

6.1 Growth-Inducing Impacts

The California Environmental Quality Act (CEQA) requires a consideration of a project's capacity to induce growth. Growth inducement would occur if the amount of population or employment growth projected to occur as a result of the San Rafael Transit Center Replacement Project (proposed project) would exceed planned levels. Increased development and growth in an area are dependent on a variety of factors, including employment and other opportunities, availability of developable land, and availability of infrastructure, water, and power resources. The proposed project does not include the development of housing or businesses, and therefore would not directly induce population. The proposed project would provide transit, bicycle, and pedestrian improvements consistent with multiple City of San Rafael (City) planning documents including *The City of San Rafael General Plan 2020-2040*, *San Rafael Climate Change Action Plan*, *Downtown San Rafael Precise Plan*, and *San Rafael Downtown Station Area Plan*. Approximately eight individuals are currently employed at the existing transit center. With implementation of the proposed project, the same eight employees would work at the proposed transit center. This would result in no net increase in the number of employees, and therefore there would be no increase in the number of jobs available in the City as a result of the proposed project. The proposed project is in an area that is already heavily developed with a mix of uses, including commercial or residential uses. The proposed project would not require the construction of any new roads. Overall, the proposed project would not induce growth in the region surrounding the project area.

6.2 Significant and Unavoidable Environmental Consequences

Section 21067 of CEQA and Sections 15126(b) and 15126.2(b) of the State CEQA Guidelines require that an environmental impact report describe any significant impacts, including those that can be mitigated but not reduced to a less-than-significant level. Furthermore, where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should also be described.

6.2.1 Move Whistlestop Alternative (Preferred Project)

There would be no significant and unavoidable impacts under the Move Whistlestop Alternative.

6.2.2 No-Project Alternative

Impacts related to the following topics would remain significant and unavoidable with the implementation of mitigation under the No-Project Alternative.

- **Land Use and Planning:** Cause a Significant Environmental Impact Due to a Conflict with Any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect
- **Transportation and Traffic:** Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

6.2.3 Adapt Whistlestop Alternative

There would be no significant and unavoidable impacts under the Adapt Whistlestop Alternative.

6.2.4 4th Street Gateway Alternative

Impacts related to the following topics would remain significant and unavoidable with the implementation of mitigation under the 4th Street Gateway Alternative.

- **Cultural Resources:** Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5
- **Transportation and Traffic:** Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

6.2.5 Under the Freeway Alternative

Impacts related to the following topics would remain significant and unavoidable with the implementation of mitigation under the Under the Freeway Alternative.

- **Cultural Resources:** Cause a Substantial Adverse Change in the Significance of a Historical Resource Pursuant to Section 15064.5

6.3 Significant Irreversible Environmental Changes

CEQA requires evaluation of irretrievable resources to ensure that their use is justified. State CEQA Guidelines Section 15126.2(d) describes potential significant irreversible changes, including “use of nonrenewable resources during the initial and continued phases of a project.”

The Move Whistlestop Alternative would not commit future generations to specific uses that are incompatible with existing and reasonably foreseeable conditions. The proposed project would provide the same modes of transit services as the No-Project Alternative.

Under the No-Project Alternative, transit services would continue as provided by the existing transit center. The consumption of nonrenewable resources that can be attributed to the transit center’s operation would continue. Implementation of each of the four build alternatives would increase transit capacity and improve transit connectivity and ease of use. Each of the build alternatives would also bring together multiple modes of the transportation network and enable easier, safer transfers between modes than under the No-Project Alternative, lowering dependency on passenger vehicles and reducing associated fossil fuel use.

Construction of all four build alternatives would entail the one-time, irreversible, and irretrievable commitment of nonrenewable resources, such as labor required for planning, design, construction,

and operations; energy (fossil fuels used for construction equipment and transportation of workers and materials); and construction materials (such as lumber, sand, gravel, metals, and water). Although these expenditures would be irrecoverable, there is adequate supply of these resources to complete the proposed project without causing a significant environmental impact on the continued availability or supply of these resources. Chapter 3, Environmental Analysis, includes measures that would be implemented for the duration of construction to avoid unnecessary, inefficient, or wasteful use of energy resources.

Overall, the build alternatives would not result in significant irreversible environmental changes as compared to the No-Project Alternative. The transit center would provide improved but comparable transit services to the existing facility. Construction and operation of the proposed project would entail the irreversible and irretrievable commitment of energy and human resources, including labor required for planning, design, construction, and operations. Although irrecoverable, there is adequate supply of these resources, and their use in this proposed project would not affect their continued availability and supply for future projects.