

3.8 Hazards and Hazardous Materials

This section describes the environmental and regulatory setting related to hazards and hazardous materials. It also evaluates potential impacts associated with implementing the proposed Larkspur Ferry Service Expansion and Parking Project (Project) and other Build Alternatives and identifies mitigation measures for significant impacts where appropriate. The analysis is based on information obtained from the San Francisco Bay Regional Water Quality Control Board (Region 2) and the Department of Toxic Substances Control (DTSC), including datasets compiled pursuant to Government Code Section 65962.5 (commonly referred to as the “Cortese List”). Hazards related to wildfire are addressed in Section 3.17. Impacts associated with the No-Project Alternative are discussed in Chapter 5, Alternatives to the Project.

3.8.1 Existing Conditions

This section describes the regulatory framework for hazards and hazardous materials, existing conditions within the proposed Project, and the potential for impacts associated with construction and operation of the proposed Project. A material is considered hazardous if it is listed by a federal, state, or local agency or exhibits characteristics defined as hazardous by those agencies. The potential health effects associated with hazardous materials depend on factors such as the level and frequency of exposure, the pathway of exposure, and individual sensitivity.

3.8.1.1 Regulatory Setting

The Golden Gate Bridge, Highway and Transportation District (District), as the owner of the Larkspur Ferry Terminal (LFT), is the California Environmental Quality Act Lead Agency for the Project and has prepared this Draft Environmental Impact Report to evaluate potential impacts and identify required mitigation to avoid or reduce potentially significant impacts. The federal, state, and regional and local regulations applicable to the Project are provided in this section.

Federal Regulations

Federal oversight of hazardous materials is provided by the U.S. Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (USDOT). The EPA regulates the generation, transportation, and disposal of hazardous substances under statutes such as the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). OSHA establishes and enforces standards to protect worker health and safety, including requirements for training, exposure limits, and safe handling procedures. The USDOT regulates the transportation of hazardous materials in interstate commerce pursuant to the Hazardous Materials Transportation Act, which establishes requirements for packaging, labeling, and handling. The following federal regulations provide guidance related to hazards and hazardous materials.

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The Toxic Substances Control Act (TSCA) provides EPA with the authority to regulate the production, importation, use, and disposal of specific chemicals in the U.S. that may pose a hazard to the environment or human health. Such chemicals include polychlorinated biphenyls, asbestos-containing materials, and lead-based paint. Certain substances that are generally excluded from the act include food, drugs,

cosmetics, and pesticides. Under TSCA, EPA requires the reporting, recordkeeping, testing, and restrictions of chemical substances or mixtures.

RCRA gives EPA authority to regulate hazardous wastes through the generation, transportation, treatment, storage, and disposal process. The main objectives of RCRA are to protect human health and the environment from potential hazards, conserve energy and natural resources, and reduce the amount of waste generated. EPA authorized DTSC to implement and enforce RCRA requirements in California. Regulated entities that generate hazardous waste are subject to waste accumulation, manifesting, and recordkeeping standards.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

CERCLA, also known as the "Superfund Act," provides a federal fund to identify, characterize, and remediate hazardous material sites. The objective is to respond directly to releases or threatened releases of hazardous substances by cleaning up abandoned hazardous waste sites that may endanger public health or the environment. Under CERCLA, EPA is responsible for identifying and obtaining the cooperation of parties responsible for hazardous material incidents and conditions. Where responsible parties cannot be found, EPA is authorized to perform the cleanup using a special trust.

Occupational Safety and Health Administration

The Occupational Safety and Health Act, implemented by OSHA, contains requirements to ensure the safety of workers. Under the act, management and handlers of hazardous materials are required to receive training to recognize and identify hazardous materials and become familiar with requirements, such as how to remediate any accidental releases. Additional requirements of the act include notifying employees who work in the vicinity of hazardous materials and acquiring material safety data sheets. The act also regulates lead and asbestos to reduce potential exposure to employees.

Hazardous Materials Transport Act

The Hazardous Materials Transport Act regulates the transportation of hazardous materials, types of hazardous materials, and vehicle marking during transport. The hazardous materials transportation regulations require carriers transporting hazardous materials to receive training in the handling and transportation of hazardous materials.

State Regulations

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) protects the health and safety of workers in the State of California. Similar to federal OSHA, Cal/OSHA regulates worker safety, but also requires preparation of an Injury and Illness Prevention Program, an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. In addition, it indirectly protects the public by requiring construction managers to post warning signs, limit public access to construction areas, and obtain permits for work considered to present a significant risk of injury, such as excavations 5 feet deep or greater.

California Code of Regulations, Title 8 (Industrial Relations)

Federal and state occupational safety standards exist to reduce worker health and safety risks associated with physical and chemical hazards in the workplace. In California, Cal/OSHA is responsible for developing and enforcing workplace safety regulations while also implementing standards consistent with the federal OSHA.

California Government Code Section 65962.5(a) (Cortese List)

California Government Code Section 65962.5(a), commonly referred to as the Cortese List, identifies various categories of hazardous materials sites compiled by state and local agencies. These include facilities listed by the DTSC, sites with leaking underground storage tanks (USTs), or documented releases of hazardous materials to soil or groundwater as identified by the State Water Resources Control Board (SWRCB), and sites with known hazardous materials releases tracked by local regulatory agencies.

Hazardous Waste Control Act, 1972

The Hazardous Waste Control Act of 1972 created the state hazardous waste management unit within the Department of Health Services. This law was more comprehensive than the federal program and would later become the model for RCRA.

State Water Resources Control Board General Stormwater Permits

The SWRCB issues and periodically updates the statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ). This permit applies to construction projects that disturb 1 acre or more and requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies best management practices (BMPs), which may be structural or nonstructural measures designed to prevent or minimize the discharge of pollutants in stormwater. These measures are intended to control sediment and pollutant transport, reduce or eliminate non-stormwater discharges, and ensure that stormwater discharges do not adversely affect water quality or violate applicable water quality standards.

Local Regulations

Local regulations are provided as follows.

Marin Operational Area Emergency Operations Plan

The *Marin Operational Area Emergency Operations Plan*, adopted in October 2014, outlines response procedures and large-scale disasters affecting Marin County. The Marine Operational Area, which includes the City of San Rafael, provides for coordination with other governmental agencies as needed. The Emergency Operations Plan does not address routine, day-to-day emergencies or established emergency response procedures. It serves as a planning reference, and the three main goals are to: (1) provide effective life safety measures and reduce property loss and damage, (2) provide for the rapid resumption of impacted businesses and community services, and (3) provide accurate documentation and records required for cost recovery efforts (Marin County Sheriff's OES 2014).

The City of Larkspur 2040 General Plan

The *City of Larkspur 2040 General Plan* was adopted in September 2024 by the City of Larkspur and contains goals and policies to limit the use and storage of hazardous materials and to oversee the use and

transfer of these materials. The General Plan describes hazardous materials as materials that are potentially dangerous or harmful to human health or the environment. Hazardous materials are routinely used, stored, and transported in Larkspur. The City's Emergency Management Plan identifies the potential risk associated with hazardous materials incidents and outlines response procedures in coordination with policies described in the General Plan. Goals and policies that relate to hazardous materials are addressed in Chapter 7, Community Health and Safety, which emphasizes the protection of the City of Larkspur from accidental exposure to hazardous materials from spills, leaks, vapor releases, and improper or illegal storage and disposal (City of Larkspur 2024).

The following goals and policies are applicable to hazards and hazardous materials:

- **Goal SAF-2:** Plan and coordinate response to and evacuation from all disasters.
- **Policy SAF-4.7:** Minimization of the release of hazardous pollutants from sites inundated by sea-level rise.
- **Goal SAF-6:** Protect Larkspur residents and property from fire hazards.
- **Goal SAF-7:** Reduce hazard from wildfire.
- **Goal SAF-8:** Protect from exposure to hazardous materials.
- **Policy SAF-8.1:** Limit the use and storage of hazardous materials and waste in Larkspur to commercial and industrial areas.
- **Policy SAF-8.2:** Coordinate with the County of Marin to monitor and enforce regulations concerning the use and handling of hazardous materials and waste.
- **Policy SAF-8.3:** Prepare for hazardous materials incidents through the Emergency Management Plan.
- **Policy SAF-8.4:** Promote educational programs to enhance public awareness of proper hazardous material or waste storage, transport, and disposal.

3.8.1.2 Environmental Setting

The proposed Project is in the City of Larkspur in Marin County. The Environmental Data Resources, Inc. (EDR), Area/Corridor Report (EDR 2026) was reviewed, identifying available regulatory agency databases for properties within the various ASTM International (ASTM)-prescribed radii of the proposed Project. The EDR report summarizes the databases searched and identifies potential generators and transporters of hazardous waste; hazardous waste treatment, storage, and disposal facilities; petroleum product extraction; refinement, storage, and transport; and sites where releases of hazardous materials and petroleum products were identified.

Site History

The LFT site was originally part of the extensive Ross Valley marshlands. The entire site is on fill. The terminal site area was developed in 1924 and involved dredging of the northeast channel to provide access to the Hutchinson quarry. Construction of the LFT started in 1974, and it was open for commuters in December 1976 (EDR 2026).

Hazardous Materials Records Search

A desktop review of the SWRCB GeoTracker database and DTSC databases on CalEPA Cortese List Data Resources was conducted on May 18, 2026. The Cortese List Data Resources databases consist of the following lists:

- Hazardous waste and substances sites from the DTSC EnviroStor database
- Leaking UST sites from the SWRCB GeoTracker database
- Solid waste disposal sites identified by SWRCB with waste constituents exceeding hazardous waste levels outside the waste management unit
- "Active" Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB
- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC (CalEPA 2026)

GeoTracker records indicate that a Cleanup Program site identified as the LFT (OPEN – INACTIVE AS OF 11/17/2015) is within the study area of the proposed Project site. A subsurface soil and groundwater assessment report documents that an underground diesel pipeline at the LFT ruptured during the October 17, 1989, earthquake, releasing approximately 2,000 to 3,000 gallons of diesel fuel into subsurface soils. The report reveals low concentrations of an unknown hydrocarbon in the diesel range in soil and groundwater samples. These findings are likely attributable to the limited release from the pipeline or the presence of asphalt debris or fill material. The report concluded that no significant source of diesel impacted soil or groundwater was identified in the vicinity of the pipeline. As a result, abandonment of this pipeline in place was determined to be appropriate, and no additional soil excavation was recommended (Artesian 1995).

The review of environmental records identified 45 hazardous materials sites within 1 mile of the study area of the proposed Project site (EDR 2026). Release sites that could potentially pose a threat of affecting environmental conditions within the study area include sites within and adjacent to the study area.

The EDR-listed sites were screened for their potential to impact the Project or be impacted by the Project according to the following review methods:

- Duplicate sites were consolidated.
- Sites more than 0.25 mile from the Project limits were not considered a potential risk to the Project because that distance makes it unlikely that contamination would migrate to the Project limits in concentrations exceeding regulatory cleanup levels.

Based on these screening criteria, 3 of the 45 hazardous materials sites are considered a potential concern and are discussed further in this section to determine whether they pose a known or potential threat of affecting environmental conditions within the study area. Nineteen hazardous materials sites are outside of the 0.25-mile radius, and 18 are either upgradient within a hydraulic barrier surrounding the proposed Project or are closed sites and not within or adjacent to the study area; therefore, these sites are not expected to affect environmental conditions within the study area. Further evaluation determined that 23 of the 45 release sites of potential concern are not expected to affect environmental conditions within the study area. The remaining three sites of concern are all owned by the District and are at the LFT. The sites are listed and described in Table 3.8-1 and shown on Figure 3.8-1.

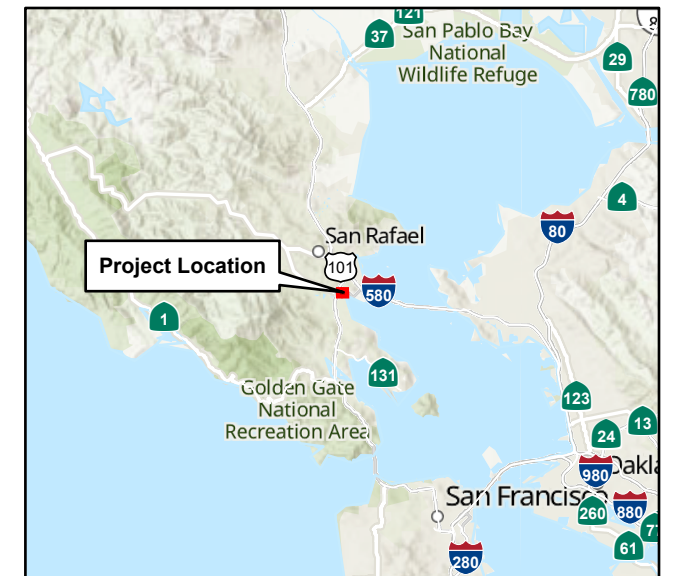
Table 3.8-1. Hazardous Materials Sites of Concern

Site Number	Site Name	Site Description
1	101 East Sir Francis Drake Boulevard	Minor spills and leaks were reported in 1994, 1998, 2001, 2004, 2005, 2007, and 2022. Some of these minor spills or leaks resulted in discharge into the Corte Madera Creek or Channel. Cleanup actions consisted of using booms and absorbents with most of the material being contained by the time of incident report. Substances consisted of hydraulic oil, lubricating oil, diesel fuel, and waste oil. No further hazards or impacts reported were reported.
2	Golden Gate Ferry	The facility has kept records of their hazardous waste transport, which included storage, bulking, or offsite transfer. No treatment was noted to occur at the facility. This facility's Federal Waste Generator description is categorized as a Large Quantity Generator. Waste generated consisted of non-RCRA solid hazardous waste, ignitable waste, barium, cadmium, chromium, lead, and benzene. Records show no notices of violations under California Hazardous Material Incident Report System. Minor violations were reported regarding the IGP. These violations were Notices of Non-Compliance for Non-Filers and were issued by the SWRCB. The registered Aboveground Storage Tanks program reveals violations in 2017, 2022, and 2024 consisting of SPCC Plan-related failure to provide initial and annual training, failure to label individual containers and proper storage and handling procedures, failure to submit hazardous material inventory information, and failure to obtain 5-year assessment of the hazardous waste tank system. The facility has achieved compliance with all previously identified violations.
3	Larkspur Ferry Terminal	A spill was reported in 2008 and consisted of a broken pipe with a release of approximately 800 gallons of sewage. Another spill in 2017 was reported and consisted of diesel oil of an unknown amount. The release was from a pipe because of unknown causes shoreside.

Source: EDR 2026

IGP = Industrial General Permit

SPCC = Spill Prevention, Control, and Countermeasure



- LEGEND**
- Project Footprint
 - ★ Hazardous Materials Sites of Concern

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 Bing Maps Hybrid: © 2026 Microsoft Corporation © Maxar ©CNES (2026) Distribution Airbus DS © Mapbox © 2026 TomTom
 World Hillshade: Esri, CGIAR, USGS

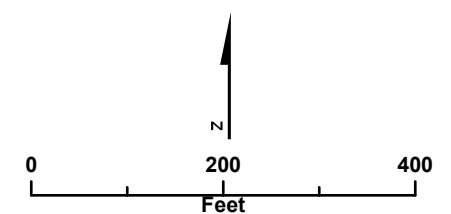


Figure 3.8-1
Hazardous Materials Sites of Concern
 Larkspur Ferry Service and Parking Expansion
 Golden Gate Bridge Highway and Transportation District
 Marin County, California

Schools

Schools within 2 miles of the proposed Project include the Children's Cottage Cooperative Preschool, Redwood High School, Neil Cummins Elementary School, Tamiscal High School, San Andreas High School, Marin Primary and Middle School, Hall Middle School, Doherty Drive and Hall Middle School, St. Patrick School, Laurel Dell Elementary School, Tamalpais Adult School, Madrone High School, and San Rafael High School. The Children's Cottage Cooperative Preschool is on Larkspur Landing Circle near the Drake's Way intersection. Redwood High School is on Doherty Drive near the Rose Lane intersection. Neli Cummins Elementary School is on Mohawk Avenue near the Mohawk Avenue and Hickory Avenue intersection. Tamiscal High School is on Doherty Drive near the Rose Lane intersection. San Andreas High School is on William Avenue near the Lucky Drive and William Avenue intersection. Marin Primary and Middle School is on Magnolia Avenue near the Alexander Avenue and Magnolia Avenue intersection. Hall Middle School is on Doherty Drive near the Rose Lane intersection. St. Patrick School is on King Street near the King Street and Magnolia Avenue intersection. Laurel Dell Elementary School is on Woodland Avenue near the Woodland Avenue and Seibel Street intersection. Tamalpais High School is on Miller Avenue near the Homestead Boulevard and Gomez Way intersection. Madrone High School and San Rafael High School are on 3rd Street near the Embarcadero Way and 3rd Street intersection.

Airports

The closest airport to the Project area is the San Rafael Airport (also known as Marin Ranch Airport), which is a small, privately owned facility approximately 5 miles north of the Project area. Because San Rafael Airport is privately owned, it is not subject to an Airport Land Use Plan (Marin County Planning Department 1991). Marin County Airport (also called Gness Field) is a small, publicly owned airport operated by the Marin County Public Works Department and about 13.6 miles north of the Project area.

Marin County Airport Gness Field Airport Land Use Plan, adopted in 1991, defines the boundary of the planning area as 2 miles from the airport boundary, which was the default planning boundary as of the time of this document's issuance (Marin County Planning Department 1991). The updated airport land use planning handbook states that 2 miles is still the default study area for an airport's influence area boundary (Caltrans 2011).

Central Marin Fire Department

The Central Marin Fire Department has provided fire protection and emergency services to the City since 2018. The Central Marin Fire Department issues fire Operation Use Permits, including the Uniform Fire Code Permit for construction to comply with fire safety standards. The Fire Department is also responsible for monitoring the storage and use of hazardous materials and issuing permits for hazardous materials use and flammable liquids tank removal/abandonment. The Marin County Department of Public Works, acting as the Certified Unified Program Agency (CUPA), regulates hazardous materials use and storage within the County. Facilities subject to CUPA oversight operate within the same regulatory framework applicable to the proposed Project, providing context for existing hazardous materials conditions (Citygate 2024).

Wildland Fire Hazard

The Project area is not within a Moderate, High, or Very High Fire Hazard Severity Zone (CAL FIRE 2025). Section 3.17, Wildfire, includes a discussion of hazards related to wildfire.

3.8.1.3 Environmental Impacts

The two Build Alternatives are being considered for the Project, both of which are in the City of Larkspur within the two existing parking lots owned by the and occupy the same.

3.8.1.4 Methodology

The assessment included a review of published maps, technical reports, and environmental records available on regulatory databases to identify and evaluate potential conditions of concern in the study area. Environmental conditions of concern that could potentially be encountered by the proposed Project include Recognized Environmental Conditions, as defined by ASTM E1527-21. Recognized Environmental Conditions are defined as (1) the presence of hazardous substances or petroleum because of a release to the environment; (2) the likely presence of hazardous substances or petroleum products because of a likely release to the environment; or (3) the presence of hazardous substances or petroleum products under conditions that pose a material threat of a future release to the environment.

3.8.1.5 Thresholds of Significance

The following significance thresholds, based on Appendix G of the California Environmental Quality Act Guidelines, are used to evaluate whether the Project would result in significant impacts related to hazards and hazardous materials.

Would the proposed Project do the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?
- For a project within an airport land use plan—or where such a plan has not been adopted within 2 miles of a public airport or public use airport—would the project result in a safety hazard or excessive noise for people residing or working in the project area?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

3.8.1.6 Impacts

Project hazard and hazardous material impacts are substantively the same for both Build Alternatives. Within this section, impacts for Alternative 1 and Alternative 2 are discussed together as the Build Alternatives.

Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Construction

Build Alternatives

Construction of the proposed Project would involve the routine transport, use, and disposal of hazardous materials, including fuels, lubricants, solvents and paints. Transport, use and disposal activities would be conducted in compliance with applicable federal, state, and local regulations. As discussed in Chapter 2, Project Description, the Project will implement a transportation management plan (TMP) and traffic control plans (TCPs). This Project requirement minimizes potential impacts of construction traffic and associated delays on surrounding roadway and potential for accidents associated with routine transport of hazardous materials outside of the construction footprints and requires advanced and regular coordination with emergency service providers and managers and construction traffic management. The use of such materials in limited quantities is typical of construction activities and would not be unusual. Construction is not expected to require the use or transport of acute and extremely hazardous materials. Implementation of MM-HYD-CNST-1, which requires preparation and implementation of a SWPPP, would incorporate BMPs to avoid and minimize spills or releases of hazardous materials during construction. Typical BMPs include measures to control stormwater runoff and manage material storage, leak and spill prevention, and proper waste management. The SWPPP requires maintenance of spill response kits and materials and that any spills or leaks be immediately contained, cleaned up, and disposed of in accordance with applicable regulations. In the event of a release, construction personnel would follow established BMP procedures to minimize environmental effects that would minimize impacts on the public and the environment associated with routine transport, use, and disposal of hazardous materials during construction. Impacts would be ***less than significant with mitigation***.

Operation

Build Alternatives

Operation of the expanded ferry service would not substantially change the existing ferry maintenance activities, use, transport, or disposal of hazardous materials. The facility would continue to operate as an existing terminal, including all maintenance activities associated with vessels and facilities, and the parking expansion would not introduce new hazardous materials uses. The Hazardous Materials Management Plan and Emergency Plans would also be updated in accordance with the Californian Environmental Reporting System and Central Marin Fire Department requirements. Because these activities are typical of existing operations, occur intermittently, and are subject to regulatory controls, the operation of the proposed Project would not result in a substantial increase in quantity or type of hazardous materials used. Therefore, impacts would be ***less than significant***, No mitigation required. Additionally, the District would obtain an amendment to their IGP SWPPP to address changes in the site conditions in accordance with MM-HYD-OP-1. Addressing the change in site conditions within the within an updated operations SWPPP would further reduce potential operational impacts associated with an release to the environment associated with transport, use, or disposal of hazardous materials.

Mitigation Measures

Refer to MM-HYD-CNST-1 in Section 3.9, Hydrology and Water Quality.

Create a Significant Hazard to the Public or the Environment through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment

Construction

Build Alternatives

Construction of the proposed Project would involve the routine transport, use, and disposal of hazardous materials, including fuels, lubricants, solvents, and paints. Construction activities could result in potential spills or accidental release of hazardous materials.

A desktop records search identified several hazardous release sites within the proposed Project limits. These records correspond to multiple database entries associated with the same facility, based on matching site name and address information (three in total). Table 3.8-1 lists these grouped entries. Records for the facility indicate minor spills and leaks over time, some of which reached nearby waterways but were generally contained and cleaned up promptly using standard response methods. Hazardous materials handling at the site includes various oils, fuels, and regulated wastes, and the facility is classified as a Large Quantity Generator.

Regulatory records show minor compliance issues over time, including IGP violations and aboveground storage tank program deficiencies related to training, labeling, inspections, and documentation. All identified violations have since been corrected, and the facility is currently in compliance. No significant long-term hazards or unresolved impacts have been reported.

Implementation of MM-HYD-CNST-1, which requires preparation and implementation of a SWPPP, would incorporate BMPs to ensure proper handling of hazardous materials encountered during construction and achieve compliance with applicable regulations. These BMPs would include measures to control stormwater runoff, prevent and respond to spills or leaks, and manage waste and drainage from material storage areas. The SWPPP would also require that appropriate spill response equipment be maintained onsite and any spills releases be promptly contained, cleaned up, and disposed of in accordance with regulatory requirements. Construction personnel would follow established BMP procedures outlined in the SPCC Plan in the event of a spill or release. With implementation of measure MM-HYD-CNST-1, impacts would be *less than significant with mitigation*.

In addition, construction activities would comply with applicable federal, state, and local regulations governing hazardous materials. If hazardous materials are encountered during construction, including those associated with unknown contamination, appropriate handling procedures would be implemented.

Operation

Build Alternatives

Operation of the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials. The proposed Project consists of increased ferry service and landside access improvements to accommodate forecast future ridership demand and ensure that ferry service remains a reliable and competitive travel option that reduces vehicle miles traveled and greenhouse gases along the US 101 highway corridor in Marin and Sonoma Counties and for the greater Bay Area through 2050 and beyond. However, operational and maintenance activities would remain substantially similar to current conditions. As such, the types and quantities of hazardous materials handling onsite would not substantially change.

Access to and within the parking garages would be designed in accordance with latest standards including parking stall size and turning radii. Potential upset conditions during operation would be limited to minor and infrequent incidents, such as small spills associated with routine maintenance activities or vehicle operations. The District would continue to perform daily and long-term maintenance and mechanical repair onsite. Implementation of MM-HYD-OP-1 would require and update to the District's IGP to address changes in site conditions, BMPs, and management and reporting of incidents in accordance with applicable federal, state, and local regulations governing hazardous materials management, which are intended to minimize the risk of accidental release to the environment.

The proposed Project would not introduce new hazardous material uses or substantially increase existing operations. Operations in accordance with the amended permit would continue to minimize the potential for releases. Therefore, with implementation of MM-HYD-OP-1, impacts related to hazardous material releases during operations would be *less than significant with mitigation*.

Mitigation Measures

Refer to MM-HYD-CNST-1 and MM-HYD-OP-1 in Section 3.9, Hydrology and Water Quality.

Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School

Construction

Build Alternatives

The Children's Cottage Cooperative Preschool is approximately 920 feet northeast of the proposed Project site, and no other schools are within 0.25 mile of the Project site. Construction of the proposed Project could involve the transport of small quantities of hazardous materials typical of construction activities along nearby roadways, including the vicinity of sensitive receptors, such as schools. In addition, there is the potential for accidental spills or releases during construction.

This impact would be potentially significant; however, implementation of MM-HYD-CNST-1, which requires preparation and implementation of a SWPPP, would minimize this risk. The SWPPP would incorporate BMPs to ensure proper handling, storage, and disposal of hazardous materials and compliance with applicable regulations. With implementation of this measure, impacts would be reduced to *less than significant with mitigation*.

Operation

Build Alternatives

The Children's Cottage Cooperative Preschool is approximately 920 feet northeast of the proposed Project site, and no other schools are within 0.25 mile of the Project site. Operation of the proposed Project would not substantially alter existing conditions related to the generation, use, or disposal of hazardous materials. This is because the proposed Project involves expanding an existing parking facility to address increased ferry ridership and an increase in daily revenue ferry trips up to 76. It is anticipated that maintenance and fueling activities would increase, and use of hazardous materials would increase proportionally and would continue to be completed onsite and in accordance with regulatory requirements and District permits. Implementation of the Build Alternatives would result in a change in site conditions and the District would obtain an amendment to the IGP to address the changes. Hazardous Materials Management, Emergency and Spill Response plans would be updated in accordance with the

California Environmental Reporting System. Hazardous materials would continue to be managed, used, and disposed of in accordance with applicable federal, state, and local regulations, and the District will obtain an amendment to their IGP to address operational changes. With implementation of MM-HYD-OP-1, impacts would be *less than significant with mitigation*.

Mitigation Measures

Refer to MM-HYD-CNST-1 and MM-HYD-OP-1 in Section 3.9, Hydrology and Water Quality.

Be Located on a Site Which Is Included on a List of Hazardous Materials Sites Compiled Pursuant to Government Code Section 65962.5 and, as a Result, Create a Significant Hazard to the Public or the Environment

Construction and Operation

Build Alternatives

The proposed Project site is not on the Cortese List of hazardous waste and substances sites compiled in accordance with the requirements of Government Code Section 65962.5. A search of SWRCB and DTSC databases on CalEPA Cortese List Data Resources was conducted on May 18, 2026. The Cortese List Data Resources databases consist of the following lists:

- Hazardous waste and substances sites from DTSC EnviroStor database
- Leaking UST sites from the SWRCB's GeoTracker database
- Solid waste disposal sites identified by SWRCB with waste constituents exceeding hazardous waste levels outside the waste management unit
- "Active" cease and desist orders and cleanup and abatement orders from SWRCB
- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the HSC, identified by DTSC (CalEPA 2026).

The proposed Project site is not on any of these lists, and *no impact* would occur.

Mitigation Measures

No mitigation required.

For a Project Located within an Airport Land Use Plan or, Where Such a Plan Has not Been Adopted, within Two Miles of a Public Airport or Public Use Airport, Result in a Safety Hazard or Excessive Noise for People Residing or Working in the Project Area

Construction and Operation

Build Alternatives

The proposed Project is outside the 2-mile planning boundary of any airport and is not within an Airport Land Use Compatibility Plan influence area; therefore, *no impacts* would occur.

Mitigation Measures

No mitigation required.

Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Construction

Build Alternatives

No long-term lane closures on Larkspur Landing Circle or Sir Francis Drake Boulevard are anticipated during construction of Phase I or Phase II. Temporary and intermittent traffic delays, typical with construction projects, could occur within the project vicinity. As discussed in Chapter 2, Project Description, the TMP and TCP would minimize potential for delay and improve safety and efficiency within the vicinity of Larkspur Landing Circle and Sir Francis Drake Boulevard. These plans would include applicable measures that the contractor will be required to comply with and approved by the City who will ensure adequate emergency access throughout construction. Construction-related traffic delays would not impair implementation of the Marin County Operational Area Emergency Operations Plan or other emergency response plans, and impacts would be ***less than significant***. No mitigation required.

Implementation of the TMP and TCP further minimizes potential impacts on implementation of emergency response and evacuation plans by requiring advanced and regular coordination with emergency service providers and managers, construction traffic management, flagging, clear signage, and, if necessary, detours and priority access to ensure priority emergency vehicles access through the Project area at all times.

Operation

Build Alternatives

Incrementally increasing ferry service from 42 up to a maximum of 76 in 2050 and operation of the new parking would not impair or physically interfere with the *Marin Operational Area Emergency Operations Plan* or other applicable emergency response plans (Marin County Sheriff's OES 2014). The proposed Project would not substantially alter site operations or circulation patterns. As discussed in Chapter 3.14, Transportation, although the Project would generate additional vehicle traffic associated with increased ferry ridership, it would not alter the surrounding roadway network, eliminate existing access points, or restrict emergency vehicle circulation in the Project vicinity. Emergency vehicles would continue to have multiple access routes available during emergency response conditions, and the final design would be reviewed for compliance with applicable emergency access requirements. As such, operation of the Build Alternatives would not affect emergency access or the ability of emergency responders to serve the area, and impacts would be ***less than significant***. No mitigation required.

In addition, the proposed Project would be required to comply with all applicable local regulations and adopted plans through the City of Larkspur Project approval process ensuring advance planning with the city and emergency service providers to avoid impacts to emergency access.

Mitigation Measures

No mitigation required.

Expose People or Structures, Either Directly or Indirectly, to a Significant Risk of Loss, Injury or Death Involving Wildland Fires

Construction and Operations

Build Alternatives

The proposed Project site is within paved parking lots and is not within a Very High Fire Hazard Severity Zone (CAL FIRE 2025) within an urban area of Larkspur. As a result, the proposed Project would not expose people or structures to a substantial risk of loss, injury, or death related to wildland fires, including in areas where wildlands interface with urban development. Impacts related to wildfires are addressed in Section 3.17, Wildfire, and *no impacts* are anticipated.

Mitigation Measures

No mitigation required.