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Notice of Availability of the Draft Environmental Impact Report and Notice of Public Meeting for the Larkspur Ferry Service Expansion and Parking Project

State Clearinghouse No. 2024091190

NOTICE IS HEARBY GIVEN: that the Golden Gate Bridge, Highway and Transportation District (District), has prepared a Draft Environmental Impact Report (Draft EIR) for the Larkspur Ferry Service Expansion and Parking Project (Project). This Draft EIR is now available for public review and comment from October 19 to December 3, 2026. The Draft EIR may be accessed on the District's website at https://www.goldengate.org/district/district-projects/larkspur-ferry-service-parking-expansion-study/. Copies of the Draft EIR are available for review during normal business hours at: the Larkspur Library located at 10 Rose Lane, Larkspur CA, 94939 and at the District main administrative headquarters located 1011 Andersen Drive, San Rafael, CA 94901.

PROJECT LOCATION: The Project location includes the existing Larkspur Ferry Terminal (LFT) located at 101 E Sir Francis Drake Blvd, Larkspur, CA 94939 as well as the North parking lot located at 300 Larkspur Landing Cir, Larkspur, CA 94939. The Ferry terminal is bordered by Sir Francis Drake Blvd. to the north, the Corte Madera Channel to the east, Corte Madera Creek to the south and a commercial property to the west. The North parking lot is bound by Larkspur SMART Station and US 101 to the north, and a mix of office and retail uses to the east, west and south.

PROJECT DESCRIPTION: The Draft EIR evaluates two build alternatives: Increased Ferry Service and New Parking Garages (Alternative 1) and Increased Ferry Services, New Parking Garages, and Enhanced Transportation Demand Management (Alternative 2). 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 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).The Build Alternatives occupy the same footprint and are essentially the same with the exception of (1) Alternative 2 includes additional transportation demand management (TDM) measures that fully address projected ridership demand with one less parking level in the Main Lot garage, and (2) Main Lot parking garage height (Alternative 1 is a five-level garage, and Alternative 2 is a four-level garage).

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

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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 future demand.

The Build Alternatives would be constructed in two phases. Phase I is construction of the North Lot garage, and Phase II is construction of the Main Lot garage. No other improvements are required at the LFT to accommodate the increase in ferry service. The Build Alternatives would require similar construction phase activities, within the same footprints. The primary difference is the construction schedule for Alternative 2 Phase II, which would be slightly shorter in duration and require less concrete because of one less parking level on the Main Lot garage. Ultimately, construction timing for the North and Main Lot garages would be up to the District's discretion, pending funding availability and actual ridership demand at the time to balance parking availability with the increase ridership and ferry operations (up to a maximum of 76 revenue trips per day) in 2050 and beyond. It is anticipated that construction of the North Lot garage would require up to 18 months and would start in 2033; and construction of the Main Lot garage would require up to 36 months and could begin as early as 2037. If funding is available and it is warranted by future ridership, both garages could open as early as 2040. The Build Alternatives are not located on any list of hazardous materials waste sites compiled pursuant to Section 65962.5 of the Government Code. As required by CEQA, the Draft EIR also analyzes a No-Project Alternative and provides discussion on alternatives considered and withdrawn.

SIGNIFICANT ENVIRONMENTAL IMPACTS: The EIR 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.

Significant impacts related to Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Tribal Cultural Resources would be reduced to less-than-significant levels after implementation of mitigation measures.

COMMENT PERIOD: The District is soliciting comments regarding the analysis in the Draft EIR. **All comments must be received by the District on December 3, 2026.** Written comments on the Draft EIR may be addressed to Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, 1011 Andersen Drive, San Rafael, CA 94901-5318 and sent via U.S. mail. Comments may also be sent via email to LFEP@goldengate.org as well online at https://www.goldengate.org/district/district-projects/larkspur-ferry-service-parking-expansion-study/. All comments on environmental issues received during the public comment period will be considered and addressed in the Final EIR, which is anticipated to be available for public review by the end of 2026.

PUBLIC MEETINGS: One open house style public meeting is planned. The open house meeting will be held on Thursday, November 5, 2026, from 5:30 p.m. to 7:30 p.m. at the Larkspur Library located at 10 Rose Lane in Larkspur to provide an overview of the project and Draft EIR. During the meeting, the District and consultant staff will be available to discuss project concerns and answer questions about the project. Written comments from the public will be collected at the open house, or attendees can provide verbal comments to a court reporter. Spanish language support will also be available during the meeting.