

Executive Summary

ES.1 Introduction

This Draft Environmental Impact Report (DEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects associated with implementation of the proposed Larkspur Ferry Service Expansion and Parking Project (Project) in Larkspur, California (Figure ES-1). The Golden Gate Bridge, Highway and Transportation District (District), as owner and operator of the Larkspur Ferry Terminal (LFT), is the CEQA Lead Agency for the Project.

The Project proposes to accommodate forecast increases in ferry ridership demand through 2050 and beyond by expanding ferry service; improving landside access at the LFT; and addressing multimodal, transit, active transportation, and parking capacity constraints. This Executive Summary provides an overview of the proposed Project, alternatives evaluated, environmental impacts, mitigation measures, and significance conclusions.

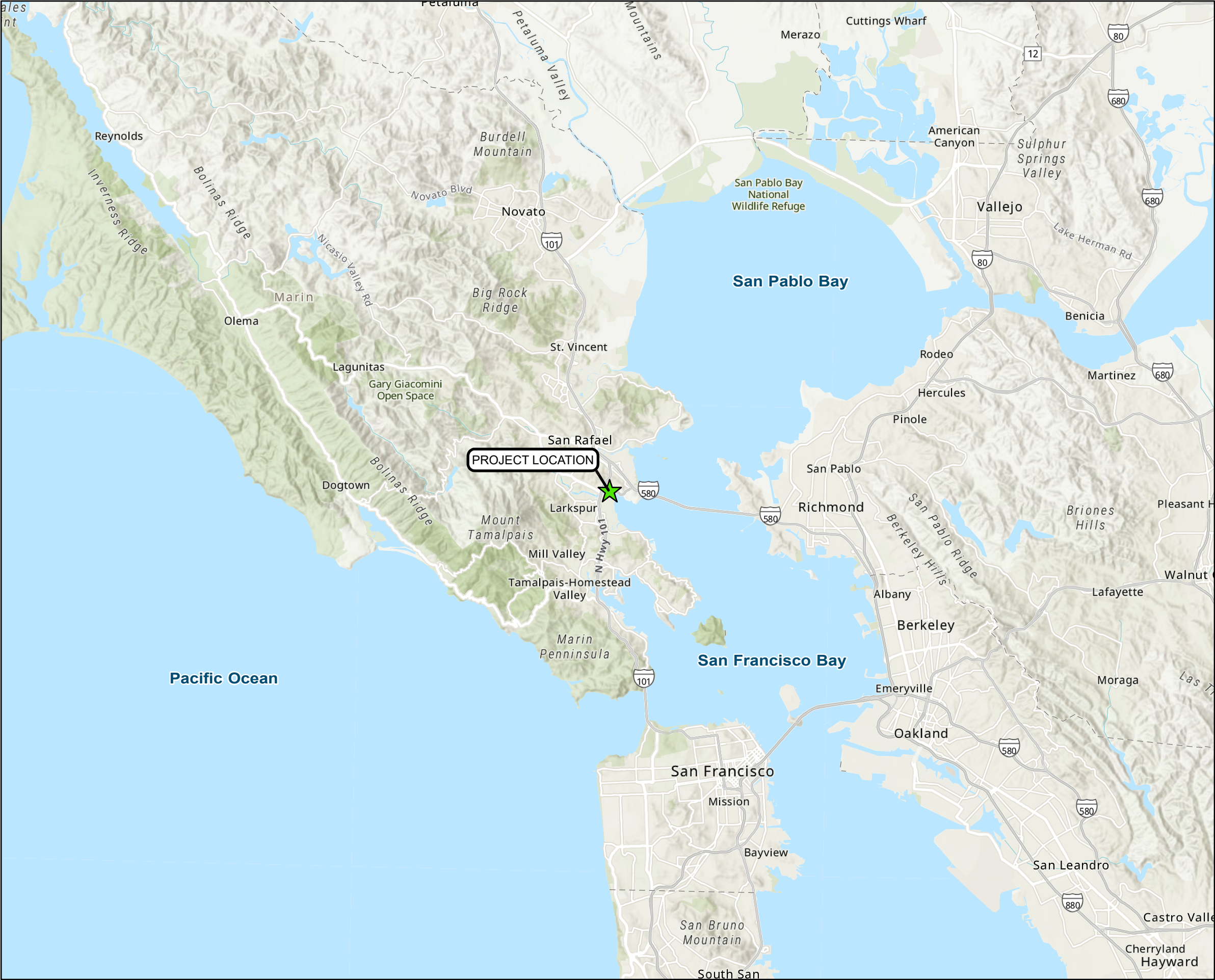
As required by CEQA Guidelines Section 15123, this Executive Summary includes the following:

- Project Overview
- Project Background
- Project Objectives
- No-Project Alternative
- Build Alternatives
- Alternatives Considered and Eliminated from Further Consideration
- Environmentally Superior Alternative
- Significant and Significant and Unavoidable Impacts
- Areas of Known Controversy
- Issues to Be Resolved

ES.2 Project Overview

The Project is designed to accommodate growing ferry ridership demand, enhance regional transit connectivity, reduce greenhouse gas emissions, and provide a reliable alternative to automobile travel along the United States Highway 101 (US 101) corridor in Sonoma, Marin, and San Francisco counties, as well as within San Francisco.

To meet future ferry passenger travel demand, the Project would increase ferry service incrementally based on demand from 42 daily trips up to as many as 76 daily trips through 2050. The Project would also implement a range of landside access improvements at the ferry terminal. These improvements include expanded parking capacity, transportation demand management (TDM) strategies, enhanced pedestrian and bicycle/scooter access (including accommodations for e-bikes), increased transit and shuttle services, and improved connections with Sonoma–Marin Area Rail Transit (SMART)



LEGEND

★ Project Location

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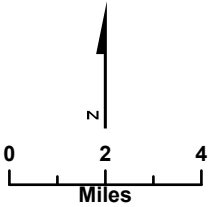


Figure ES-1
Project Location and Vicinity
Larkspur Ferry Service and Parking Expansion
Golden Gate Bridge Highway and Transportation District
Marin County, California

ES.2.1 Project Background

The District is currently capped at an authorized maximum of 42 daily ferry trips between Larkspur and San Francisco, approved under the District's existing environmental clearance and operating parameters. Increasing ferry service beyond 42 daily trips requires completion of a new CEQA review and approval of a revised ferry service plan by the District's Board.

To help alleviate future congestion along the US 101 corridor and meet ferry ridership demand to 2050, the Project will provide the operational flexibility needed for the District to expand ferry service from the current limit of 42 daily ferry crossings up to 76 daily crossings, allowing ferry service to expand incrementally as future demand grows, and accommodate the increase in customers arriving at the LFT.

Today in Larkspur, 73% of ferry customers drive to and park at the ferry terminal, 9% travel by bicycle or scooter to and from the terminal, 8% arrive from SMART, 6.5% are picked up or dropped off by car (private car, taxi or Uber/Lyft), 2.5% walk to the terminal, and 1% take a bus to the terminal.

Today in San Francisco, 45% of Larkspur ferry customers walk to and from the San Francisco Ferry Terminal, 18% bike or scooter to and from the terminal, 17% arrive from MUNI, 10% are picked up or dropped off by car (private car, taxi or Uber/Lyft/Waymo), while the remainder use other means (such as AC Transit, Amtrak, bus, other ferry, company shuttle, etc.).

While the share of ferry riders driving to LFT may continue to gradually decrease because of personal preference and the availability of new options—including the District reinstating the Wave, a fixed-route ferry feeder shuttle on Sir Francis Drake Boulevard, during peak commute times in 2030—these alone will not be sufficient to meet ridership demand forecasts in 2050.

ES.2.2 Ridership Is Expected to More Than Double by 2050

The Project's ridership forecasts use 2019 pre-COVID-19 levels as the baseline, reflecting the last full year in which ferry service operated at its authorized maximum of 42 daily trips and average weekday ridership exceeded 8,000 passengers. While ferry service was operating at the authorized maximum of 42 daily trips, parking in the Main Lot and North Lot frequently filled during the morning commute period, limiting access to ferry service for potential riders who drive to and park at the ferry terminal.

As travel patterns have normalized following the pandemic, Larkspur ferry ridership has steadily rebounded, with continued growth expected as population, housing, and employment increase throughout Marin and Sonoma counties. Ferry ridership forecasts developed using the Transportation Authority of Marin (TAM) travel demand model show ferry ridership projected to recover to 2019 levels (pre-pandemic) of 8,000 daily riders by approximately 2035 and continue to grow to 17,600 daily riders by 2050.

ES.2.3 Regional Housing Growth Will Increase Demand for Ferry Service

Metropolitan Transportation Commission and Association of Bay Area Governments housing projections call for nearly 29,000 new homes in Marin and Sonoma counties by 2031, bringing thousands of additional residents to the North Bay. As these new residents add travel demand between the North Bay and regional employment centers, expanded ferry capacity and service frequency will become increasingly important to provide a reliable, less congested alternative to US 101 (there is no congestion on the Bay) and support sustainable regional growth.

ES.2.4 Countywide Transportation Planning Alignment

The Project has been developed to align with priorities of the TAM, which coordinates and funds transportation projects and programs throughout Marin County to improve mobility for all users, including roads, transit, bicycle, pedestrian, rideshare and others. In particular, the Project complements TAM's county-wide planning work, including the *Countywide Transportation Plan 2050* (adopted in December 2024) and the *Marin County Mobility Hub Plan* (adopted in September 2026). The Countywide Transportation Plan references the Project as an example of regional connectivity development through freeway, bridge, rail and ferry connections, serving multi-modal access and linking Marin to surrounding counties. In addition, the Mobility Hub Plan identifies the LFT and adjacent Larkspur SMART station as one of nine locations in Marin for improved transit access. Improvements to bicycle and pedestrian linkages and wayfinding, transit coordination and other efforts in the Mobility Hub Plan are complementary to the increased ferry service and multi-modal improvements in the Project alternatives.

ES.2.5 Cleaner, More Efficient Ferries

Additionally, the District is in the process of deploying new Liwa-class ferries, which use a modern twin-hull (catamaran) design that reduces drag through the water, creates less ferry wake, and reduces air emissions. Overall, compared to the existing twin-hull boats serving LFT, the Liwa vessels carry 50 more passengers (500 total), 75 bicycles, improve reliability, enhance accessibility, consume one-third less fuel, and meet the latest California Air Resources Board emissions standards. Alongside additional ferry service and landside access improvements associated with the Project, new ferry vessels will support District goals to carry more passengers and further reduce dependence on US 101 and Golden Gate Bridge car travel.

ES.3 Project Objectives

The following describe Project objectives:

- **Meet Growing Demand:** Meet increasing demand for ferry service between the LFT and San Francisco in 2050 and beyond
- **Expand Capacity:** Accommodate higher levels of ferry service beyond the historic cap of 42 average daily trips
- **Relieve Congestion:** Reduce traffic congestion within the US 101 highway corridor by providing an alternative and time competitive mode of travel to San Francisco that will reduce vehicle miles traveled (VMT) and air emissions
- **Improve Multimodal Access:** Develop facilities at the LFT to accommodate future ferry riders arriving by car, carpool, bus, train, bicycle/scooter, foot and other modes, including building parking garages on the Main Lot and North Lot

Table ES-1 compares accommodation of ferry demand and associated VMT for three Project alternatives, which include the two Build Alternatives (Alternative 1 and Alternative 2) and Alternative 3, which was withdrawn from consideration after review, and the No-Project Alternative. Table ES-2 compares the potential impacts of the two Build Alternatives and the No-Project Alternative by resource topic.

Table ES-1. Ferry Ridership and Vehicle Miles Traveled for No-Project and Alternatives 1, 2, and 3

Measure	No Project	Alternative 1	Alternative 2	Alternative 3
2035				
Ferry Ridership	7,130	7,500	7,500	7,500
Unmet Ferry Ridership	370	0	0	0
Total VMT	112,316	110,151	107,386	102,255
VMT Reduction compared with No Project	N/A	2,165	4,930	10,061
2050				
Ferry Ridership	8,800	17,600	17,600	14,000
Unmet Ferry Ridership	8,800	0	0	3,600
Total VMT	360,707	274,820	235,958	241,200
VMT Reduction compared with No Project	N/A	85,887	124,749	119,507

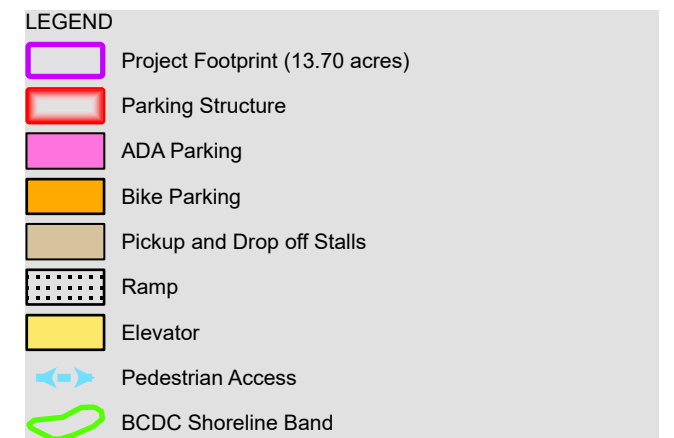
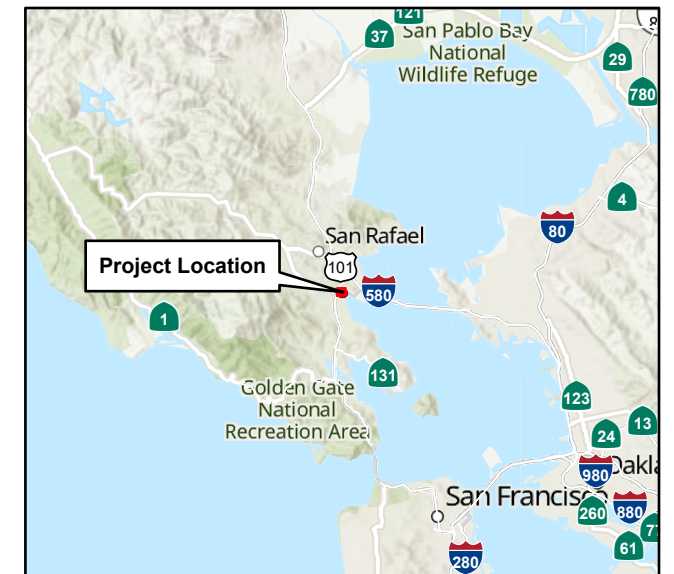
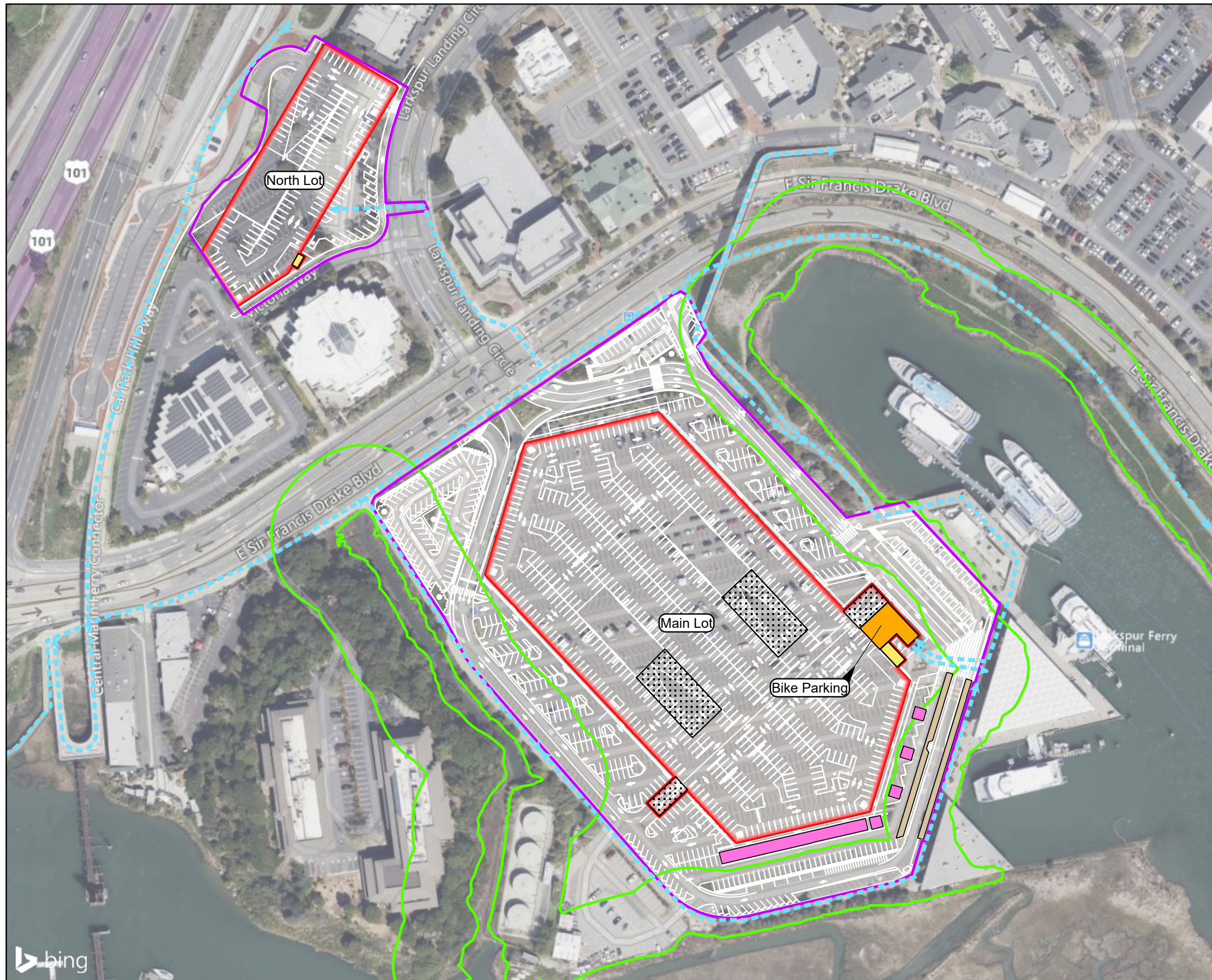
ES.4 No-Project Alternative

Under the No-Project Alternative, ferry service would be constrained to current levels (42 trips per day) despite projected growth in demand, restricting access to ferry transit and increasing reliance on US 101 and the Golden Gate Bridge to San Francisco. The District would not expand ferry services to meet increased demand beyond 42 trips per day and would not include additional parking spaces, multimodal access, or TDM improvements beyond those currently planned. Parking at the ferry terminal would remain as it is under existing conditions, with 2,023 stalls available at the North and Main Lots. This would result in more ferry customers being turned away, as happened in 2019, because the ferry terminal would not accommodate ferry passengers arriving by car after parking lots are at capacity.

Without additional ferry trips and associated parking, ferry patron access, or TDM program improvements, regional congestion, travel delays, and transit reliability issues would be greater. The No-Project Alternative would not achieve the reductions in VMT or air emissions associated with the Build Alternatives.

ES.5 Build Alternatives

Two Build Alternatives are being considered in this DEIR. Both would increase ferry service and construct new parking garages on the Main Lot and North Lot; improve the pickup/drop-off area to provide designated areas for fixed-route transit loading and unloading, transportation network companies, and drop-off activities; upgrade bicycle storage facilities; and improve pedestrian connections. The Build Alternatives occupy the same footprint and are generally similar, with the primary differences being (1) Alternative 2 including enhanced TDM measures to accommodate forecast ridership demand with one fewer parking level in the Main Lot garage, and (2) the height of the Main Lot parking garage, with Alternative 1 including a five-level garage and Alternative 2 including a four-level garage (Figure ES-2). Table ES-2 summarizes the environmental impacts associated with the Build Alternatives.



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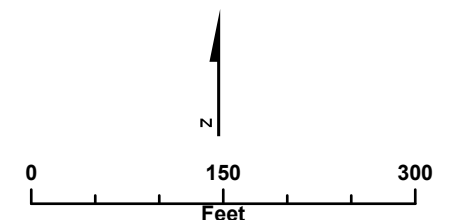


Figure ES-2
Project Footprint
 Larkspur Ferry Service and Parking Expansion
 Golden Gate Bridge Highway and Transportation District
 Marin County, California

If either of the Build Alternatives move forward, ferry service can increase beyond 42 trips per day, while additional actions will be necessary before construction of a parking garage begins. A preliminary list includes development of a funding plan (if federal funding is identified, then National Environmental Protection Act clearance will be required), final parking garage design, permitting, and bidding. Construction timing and sequencing for the North Lot and Main Lot would be up to the District's discretion and available funding, pending actual demand at the time to balance parking availability with the increased ridership and ferry operations and available funding.

ES.5.1 Common Design Features – Increased Ferry Service

Metropolitan Transportation Commission and Association of Bay Area Governments housing projections call for nearly 29,000 new homes in Marin and Sonoma counties by 2031, bringing thousands of additional residents to the North Bay. As these new residents add travel demand between the North Bay and regional employment centers, expanded ferry capacity and service frequency will become increasingly important to provide a reliable, congestion-reduced alternative to US 101 and support sustainable regional growth.

In 2050, ferry ridership is forecast to be approximately 8,800 riders in the southbound direction (17,600 daily trips). This level of ridership will require increasing the regular ferry service up to 76 revenue trips per day by 2050. The increase in revenue ferry trips can happen incrementally between 2027 and 2050 based on emerging demand and upon approval of this DEIR by the District's Board of Directors.

ES.5.2 Additional Common Design Features for Build Alternatives

The Build Alternatives would also include the following components:

- Secure bicycle parking for up to 350 bicycles at the Main Lot
- New pedestrian crossing on Larkspur Landing Circle to enhance pedestrian movements from the North Lot to the LFT
- Connection to existing drainage facilities and utilities
- Electric vehicle charging stations
- Solar panels on the top levels of the Main and North Lot parking garages
- Lighting that is NightSky-compliant (shining down only), with interior lighting designed to minimize projection outside the building envelope, and crash walls that prevent external headlight glare

ES.5.3 Additional Common Findings

ES.5.3.1 Wetlands and Local Waterways

Federal permits are required if a project affects wetlands, streams, or other waters protected under the Clean Water Act. Because all Project work would occur within existing paved areas, no impacts to protected waters are anticipated.

ES.5.3.2 Wake Wash

As part of the biological resources assessment, studies evaluated whether ferry wakes could contribute to shoreline erosion or affect nearby habitats. Measurements recorded from July 8 to 14, 2021, and again between March 19 and June 11, 2025, were found to be negligible and generally indistinguishable from

ambient conditions (wind-generated waves), and analyses found no significant impact from ferry operations. The studies concluded that existing ferry operations do not have a significant effect on shoreline habitats or other biological resources.

Looking ahead, the District plans to replace its existing fleet with new Liwa-class vessels by 2035. These vessels are designed to be more environmentally friendly, carrying more passengers and bicycles while using less fuel and producing fewer emissions. Analyses also found that the Liwa-class vessels would generate smaller wakes than the District's current fast ferries. As a result, ferry operations are found to have no significant impact on shoreline habitats, wetlands, or other biological resources.

ES.5.4 Alternative 1: Increased Ferry Service and New Parking Garages

To meet forecast ferry ridership, Alternative 1 is projected to increase ferry service up to 76 daily revenue trips in 2050 and beyond. Alternative 1 would construct new parking garages at both the North (Phase I) and Main Lots (Phase II). Phase I would construct a six-level parking garage on the North Lot, adjacent to the SMART station. The concrete structure would include approximately 260,000 square feet of parking for 850 stalls (145 surface/level 1 stalls and 705 garage stalls). The garage would include two elevators for Americans with Disabilities Act (ADA) accessibility and connect to existing onsite utilities.

Phase II would construct a five-level parking garage with secured bicycle parking on the Main Lot. The concrete structure would include approximately 1,200,000 square feet of parking for 3,998 stalls (401 surface lot stalls and 3,597 garage stalls). The structure would include elevators for ADA accessibility and connect to existing onsite utilities. The Main Lot structure's first level would be elevated to accommodate near-term forecast sea-level rise (Year 2100 Projection). First-level elevations would be increased approximately 1 to 5 feet above the existing grade. Generally, areas close to the marsh would be elevated 5 feet, while areas closer to Sir Francis Drake Boulevard would be elevated 1 foot based on difference between projected sea-level rise and existing grade. All major construction for the parking garage would occur outside of the San Francisco Bay Conservation and Development Commission's shoreline band. Anticipated work within the shoreline band would be limited primarily to restriping the remaining surface lot to accommodate the new circulation and remaining surface parking within the lot landscape improvements, and drainage tie-ins, as applicable.

ES.5.5 Alternative 2: Increased Ferry Services, New Parking Garages, and Enhanced Transportation Demand Management

To meet forecast ferry ridership, Alternative 2 is projected to increase ferry service up to 76 daily revenue trips in 2050 and beyond. Alternative 2 would also construct new parking garages at both the North (Phase I) and Main Lots (Phase II), within the same footprints as Alternative 1.

Phase I would construct the same six-level parking garage on the North Lot. Phase II would construct a four-level parking garage with secure bicycle parking on the Main Lot. The Main Lot garage first level would also be elevated to accommodate near-term forecast sea-level rise (Year 2100 Projection). The Main Lot garage would include approximately 960,000 square feet of parking for 3,258 stalls (401 surface lot stalls and 2,851 garage stalls). The garage would include an elevator and connection to existing onsite utilities. All major construction would occur outside of the San Francisco Bay Conservation and Development Commission's shoreline band. Anticipated work within the shoreline band would be limited primarily to restriping the remaining surface lot to accommodate the new circulation pattern and configuration of surface parking within the lot, landscape improvements, and drainage tie-ins, as applicable.

To meet forecast ridership demand with one less parking garage level, Alternative 2 includes additional transit and TDM measures to encourage mode shift to active transportation and transit. Proposed transit and TDM measures include the following or similar measures:

- In 2035, extend the one fixed-route peak-only feeder shuttle operated by the District (the Wave) to all-day service, as opposed to service during peak hours only.
- In 2050, add up to two additional fixed-route, neighborhood-based shuttle services timed to arrive and depart the terminal in line with the ferry schedule (all day).
- Pending ferry ridership demands, increased parking fees commensurate with inflation and to account for some costs for construction of the parking garages and some costs for feeder shuttle operations.
- Increase the amount of carpool parking spaces on the ground floor of the Main Lot parking garage.
- Up to 350 spaces for secure bicycle parking, and bicycle hub with repair services in the Main Lot garage.
- Active participation in the regional carpool matching program (currently known as Marin Commutes).

A detailed description of the proposed Project is provided in Chapter 2, Project Description.

ES.6 Alternatives Considered and Withdrawn From Further Consideration

ES.6.1 Alternative 3: Expand Ferry Service with Only Bicycle, Pedestrian, and Transit Access Improvements

Alternative 3 would increase ferry service and implement bicycle, pedestrian, transit, and TDM improvements intended to encourage access to the ferry terminal by modes other than driving. Parking capacity would remain at existing conditions, with approximately 2,023 parking spaces available between the Main Lot and North Lot.

The analysis concluded that Alternative 3 would not meet the Project's primary objective of accommodating forecast ferry ridership demand between the LFT and San Francisco through 2050 and beyond. While Alternative 3 would expand ferry service and improve multimodal access, the terminal would only be able to accommodate about 14,000 daily riders by 2050, well below the projected demand of approximately 17,600 daily riders. As parking demand grows, terminal parking would likely fill during the morning commute period, similar to pre-pandemic periods when parking often reached capacity before 10:00 AM. Riders unable to find parking would be forced to drive for all or part of their trip, increasing traffic on US 101 and the Golden Gate Bridge corridor.

As a result, by 2050, Alternative 3 would fall short of meeting forecast ferry demand and would generate higher net VMT, including travel by riders unable to access ferry service, compared to Alternative 2 (refer to Table ES-1).

ES.7 Environmentally Superior Alternative

The identification of the environmentally superior alternative results from a comparison of the impacts associated with each alternative. The No-Project Alternative would avoid the construction-related impacts associated with the Build Alternatives, including impacts related to aesthetics, air quality, biological resources, cultural resources, greenhouse gas (GHG) emissions, noise, tribal cultural resources, and transportation. Therefore, the No-Project Alternative is considered the environmentally superior

alternative. However, the No-Project Alternative would not meet most of the Project objectives because it would not achieve the following (refer to Table ES-1):

- Accommodate forecast ferry ridership demand through 2050 and beyond
- Reduce VMT and air emissions anticipated under the Build Alternatives
- Provide TDM measures or additional parking capacity to support increased ferry service

Pursuant to State CEQA Guidelines Section 15126.6(e)(2), because the No-Project Alternative is identified as the environmentally superior alternative, the DEIR must also identify an environmentally superior alternative from among the Build Alternatives.

ES.7.1 Alternative 2 – Environmentally Superior Build Alternative

Compared to Alternative 1, Alternative 2 would require less construction material, fewer hauling trips, and slightly less construction energy consumption because of the reduced size of the Main Lot parking garage. The lower height of the Main Lot garage would result in a reduced visual impact. Because of enhanced transit and TDM measures, Alternative 2 also consists of a reduced number of onsite parking stalls, resulting in fewer vehicle trips. The reduced vehicle trips result in a smaller contribution to the queuing issue as the US 101 southbound off-ramp and reductions in VMT and air emissions (refer to Section E.8) while accommodating the same forecast ridership demand. In 2050, Alternative 2 would reduce regional VMT by approximately 125,960 miles, reducing more fossil fuel use per day when compared to 86,056 fewer miles per day for Alternative 1.

Although both Build Alternatives would result in similar impact conclusions for most environmental resource areas, Alternative 2 would achieve the Project objectives with greater multimodal access opportunities, greater reductions in VMT and air emissions, a lower height Main Lot parking garage, and reduced construction intensity. Unavoidable significant impacts associated with Alternative 2 would be considered less when compared to the magnitude of the same unavoidable significant impacts for Alternative 1. Therefore, Alternative 2 is identified as the environmentally superior Build Alternative.

ES.8 Significant and Significant and Unavoidable Impacts

Section 15126.2(b) of the State CEQA Guidelines require that the Environmental Impact Report describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels.

ES.8.1 Significant Impacts

This DEIR identified the following resource areas in which the Project would result in significant impacts; however, the impacts were reduced to less than significant with implementation of the proposed mitigation measures (refer to Table ES-2).

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials

- Hydrology and Water Quality
- Tribal Cultural Resources

ES.8.2 Significant and Unavoidable Impacts

Section 15126.2(b) of the State CEQA Guidelines require that the Environmental Impact Report describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The following environmental impacts were determined to be significant and unavoidable (refer to Table ES-2).

This DEIR identified significant and unavoidable impacts associated with aesthetics and transportation for the Build Alternatives: (1) aesthetic construction impacts associated with visual intrusion over a prolonged (54-month) construction schedule; (2) aesthetic operational impacts associated with the Project substantially altering the existing visual character and quality of public views surrounding the LFT; (3) traffic operational impacts in 2050 resulting in increased queuing resulting in a speed differential that exceeds the California Department of Transportation (Caltrans) safe speed differential threshold, and (4) significant and unavoidable aesthetic and traffic impacts are also cumulatively considerable significant and unavoidable impacts.

Mitigation measures were included for aesthetics; however, the mitigation was unable to reduce the impact to less than significant. For transportation, the Project would contribute to a significant operational impact associated with queuing at the southbound US 101 off-ramp to Eastbound Sir Francis Drake, backing up onto the US 101 mainline within California Department of Transportation (Caltrans) right-of-way. No feasible mitigation within the control of the District was identified to reduce the impact to less than significant.

The District is committed to avoiding, minimizing, and mitigating these impacts to the greatest extent feasible. This commitment includes full compliance with all applicable local, regional, state, and federal construction requirements; meaningful incorporation of community input into the design of the Main Lot and North Lot parking garages; and ongoing collaboration with the City of Larkspur, TAM, Caltrans, and other local, regional, and state agencies to identify, advance, and implement transportation improvements that enhance mobility and address congestion on local roadways and the US 101 corridor.

The District will continue to refine Project design and implement adaptive management strategies throughout Project development, construction, and operations to reduce visual, traffic, and construction-related impacts while supporting the region's long-term transportation needs.

ES.9 Summary of Significant Impacts of Build Alternatives

Table ES-2 summarizes the No-Project and Build Alternatives, the resources and level of impact significance, and mitigation measures.

For a more detailed discussion of resource impacts identified in Table ES-2, refer to Chapter 3, Environmental Analysis, of this DEIR.

Table ES-2. Summary of Build Alternative Impacts and Required Mitigation Measures

Impact	No-Project Alternative	Alternative 1	Alternative 2	Mitigation	Significance After Mitigation
Aesthetics					
Have a substantial adverse effect on a scenic vista?	No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: None Required Operations: None Required	N/A N/A
Substantially damage scenic resources within a state scenic highway?	No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: None Required Operations: None Required	N/A N/A
Substantially degrade the existing visual character or quality of public views of the site and surroundings?	No Impact	Construction: Significant Operations: Significant	Construction: Significant Operations: Significant	Construction: MM-AES-CNST-1 Operations: No Feasible Mitigation Available	Construction: Significant and Unavoidable Operations: Significant and Unavoidable
Create a new source of substantial light or glare?	No Impact	Construction: No Impact Operations: Less Than Significant	Construction: No Impact Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Air Quality					
Conflict with or obstruct implementation of the applicable air quality plan?	No Impact	Construction: Significant Operations: Significant	Construction: Significant Operations: Significant	Construction: MM-AQ-CNST-1 Operations: MM-AQ-CNST-1	Construction: Less Than Significant with Mitigation Operations: Less Than Significant with Mitigation
Result in a cumulatively considerable net increase of criteria pollutants?	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Expose sensitive receptors to substantial pollutant concentrations?	No Impact	Construction: Significant Operations: Less Than Significant	Construction: Significant Operations: Less Than Significant	Construction: MM-AQ-CNST-1 Operations: None Required	Construction: Less Than Significant with Mitigation Operations: N/A
Result in objectionable odors?	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None required Operations: None Required	N/A N/A
Biological Resources					
Adverse effect on special-status species?	No Impact	Construction: Significant Operations: Less Than Significant	Construction: Significant Operations: Less Than Significant	Construction: MM-BIO-CNST-1 Operations: None Required	Construction: Less Than Significant with Mitigation Operations: N/A
Adverse effect on sensitive natural communities?	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None required Operations: None Required	N/A N/A
Adverse effect on wetlands?	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Interfere with movement of fish or wildlife species or nursery sites?	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Conflict with local biological resource policies?	No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: None Required Operations: None Required	N/A N/A
Conflict with habitat conservation plans?	No Impact	Construction: No Impact Operations: No Impact	Construction: No Impact Operations: No Impact	Construction: None Required Operations: None Required	N/A N/A

Impact	No-Project Alternative	Alternative 1	Alternative 2	Mitigation	Significance After Mitigation
Cultural Resources					
Cause a substantial adverse change in a historical resource?	No Impact	Construction: Less Than Significant Operations: No Impact	Construction: Less Than Significant Operations: No Impact	Construction: None Required Operations: None Required	N/A N/A
Cause a substantial adverse change in an archaeological resource?	No Impact	Construction: Significant Operations: No Impact	Construction: Significant Operations: No Impact	Construction: MM-CULT-CNST-1, MM-CULT-CNST-2 Operations: None Required	Construction: Less Than Significant with Mitigation Operations: N/A
Disturb human remains?	No Impact	Construction: Significant Operations: No Impact	Construction: Significant Operations: No Impact	Construction: MM-CULT-CNST-1, MM-CULT-CNST-2, MM-CULT-CNST-3 Operations: None Required	Construction: Less Than Significant with Mitigation Operations: N/A
Energy					
Result in wasteful, inefficient, or unnecessary consumption of energy resources?	No Impact	Construction: Significant Operations: Less Than Significant	Construction: Significant Operations: Less Than Significant	Construction: MM-AQ-CNST-1 Operations: None Required	Construction: Less Than Significant with Mitigation Operations: N/A
Conflict with a state or local plan for renewable energy or energy efficiency?	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Geology and Soils					
Fault rupture	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A N/A
Strong seismic ground shaking	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Liquefaction	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Landslides	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Soil erosion or loss of topsoil	No Impact	Construction and Operations: Significant	Construction and Operations: Significant	Construction and Operations: MM-HYD-CNST-1	Construction and Operations: Less Than Significant with Mitigation
Unstable soils	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Expansive soils	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Septic systems	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Paleontological resources	No Impact	Construction: No Impact	Construction: No Impact	Construction: None Required	N/A
GHG Emissions					
Generate GHG emissions that may have a significant impact on the environment?	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Conflict with an applicable GHG reduction plan, policy, or regulation?	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A

Impact	No-Project Alternative	Alternative 1	Alternative 2	Mitigation	Significance After Mitigation
Hazards and Hazardous Materials					
Routine transport, use, or disposal of hazardous materials	No Impact	Construction and Operations: Significant	Construction and Operations: Significant	Construction and Operations: MM-HYD-CNST-1, MM-HYD-OP-1	Construction and Operations: Less Than Significant with Mitigation
Upset and accident conditions involving release of hazardous materials	No Impact	Construction: Significant Operations: Significant	Construction: Significant Operations: Significant	Construction: MM-HYD-CNST-1 Operations: MM-HYD-OP-1	Construction: Less Than Significant with Mitigation Operations: Less Than Significant with Mitigation
Hazardous materials within one-quarter mile of a school	No Impact	Construction and Operations: Significant	Construction and Operations: Significant	Construction and Operations: MM-HYD-CNST-1, MM-HYD-OP-1	Construction and Operations: Less Than Significant with Mitigation
Hazardous materials sites (Cortese List)	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Public airport/private airstrip hazards	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Emergency response plans	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Wildland fire exposure	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Hydrology and Water Quality					
Violate water quality standards or degrade surface/groundwater quality	No Impact	Construction: Significant Operations: Significant	Construction: Significant Operations: Significant	Construction: MM-HYD-CNST-1 Operations: MM-HYD-OP-1	Construction: Less Than Significant with Mitigation Operations: Less Than Significant with Mitigation
Groundwater depletion	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Alter drainage patterns	No Impact	Construction: Significant Operations: Significant	Construction: Significant Operations: Significant	Construction: MM-HYD-CNST-1 Operations: MM-HYD-OP-1	Construction: Less Than Significant with Mitigation Operations: Less Than Significant with Mitigation
Flood hazards, tsunami, seiche-related pollutant release	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Conflict with water quality plans	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Housing in floodplain	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Land Use and Planning					
Physically divide an established community	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Conflict with land use plans, policies, or regulations adopted to avoid environmental effects	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A

Impact	No-Project Alternative	Alternative 1	Alternative 2	Mitigation	Significance After Mitigation
Noise and Vibration					
Increase ambient noise levels	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Excessive groundborne vibration or noise	No Impact	Construction: Less Than Significant Operations: Less Than Significant	Construction: Less Than Significant Operations: Less Than Significant	Construction: None Required Operations: None Required	N/A N/A
Population and Housing					
Induce substantial population growth	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Displace people or housing	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Public Services and Recreation					
Require new or expanded public facilities	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Increase use of parks causing deterioration	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Require recreational facilities with adverse effects	No Impact	Construction and Operations: No Impact	Construction and Operations: No Impact	Construction and Operations: None Required	N/A
Transportation					
Conflict with circulation plans, policies, or programs	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Conflict with CEQA Guidelines §15064.3 (VMT)	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Substantially increase hazards due to design features or incompatible uses	No Impact	Construction: Less Than Significant Operations: Significant and Unavoidable	Construction: Less Than Significant Operations: Significant and Unavoidable	Construction: Less Than Significant Operations: No Feasible Mitigation Available	Construction: N/A Operations: Significant and Unavoidable
Inadequate emergency access	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Tribal Cultural Resources					
Adverse change in significance of a tribal cultural resource	No Impact	Construction: Significant Operations: No Impact	Construction: Significant Operations: No Impact	Construction: MM-CULT-CNST-1, MM-CULT-CNST-2, MM-CULT-CNST-3, MM-TCR-CNST-1 Operations: None Required	Construction: Less Than Significant with Mitigation Operations: N/A
Utilities and Service Systems					
New or expanded utility facilities	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Adequate water supply	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Adequate wastewater capacity	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A

Impact	No-Project Alternative	Alternative 1	Alternative 2	Mitigation	Significance After Mitigation
Solid waste generation and disposal	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Wildfire					
Emergency response and evacuation plans	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Exacerbate wildfire risk	No Impact	Construction and Operations: Less Than Significant	Construction and Operations: Less Than Significant	Construction and Operations: None Required	N/A
Wildfire-related infrastructure requirements	No Impact	Construction: Less Than Significant Operations: No Impact	Construction: Less Than Significant Operations: No Impact	Construction: None Required Operations: None Required	N/A N/A
Post-fire flooding, slope instability, and drainage changes	No Impact	Construction: No Impact Operations: Less Than Significant	Construction: No Impact Operations: Less Than Significant	Construction: None required Operations: None Required	N/A N/A

Note: Bolding indicates Significant and Unavoidable impact.
N/A = not applicable (impacts less than significant. No mitigation required)

ES.10 Areas of Known Controversy/Issues Raised by Agencies and the Public

CEQA Guidelines Section 15123 requires that an Environmental Impact Report provide a brief summary of areas of controversy known to the lead agency, including issues raised by agencies or the public during the Environmental Impact Report process, and to identify ways in which these issues have been or are being resolved. Public input on the Notice of Preparation was received during the Project's scoping period, which ended on October 31, 2024 (Appendix A: Scoping Summary Report). Specific environmental issues raised by agencies and the public during the scoping period are summarized by resource topic as follows; these topics are addressed in Chapter 3, Environmental Analysis, as applicable:

- **Transportation and Traffic**
 - Reducing traffic congestion in the Project area and along Sir Francis Drake Boulevard
 - Adopting transportation demand management strategies, including increasing pedestrian and bike access (including e-bikes) to the LFT, increasing bus shuttles to the LFT, and transit connectivity with SMART and local bus schedules
- **Aesthetics**
 - Potential for views of the San Francisco Bay and LFT to be blocked by the parking structure on the Main Lot
 - Lighting impacts on the Greenbrae Boardwalk community
- **Hydrology and Water Quality**
 - Wake wash from ferry vessel operations
 - Marsh erosion and shoreline erosion
 - Improve revetments to protect marsh and shoreline erosion near Greenbrae Boardwalk
- **Noise**
 - Potential for increased noise pollution
- **Air Quality**
 - Potential for air quality impacts
- **Biological Resources**
 - Impacts on biological features
 - Impacts on marsh habitat

ES.11 Issues to Be Resolved

As the CEQA Lead Agency the District has primary responsibility to evaluate the project, identify and mitigate significant impacts, and provide the public with an opportunity to comment on the project. As the CEQA Lead Agency, the District must prepare a statement of overriding considerations, as applicable, make findings, and ultimately make the determination on selection of a Preferred Alternative and whether to approve the proposed project and adopt a mitigation monitoring and reporting plan. Issues to be resolved include, but are not limited to, the following:

- Consensus regarding selection of the Preferred Alternative
- Final design and aesthetic treatments for the structures