrians and cyclist.

Sent from MCBC

From: Steve Waterloo
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:46:38 AM

I have been commuting to work in SF by bicycle/ferry for over 15 years. The improvements in San Francisco have made it a LOT safer for bikers. The addition of designated bike lanes with protection will make the a huge difference in San Rafael. The most obvious and dangerous areas are a top priority (the Transit Center) but safe bike access to and from the center and across town should always be a priority (4th Street!).

At this time, it is safer to ride a bike in New York City than it is in San Rafael. Let's get caught up to what is working in bigger towns.

Sent from MCBC

Maley, Patrick

From: Richard Waxman <richardwaxman27@gmail.com>
Sent: Monday, November 19, 2018 8:41 PM
To: SRTC
Subject: No to 4th Street Gateway Concept

Dear San Rafael Transit Center Team,

I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept".

I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area.

Thank you for your consideration.

Richard Waxman

From: paul whiting
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Tuesday, November 13, 2018 8:01:34 AM

I would like to see an area that supports bike and pedestians foremost.These people should be rewarded for their efforts in supporting clean energy forms of transport.I'd like to see bike paths running east and west and safe areas for bikes to be locked up.I'd like to see signage to cars warning of pedestrians and bicycles crossing and bike paths away from loading areas and hazardous areas .

Sent from MCBC

From: Michael Wilmar
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 16, 2018 1:43:37 PM

Please improve the bicycle situation in and around the Transit Center in San Rafael. Full disclosure: I live in San Francisco but road bike mostly in Marin. However, I am very reluctant to ride north to and on North San Pedro Road because of the hazardous riding conditions in downtown San Rafael. This is a serious impediment and anything that can be done to remedy it should be done.

Sent from MCBC

Maley, Patrick

From: Monique Winkler <mcw32470@hotmail.com>
Sent: Friday, November 16, 2018 5:34 PM
To: SRTC
Subject: San Rafael Transit Center Needs

Please include protected bike lanes on Fourth and West Tamalpais.

Sent from MCBC

Maley, Patrick

From: Cindy Winter <cinhiver@gmail.com>
Sent: Monday, November 19, 2018 11:37 AM
To: SRTC
Subject: Comments on Draft EIR

Dear Mr. Santiago,

If you'll open this link, you'll find my comments (two pages only).

https://www.dropbox.com/s/wlizt5p4tbwefuq/Transit%20Center%20EIR.doc?dl=0

Thank you for your consideration,

Cindy Winter
1-415-461-0299
826 S. Eliseo Drive
Greenbrae

From: Helen Young
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Saturday, November 10, 2018 12:01:41 AM

I understand bicyclists needs but my priority at this hub and in downtown San Rafael is on cars and easing traffic congestion and NOT on creating bicycle lanes. I am 100% opposed to reconfiguring roadways for bicycles.

Sent from MCBC

From: Nash zamzow
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Friday, November 09, 2018 3:02:11 PM

Protected bike lanes on 4th and west tamalpais. Bike tunnel open on Camino alto. Bike lane on paradise drive by the market in Corte Madera. Fix our streets so many potholes.

Sent from MCBC

From: Jana Zanetto
To: SRTC
Subject: San Rafael Transit Center Needs
Date: Thursday, November 15, 2018 3:41:24 PM

I am hoping that some improvements can make the dangerous navigation of the SR Transit corridor more hospitable and safer for cyclists.As a senior (68-year old) cyclist who uses my bike as much as possible for commuting (to downtown, other cities, and to SF for various projects I am involved with) and errands, I am hoping for

1. a smoother connection between the end of the bike path area on Hetherton/Mission to the far side of 2nd Street toward Anderson, as I use the Calpark Tunnel ALL the time. Since there is currently no connection from 2nd Street south towards the tunnel, I currently must turn west on 4th or 5th to Lincoln, which is tight and usually pretty full of cars. Ideally the Puerto Suello bikepath would have an easily-negotiable connection to the 2nd to Andersen bike path that is planned, free of passenger loading zones and on-street parking to avoid dooring accidents.
2. bike lanes on 4th or 5th in the downtown area, especially from Lincoln to Irwin. When I travel north from Anderson to 2nd Street and arrive at 2nd Street, I often want to go to United Market or Trader Joe's. Using either 2nd or 4th is a real challenge, with the 101 onramp, many cars, and and many traffic lights. The dangerous transit corridor is hard for me, a bicyclist for 40 years--so it is not a good option for newer cyclists. I woul love to have an east-west bike path that starts around D Street and continues to Irwin Street for downtown shopping and activities. This is especially an issue after dark!
3. planning for secure bike parking and space for scooter-share, (e)bike-share, and car-share facilities as these options become increasingly popular for transit users.

Thank you!

Sent from MCBC

Maley, Patrick

From: sharonzurcher@aol.com
Sent: Tuesday, November 20, 2018 12:05 PM
To: SRTC
Subject: Save the Victorian

Dear San Rafael Transit Center Team,
I would like to comment on the proposal to turn two blocks of San Rafael into a long ugly bus stop, the proposal called "4th Street Gateway Concept". I think it is a bad idea, and oppose it as the solution to moving the current transit center. Not only will it turn one half of the entry to San Rafael into a long bus stop, it will require the destruction of two historical structures which currently grace that area. Thank you for your consideration.