Draft Initial Study/Mitigated Negative Declaration

for the proposed

Buck's Landing Dock Replacement Project

State Clearinghouse (SCH) Number: 2026######

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Prepared for Marin County Parks
1600 Los Gamos Drive, Suite 275
San Rafael, CA 94903
parks.marincounty.gov
(415) 473-5283

MARIN COUNTY PARKS
OPEN SPACE DISTRICT

This document has been prepared pursuant to the
California Environmental Quality Act of 1970, as amended

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PROJECT INFORMATION

Project Title: Buck's Landing Dock Replacement Project

Lead Agency Name and Address
Marin County Parks (MCP)
1600 Los Gamos Drive, Suite 275
San Rafael, California 94903

Contact Person
Craig Richardson, Senior Planner
Craig.Richardson@marincounty.gov
(415) 473-7057

Project Location
665 North San Pedro Road, San Rafael, Marin County, California. The site is located within the Countywide Plan Baylands Corridor.

General Plan Designation and Zoning:

Assessor Parcel Number (APN)	General Plan Designation	Zoning	Jurisdiction
186-010-20	RC - Recreational Commercial	RCR-BFC Resort and Commercial Recreation, Bayfront Combining District	Marin County
180-171-11	SF5 Low Density Residential	A2-B2 – Agriculture Limited	Marin County

Coordinates

Latitude:	38°0.9451687'N
Longitude:	-122°30.1996694'W
Prime Meridian:	Greenwich
Datum: D_WGS_1984	Spheroid: WGS_1984

United States Geological Survey

USGS Quad:	Novato, CA 7.5 Minute Series
Township:	2N
Range:	6W
Section:	15

Mt. Diablo Baseline and Meridian

Proposed Project Location: The proposed project is located at Bucks Landing, 665 North San Pedro Road, San Rafael, California. Buck's Landing is a 37-acre property located on the south bank of Gallinas Creek east of Santa Venetia, a census-designated place in eastern Marin County with a population of approximately 3,900. The property is 2.3 miles northeast of the Marin County Civic Center along North San Pedro Road and about a quarter-mile from China Camp State Park's western boundary, see Figure 1: Project Location Map shows the project location within California and the San Francisco Bay Region Buck's Landing's location makes it a useful connection point between other access facilities in San Pablo Bay, including Black Point six miles to the north and China Camp three miles to the southeast. Buck's Landing is located approximately 0.2 miles upstream of San Pablo Bay.

Figure 1: Project Location Map shows the project location within California and the San Francisco Bay region

Surrounding Land/Water Uses: The Santa Venetia Marsh Preserve is located upstream of Buck's Landing along Gallinas Creek, and a residential area is located immediately west of the proposed project site, see Figure 2, Surrounding Land Uses. A San Francisco Bay National Estuarine Research Reserve is located between Buck's Landing and China Camp State Park to the east along the shore of the San Pablo Bay. PG&E has above-ground powerlines approximately 350 feet east of the proposed project area. A portion of the California Department of Fish and Wildlife (CDFW)-managed San Pablo Bay Wildlife Area is located across Gallinas Creek to the north, and McInnis Park is located about 5,000 feet to the northwest. The areas around the dock and parking lot are characterized by mudflat habitat and sensitive plant communities, including tidal marsh, bulrush, and Pacific cordgrass. There are no eelgrass beds in the area around the proposed project. The closest beds are present across San Pablo Bay near the shorelines of the cities of San Pablo and Richmond.

Gallinas Creek is periodically dredged by Marin County Department of Public Works for navigation purposes, including the reach of Gallinas Creek at the proposed project site. The last dredge episode occurred in 2022, according to the San Francisco Bay Eelgrass Impact Assessment Tool[1], see Figure 3, Gallinas Creek 2022 Dredging Footprint.

Figure 2: Surrounding Land Uses shows the surrounding land/water uses

Figure 3: Gallinas Creek 2022 Dredging Footprint shows the 2022 dredge map of Gallinas Creek near the proposed project area

INTRODUCTION

Marin County Parks (MCP) is proposing the Buck's Landing Dock Replacement Project (proposed project) located on Gallinas Creek near Santa Venetia in Marin County. This Initial Study has been prepared to provide information to the public and decision makers regarding the scope of the proposed project, the potentially significant environmental impacts that could result from the implementation and operations of the proposed project, and mitigation measures that would reduce potentially significant environmental impacts to less than significant levels in compliance with the California Environmental Quality Act (CEQA).

[1] BCDC Eelgrass Assessment. https://gis.data.cnra.ca.gov/apps/BCDC::san-francisco-bay-eelgrass-impact-assessment-tool/explore, accessed May 28, 2026

The proposed project would demolish the existing dock facility, including the wooden pier, gangway, and wooden piles at the existing boat launch facility, and replace it with a new boat dock that would include a new pier, gangway, and floating dock. The project would include construction of a new raised and at-grade walkway, a new accessible parking stall, and new facility signage. The boat dock demolition and construction work would occur waterside, and the walkway and construction staging would occur on uplands

PROJECT NEED, PURPOSE, AND OBJECTIVES

Project Need

The existing concrete launch ramp at the site is dilapidated with visual evidence of cracking and has reached the point of structural failure and requires replacement to provide safe public access. At low tide, the waterline rests about 30 feet away from the end of the existing ramp, requiring users to cross mudflats to hand launch vessels. Most of the existing concrete ramp is covered with a thick layer of sediment and is unusable as a boat launch. There is currently no designated accessible parking near the pier. An existing improved accessible parking stall is present near accessible picnic table and portable restroom across the parking lot from the existing pier and there is no designated path of travel between the pier area and the existing accessible parking stall.

Project Purpose

The purpose of the proposed project is to implement improvements at Buck's Landing to provide safe public use and accessible access and to provide an accessible Bay Area Water Trail trailhead.[2] To achieve the project purpose and objectives, the proposed project would decommission and remove the existing pier, dock, gangway, and piles and replace the structures to provide safe and reliable access to launch watercraft to Gallinas Creek while restricting visitor access to the surrounding marshland and mudflats. The reconstructed pier and dock would also allow visitors to launch their watercraft without walking through mudflats to reach Gallinas Creek during low tide conditions.

Project Objectives

Implementation of the proposed project would achieve the following project objectives to replace the existing boat dock by removing the existing boat dock and installing the following:

- Pile-supported pier
- Gangway
- Floating dock
- Raised boardwalk
- Accessible parking stall and access aisle
- On-grade walkway to the existing restroom and picnic area
- Signage

[2] https://sfbaywatertrail.org/explore-the-bay/

PROJECT BACKGROUND

Buck’s Landing operated as a private boat launch, storage yard, and roadside bar for over 70 years. It has provided recreational watercraft access to the San Pablo Bay since the 1950s. MCP now owns and manages Buck's Landing to provide public access to Gallinas Creek for watercraft through an existing boat ramp. The existing dock system consists of three main components: a timber pier, a 20-foot-long timber gangway, and a timber floating dock with timber guide piles. The pier is supported by round and rectangular timber columns and posts. All three components are in dilapidated condition, having reached the point of structural failure, posing a public safety hazard. The facility is not serviceable, and MCP has posted signage prohibiting use. No work is proposed to repair or replace the adjacent existing concrete boat ramp as part of the proposed project because doing so was deemed not feasible at this time.

Figure 4: Existing Buck’s Landing Facilities shows the existing site conditions at the Buck’s Landing Boat Launch Facility

The existing parking lot is rocked with patches of vegetation and dirt. There are no formally designated parking spots, except for one improved accessible parking space adjacent to an accessible picnic table and portable restroom across the parking lot from the existing pier. There is currently no designated accessible parking near the pier, and there is not a designated path of travel between the existing pier area and the existing restroom at the site.

Using grant funding from the Department of Boating and Waterways, the Buck's Landing Boat Dock Replacement Project would construct enhancements to improve public recreational access at the site. Proposed improvements include replacement of the existing pile-supported pier and gangway, new floating dock in Gallinas Creek, installation of new at-grade walkways, raised boardwalk, and construction of a new accessible parking stall, and new facility signage.

PROPOSED PROJECT DESCRIPTION

The proposed project would include demolition of the existing pier, gangway, floating dock, and floating dock guide piles. It would include construction of a replacement pier, gangway, and floating dock to provide safe and reliable access to Gallinas Creek and San Pablo Bay through a full range of tide cycles and allow free tidal flow during king tide events and storm surges. The proposed project would also include construction of a new raised boardwalk and at-grade concrete walkway to improve accessibility from the newly constructed replacement dock to the existing restrooms to the southwest. An additional accessible parking stall would be constructed near the pier and boat dock.

The proposed project sizing, including the size and area of the existing pier and floating dock are presented in Table 1. The table presents the length and square footage of what is proposed for removal and the length and square footage of the replacement dock facility and other proposed project elements. Figure 5 illustrates the location of the proposed project elements. The proposed replacement dock would be located along the existing dock immediately adjacent to the concrete boat launch ramp; however, to provide reliable and safe boating access to Gallinas Creek, the proposed new dock facility would be 47 feet longer. The additional length of the facility would support recreational watercraft access through the full tide range, including low tide. The longer facility would assist MCP to manage sea level rise in the future. Currently, users of the boat launch must walk

through mudflats to reach open water in Gallinas Creek, and the longer length would provide access without the need to walk through sensitive habitat.

Figure 5: Proposed Project Elements, shows proposed project elements

Table 1: Existing Boat Dock and the Proposed Project Component Sizing

Project Components	Existing Length in Feet	Existing Area in Square Feet	Proposed Length in Feet	Proposed Area in Square Feet
Pier & Pier Platforms	40	240	75	582
Gangway	24	96	56	294
Floating Dock	55	410	35	420
Dock Facility Total	***119***	***746***	***166***	***1,296***
Raised Boardwalk	--	--	54	260
Walkway	--	--	350	1,400
Additional Accessible Parking Stall	--	--	20	340

Existing Pier and Dock Demolition

The proposed project would include demolition and removal of the existing timber pier and support piles, gangway, and the floating dock and guide piles. Figure 6 illustrates the existing dock facilities. The timber pier covers an area of 240 square feet supported by five timber piles and seven handrail piles and pile caps. The existing wooden gangway covers an area of 96 square feet and has ten wooden handrail piles. The floating dock has two parts, including a 35-foot reach that is located parallel to the shoreline and 20 feet perpendicular to the shoreline, and the dock has 22 wooden piles. All the components from the pier, gangway, and dock would be removed during demolition. Piles would be pulled and if broken during removal, would be cut at least three feet below the surface. The buried portion of the broken or cut pile would remain in place. All materials from the demolition would be transported off-site and disposed of at Redwood Landfill or other authorized location.

Removal wooden piles providing support for the existing dock facility would result in the removal of 16 square feet of fill from the tidal marsh along Gallinas Creek. The area of the pier, gangway, and dock to be removed would be 746 square feet from in and over tidal marsh habitat.

Figure 6: Existing Dock Facilities shows the existing dock facilities

Proposed Boat Dock Replacement

Design Standards

Construction of the proposed dock system would follow the Layout & Design Guidelines for Boat Launching Facilities[3] and would comply with the U.S. Army Corps of Engineers and the National Oceanic and Atmospheric Administration's (NOAA's) National Marine Fisheries Service 2024 Not

[3] California State Parks Division of Boating and Waterways (DBW). 2021. Layout & Design Guidelines for Boat Launching Facilities.

Likely to Adversely Affect (NLAA) Program.[4] All components would also comply with the current California Building Code (CBC) requirements per Section 11B to the extent applicable.[5]

Pier and Dock System

The proposed dock system would be constructed to provide access for recreational watercraft and would have an anticipated service life of approximately 30 years. The proposed fixed elevation pier would be approximately 75 feet long by 6 feet wide, supported by eight 24-inch steel piles; the number of proposed piles reflects the structural analysis completed by a structural engineer during design development. The pier would have guardrails installed along both sides. The design, including the size and type of pile support, was informed by geotechnical and structural studies.[6]

The proposed pier would extend 35 feet farther than the existing pier on both the landward and seaward sides to account for and to manage future water levels as a result of sea level rise. The landward extension would help MCP manage for retreat due to future sea level rise and the seaward extension would prevent the floating dock from sitting on mudflat during low tides and would allow free tidal flow during king tide events and storm surges.

The new pier would have two concrete pier landings and one pier bridge totaling an area of approximately 582 square feet, and it would be placed in the same location as the existing pier. The eight new support piles pier would add 25 square feet of fill within the tidal marsh, resulting in an increase of 9 square feet of new fill in tidal marsh. Each 180 square-foot concrete pier landing would have zero percent light transmittance, while the proposed 222 square-foot protruded fiberglass reinforced plastic (FRP) ADA-decking pier would have 40 percent light transmittance. Installation of the pier landings and pier bridge would cast approximately 493 square feet of shade over tidal marsh habitat; this total accounts for some light transmissivity of the pier. FRP decking is highly resistant to saltwater corrosion, rot, and UV degradation and used often for docks. To ensure ADA-compliance, the pier would have specialized mini-mesh or pultruded gratings.

Figure 7: Proposed Project Elements, Pier and Dock Elements shows the proposed project elements, pier, and dock elements.

A new gangway would be installed at the end of the pier and attached to the new floating dock. The 294-square-foot aluminum gangway would include handrails and transition plates at the connections to the floating dock. The gangway would have 40 percent light transmittance casting approximately 176 square feet of shade over mudflat habitat. The proposed project would not require installation of piles to support the gangway as it would be attached to the pier and the floating dock.

A new 35-foot by 12-foot aluminum floating dock would be installed at the end of the gangway. The dock decking would have zero percent light transmittance resulting in 420 square feet of shade over

[4] Endangered Species Act Section 7(a)(2) Concurrence Letter, Conference Report, and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Response for the U.S. Army Corps of Engineers 2024 Not Likely to Adversely Affect Program (SPN 2013-000187).

[5] California Building Standards Commission. (2022). California Building Code. California Code of Regulations, California Building Code, 24 Cal. Code Regs. § 11B-202.4

[6] Miller Pacific Engineering Group (MPEG). 2026. Geotechnical Investigation Marin County Parks Bucks Landing Dock Replacement. May.

the open water of Gallinas Creek. The dock would be composed of engineered lumber decking that would meet CBC requirements, be UV resistant, and low maintenance. The floating dock would be held in place with two 24-inch steel guide piles placed in external pile brackets that would be attached to the dock; installation of the two piles would add 6.3 square feet of new fill in Gallinas Creek. The top elevation of the guide piles would be approximately four feet above the floating dock to accommodate tide changes and future sea level rise. A watercraft launch would be located on the floating dock with a smooth surface at a 10 percent slope into the water to provide access for recreational watercraft, and a transfer bench with mounted overhead bars would be installed for accessibility assistance. This feature is designed to provide accessible watercraft transfer capabilities.

A total of 10 new 24-inch piles would be installed to support the pier and to hold the dock in place. The 24-inch steel piles would be installed using a rotary drill or similar method to provide installation to a depth necessary for a solid foundation based on the recommendations from the structural and geotechnical studies[7] given the shallow bedrock below the relatively thin layer of mud above it. The proposed project was designed and would be constructed in a manner that would comply with the Army Corps and USFWS Programmatic Determination of Not Likely to Adversely Affect Selected Listed Species in California, National Marine Fisheries Service recommended acoustic thresholds[8], and California Department of Transportation (Caltrans) 2024 Hydroacoustic Technical Advisory.[9] All piles would be capped with concrete to prevent wildlife entrapment. The proposed construction methods are discussed under the Construction Details heading.

Upland Site Improvements

The proposed project would include upland site improvements that would include the installation of a new accessible parking stall near the existing boat dock, the addition of an accessible raised boardwalk to and from the accessible stall and boat dock, and an at-grade walkway to an existing accessible parking stall, restroom, and picnic area. Figure 8 illustrates the proposed project elements in the upland locations of the project area.

Figure 8: Proposed Project Elements, Upland Site Improvements shows the proposed upland site improvements.

The new accessible parking stall would be paved with concrete and would be striped and signed to meet accessibility requirements. Construction activities for the parking stall would include grading to meet access design requirements for full accessibility. The new space would be 340 square feet, including a 5-foot-wide access aisle, and the access aisle would connect directly to a raised boardwalk. The raised boardwalk would be installed to meet a less than five percent accessible grade between the parking stall and the pier. The 260-square-foot raised walkway would be constructed using the same fiberglass reinforced plastic (FRP) ADA-decking as the material used for the pier

[7] MPEG. 2026. Op. Cit.

[8] National Marine Fisheries Service (NMFS). 2025a. Summary of Endangered Species Act Recommended Acoustic Thresholds (Marine Mammals, Fishes, Sea Turtles).

[9] Caltrans (California Department of Transportation). 2024. Hydroacoustic Technical Advisory – Hydroacoustic Impact Assessment for Pile Driving Research and Application of Best Available Science, Hydroacoustic Research and Best Available Science, TAH-22-01. April. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-technical-advisory-ally.pdf

bridge with the same 40 percent light transmittance. The FRP would be supported on small-diameter (under 5-inch) steel pipe piles.

A new approximately 350-foot-long concrete walkway would be installed through the existing parking area to connect the new accessible stall and the existing restroom, picnic area, and existing accessible parking stall. The walkway would range from 4 to 5 feet wide and would require minimal grading to accommodate elevation differences between the new walkway and existing grade.

CONSTRUCTION DETAILS

The proposed project would require three to six months to complete the in-water and upland construction. Construction would begin with demolition of the existing pier, gangway, and floating dock. Once demolition occurs, construction of the replacement boat dock, walkways, and parking would begin following acquisition of permits and selection of the contractor.

Demolition, Staging, and Temporary Construction Access

Demolition

Demolition activities would begin with the disassembly of existing dock infrastructure by a crew using hand tools assisted with land-based equipment. It is likely a barge-mounted crane would be necessary to remove the existing in-water piles, and a land-based crane would be used for piles and dock materials located closer to Buck's Landing. The barge-mounted crane would be placed on a modular or sectional barge, then the barge would be moved into position and temporarily anchored to prevent movement during demolition and construction of the new boat dock. The barge would also be temporarily anchored at two locations at Buck's Landing, and two anchors would be temporarily placed in Gallinas Creek as described below. A land-based crane or excavator would be used for demolition, and access to the existing boat dock would occur from the eastern edge of the Buck's Landing parking lot.

Existing piles would be removed through a direct pull extraction method with each pile being wrapped with a choker cable or chain and removed by a crane or excavator with an upward pull. The removed piles would be placed on a truck for transport to Redwood Landfill or other authorized location. Piles may break during removal, and these piles would be cut at a depth of at least 5 feet below the mud surface. The removed dock would be placed on land for hauling to the landfill or placed on a barge for hauling to the contractor's yard for processing prior to hauling to the landfill. Existing dock materials, including wood, foam, and steel hardware, are unlikely to be recyclable and would be disposed of at an approved landfill, likely Redwood Landfill.

Temporary Access

The proposed project site would require in-water and ground-based access to remove the existing dock and pier and to construct the new pier, gangway, and dock. Access to the site from the existing parking lot/staging area would require passage through marsh habitat to install piles and to place materials for the pier and dock. In-water access may also be required to install the in-water piles and to place the gangway and dock. Each temporary construction access method is described in more detail below under the barge-mounted crane section.

Crane Mats

Construction access may occur using crane mats placed over the marsh vegetation or over the existing concrete boat launch to provide a stable access point for equipment to reach the areas needed to drill the piles and to place the proposed infrastructure. A timber mattress or steel mats "crane mats" would be placed over the marsh habitat to minimize direct disturbance to the marsh vegetation below or over the existing concrete boat launch to ensure equipment can work over the mud accumulations by evenly distributing the weight of heavy machinery. The crane mats would distribute loads over a large area and are intended to avoid damage to or displacement of the existing ground.

For use of crane mats over marsh habitat, the crane mat would be placed to create a temporary, stable access point or work platform that prevents equipment from sinking, preserves delicate root systems, and avoids irreversible soil compaction and erosion. The mats would be carefully placed, starting from the edge of the vegetation along Gallinas Creek towards the parking lot. The timber mats would be attached together to create a continuous, floating-like platform that is stable for large equipment. Use of crane mats over tidal marsh habitat would be limited to three weeks of continuous placement, and the width of the disturbance in the tidal marsh would be limited to the width needed to provide access for the largest piece of equipment. The impact area is estimated at 12 feet wide by approximately 60 feet long (approximately 720 square feet). After three weeks, the mats would be removed, and the marsh habitat would be allowed to recover naturally.

For use of crane mats at the existing boat launch, use of mats would be limited to the upper portion of the existing concrete boat launch, above the Mean High Water Line.[10] The crane mats would need to be 30 feet wide to accommodate access along the boat launch to provide the reach necessary to demolish the existing dock and to install the new piles and new dock. The crane mats used along the boat launch would be in place for between eight and nine weeks to accommodate demolition of the pier, pier pile driving, and installation of the pier bridge. Once access is no longer needed, the crane mats would be removed and hauled offsite.

Crane mats would be clean of mud, soil, and seeds before placement at either the salt marsh or over the boat launch.

Barge-mounted Crane

Installation of the dock guide piles and placement of the dock and gangway would likely require use of a barge-mounted, water-based crane. Removal of some portions of the dock may also require use of a barge-mounted crane. Use of a barge-mounted crane would be required if the ground-based equipment is unable to reach the two in-water guide piles at new proposed dock location. The crane would be placed on a sectional-style barge and floated into position through Gallinas Creek. The barge would be anchored to prevent movement because Gallinas Creek is tidally influenced through the proposed project area. Two buoy anchors would be temporarily placed approximately 20 feet upstream and 20 feet downstream of the proposed dock location in Gallinas Creek. Two land-based

[10] Mean High Water Line around the San Pablo Bay represents the intersection of the land with the water surface at the average elevation of all high tides over a standard 19-year national tidal epoch. Under the Bay Conservation and Development Commission (BCDC) regulations (Cal. Code Regs. Tit. 14, § 10121), the shoreline boundary is generally defined at the mean high water mark in non-marsh areas, and at the upland edge up to five feet above mean sea level in tidal marsh areas.

anchors[11] would be temporarily installed: one approximately 35 feet to the west and the other approximately 80 feet to the east of the existing pier.

This type of work would be performed by marine contractors, commonly used for construction of waterfront projects.

Site Access and Staging Area

The existing parking lot would be used for staging construction equipment and materials. No previously undisturbed areas would be used for staging and storage. Buck's Landing is located along North San Pedro Road. Access to the proposed project area would be from Highway 101 along North San Pedro Road.

MCP would trim overhanging vegetation along the north side of North San Pedro Road immediately east of the Buck's Landing entrance road and place a "No Parking" sign at the entrance road to provide additional sight distance for equipment and material deliveries as recommended by W-Trans in the project-specific evaluation.[12]

Construction Methods

In-water/Over Water Construction

Following the demolition of the existing dock system, the proposed project would install a boat dock in the same location with longer pier and gangway to extend the floating dock beyond the mudflat and into Gallinas Creek to provide boating access through the full tidal period, as shown on Figure 7. The new parking stall and both at-grade boardwalk and cast-in-place at grade walkway would be constructed within the existing limits of the Buck's Landing facility.

Construction of the proposed project would require installation of up to eight new 24-inch diameter steel piles for the fixed pier and two 24-inch diameter guide piles for the floating dock. The piles would be installed using a rotary drill or similar method due to the shallow bedrock layer identified during the geotechnical investigation.[13] Selection of the drill rig size would depend on several factors including the bedrock hardness, which determines the size of the drill rig necessary to complete the installation. Water levels in Gallinas Creek must be high enough to allow a barge to access the drill locations; therefore, this would also influence the drill rig size.

Drilling the holes and installing casing pipe would occur between the soil surface through the accumulated mud and soil above the bedrock. The depth to bedrock ranges from 6 to 10 feet below the ground surface, and the piles would be embedded into the bedrock at a minimum of five feet. The soil would be drilled out to get to bedrock. Once bedrock is reached, the contractor would use conventional drill tooling including a cone barrel, rock auger, digging bucket, and a clean out bucket. The hardness of the bedrock determines the choice of tooling and the drilling approach. The cuttings resulting from the drilling operation would be pulled out of the hole with an auger tooling and cast into

[11] A land anchor for a floating barge act as a heavy-duty shore tie. It typically resembles a large steel screw-auger, a driven metal stake, or a large concrete block, directly tethered to the barge's heavy-duty mooring lines or chains.

[12] W-Trans. 2026. Draft Focused Transportation Impact Study. March

[13] MPEG. 2026. Op. Cit.

a holding vessel or containment element depending on how the drill rig and support equipment are located at the drilling site. The cuttings would be water ladened, which would likely require the use of a dedicated barge for holding the spoil material that would be a mixture of water and rock. The spoil material created from drilling and installation of the piles would be transferred from the barge to a location that has the capability to process the material and separate the spoils material from the water. Water would then be treated and disposed of when the discharge is clean of any potential contaminants and turbidity meet requirement from the Regional Water Board or Marin County to safely discharge back into Gallinas Creek or elsewhere. The solids would then be hauled off site to a disposal site or delivered to a site for reuse based on the quality of the material.

The drilling locations would be isolated from Gallinas Creek and the natural surrounding area using silt curtains to protect water quality and to prevent turbid water created during the installation operation from Gallinas Creek. The silt curtains would contain suspended sediment and prevent ecological damage to Gallinas Creek as required to comply with the Clean Water Act and Stormwater Pollution Prevention plans as mandated by the San Francisco Bay Regional Water Quality Control Board and Marin County. The turbidity curtains selected would be rated for moving water and tidal zones. The silt curtain would likely consist of PVC-coated polyester filter fabric suspended in the water by six-inch cell floats and galvanized ballast chains; however, the selection of material would be up to the selected contractor. The fabric skirt would be placed for the skirt to hang vertically using a ballast chain with 1 to 2 feet of clearance under to allow natural water exchange and prevent sediment build up from tearing the material. They would be inspected daily for function. The settled sediments inside the containment zone would remain undisturbed for anywhere between 6 to 12 hours after drilling stops. The silt curtains would then be carefully removed.

Once the whole is drilled and the piles placed, concrete or grout would be pumped to the pile locations and placed via the tremie method, which is a construction technique used to pour concrete underwater or inside boreholes from the bottom up. This method uses a long, watertight vertical pipe (the tremie pipe) with a funnel-shaped hopper at the top that is lowered to the bottom of bore hole. Very fluid concrete or grout would be poured into the top hopper and the weight of the concrete builds up at the base of the pile and forces water out of the pile. The tremie is raised as the fluid concrete or grout rises in the pile making sure water never enters the pile. The method prevents concrete entering the water column and prevents fresh concrete paste from being washed away by the surrounding water while providing strong structural elements from the new dock in Gallinas Creek. Once the in-water piles are placed, the contractor would then install the floating dock.

Construction of the fixed pier would use a land-based crane/drill rig and other large equipment to place piles and install pier framing, decking, and guardrails. Installation of the eight new piles for the fixed pier would also use similar drill methods as described above except the pile installation for the pier would be completed during low tide and would not be drilled in an underwater setting, and the equipment would be land-based rather than work occurring from a floating barge. Erosion control measures and silt fencing or curtains would be placed to prevent turbid water discharge into Gallinas Creek during installation of the piles.

Once the piles are placed, construction would begin on the pier and gangway. The two concrete landings would be constructed on an elevated work platform. The elevated platform would be

supported by the piles installed for the pier and attached using friction collars/pile clamps and steel beam framing. Timber and plywood would be temporarily placed on top of the steel beam framing. The wood framing for the cast-in-place landing would be built and attached to the piles, rebar would be placed for reinforcement, and concrete would be poured. Concrete for the landings would be poured on the same day. The concrete would be allowed to cure for seven days, then the forms would be removed. Once the forms are removed from the two concrete landings, pier construction would continue with the placement of the pier bridge and the prefabricated gangway to provide access between the pier and the floating dock. The remainder of the pier, including guardrails, would be constructed.

Upland Construction

Upland construction would occur within the footprint of the existing Buck's Landing. The accessible parking stall would require minor grading to create a flat surface. The cast-in-place mold would then be constructed and concrete poured. Once cured, stall painting would be completed and signage installed.

A 5-foot-wide, raised boardwalk between the accessible parking stall and the pier would be constructed. Approximately 20 small diameter steel pipe piles would be installed to support the elevated boardwalk. The boardwalk would be elevated to provide access to the elevated pier. The slopes on the boardwalk would not exceed five percent to maintain accessibility.

A total of 20 piles would be installed for the raised boardwalk. These piles would be 5 inches in diameter or less as determined by the design and geotechnical engineers. Each pile would be embedded a minimum of two feet into bedrock, and the depth to bedrock ranges from about 6.5 feet on the north end of the boardwalk to 10 feet on the south end. The raised boardwalk piles would be installed using an impact hammer. This would involve use of a diesel hammer to pound the piles into the ground. The raised boardwalk would consist of plastic lumber structure supported by steel piles, with fiberglass decking. The at-grade concrete walkway would be constructed from the accessible stall to the existing accessible parking stall and from the new assessable parking stall to the start of the boardwalk.

A cast-in-place concrete walkway would be constructed between the accessible parking stall and the start of the raised boardwalk and from the new accessible parking stall along the parking lot to the existing accessible parking stall, accessible restroom, and accessible picnic table. Construction would require minor grading to meet accessibility requirements. Once graded, the form for the concrete walkway would be constructed and concrete poured and allowed to cure prior to removing the forms.

Signage for the boat dock, restroom and picnic area, and parking would be installed.

Construction Schedule and Equipment Timelines

Construction is expected to last up to three months. It is likely the demolition of the existing pier and construction of the new pier would occur simultaneously with upland component construction to shorten the overall construction period. Noise-producing construction activities would occur between September 1 and November 30 to avoid impacts on breeding birds and to work within the approved work windows to protect green sturgeon in Gallinas Creek. The in-water work period would meet the

2024 Not Likely to Adversely Affect criteria for programmatic permitting and consultation.[14] Upland construction would occur during the same time period though staging of equipment may occur in late August. In-water and upland construction could occur simultaneously or sequentially depending on the contractor's preference. Construction activities would be limited to between 8:00 a.m. and 6:00 p.m. on weekdays and between 9:00 a.m. and 5:00 p.m. on Saturdays. Construction would be prohibited on Sundays. Any work after October 15, or after the commencement of fall rains, may be subject to permit conditions such as installation of additional erosion controls imposed by agencies.

Demolition and construction activities would occur for five to eight hours per day, depending on the activity, within the accepted demolition and construction hours established by the County's Noise Ordinance.[15] Pile driving would occur at a maximum of six to eight hours per day during daylight hours. Piles would be installed at an approximate rate of three to six piles per day depending on the conditions found during installation.

Demobilization of equipment and installation of any permanent erosion control measures would occur following the construction steps discussed above.

Construction Equipment and Construction Personnel

The major pieces of equipment and materials involved in project activities would include:

- Workboat
- Land-based crane
- Water-based crane on a sectional barge
- Dedicated barge for spoil storage
- Grading equipment
- Compactor (sheepsfoot/smooth roller and/or vibra-plate)
- Forklift/Reach lift
- Hand tools (power saws, impact drivers, power wrenches, and/or drills)
- Choker cables or chains
- Rope or trucker straps
- Silt curtains
- Floating booms
- Erosion control materials
- Netting, sandbags, or tarps
- Diesel hammer, hammer cushion, and driving helmet

[14] Endangered Species Act Section 7(a)(2) Concurrence Letter, Conference Report, and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Response for the U.S. Army Corps of Engineers 2024 Not Likely to Adversely Affect Program (SPN 2013-000187).

[15] Marin County Municipal Code Section 6.70.

- Diesel drill rig
- Concrete trucks

Trucks would be located onsite for several hours every morning during the demolition and construction period. During demolition and construction activities, an unvegetated, level area northeast of the marina parking lot would be used as a construction staging area. Three to five workers are expected to be required to be onsite at any given point during demolition and construction.

The estimated truck trips associated with implementation of the proposed project would include removal of demolished materials, mobilization and demobilization of the land-based crane, delivery of pier piles and pier concrete, delivery of the pier bridge, excavated earthwork material, delivery of imported aggregate base material, delivery of boardwalk materials, concrete delivery, and contractor's large equipment delivery. The estimated truck trips would range between 90 and 100 round trips for the entire project.

PROJECT OPERATION

Public access to the existing boat launch would be unavailable for the duration of construction, as the facility would remain closed and its operations suspended until work is completed. MCP does not anticipate a change in use following construction of the proposed project. The proposed project would not alter the existing operations or hours of operation of the boat launch facility.

BEST MANAGEMENT PRACTICES (BMPS) AND ENVIRONMENTAL PROTECTION

The following set of construction-period Best Management Practices (BMPs)would be implemented as part of the proposed project. The measures are standard measures used in construction for projects similar to the proposed project. They are required to meet Marin County regulations, ordinances, and policies.

Construction-period Water Quality BMPs

A series of BMPs would be implemented during both demolition and removal of the existing timber pier, gangway, and floating dock and construction of the new dock system. Adherence to the BMPs to reduce the environmental impacts of demolition and construction activities, including preventing contamination of Gallinas Creek and San Pablo Bay waters and minimizing disturbance to the Gallinas Creek and the surrounding mudflat habitat. The following BMPs would be implemented as part of the proposed project and included one the construction plan set.

- Silt curtains must be utilized to control turbidity during removal and placement of piles. The silt or “turbidity curtain” typically have a skirt of approximately 5 feet which controls any sediment suspended in the water column from propagating out of the work area.
- Floating booms shall be maintained around the project site in order to capture floating debris during all demolition and construction phases. “Floating boom” curtains typically have a 1-foot skirt and are designed to keep any floating debris from escaping the work area before it can be removed.
- Floating debris would be removed from the water and disposed of properly.

- Machinery or construction materials not essential for project improvements are prohibited at all times in the subtidal or intertidal zones.
- Operators of construction equipment and all other project workers shall not harass any marine mammals, waterfowl, or fish in the project area.
- Netting, sandbags, tarps and/or other forms of barriers shall be installed between the water and work areas and equipment storage areas to prevent any unpermitted material from entering bay.
- Cast-in-place concrete forms must be sealed and monitored for leakage of concrete. Any leaked material shall be removed immediately.
- Erosion control/sedimentation BMPs shall be used to control sedimentation impacts on coastal waters during project staging and demolition.
- Contractor shall ensure no debris, soil, silt, sand, sawdust, rubbish, cement or concrete washings thereof, oil or petroleum products, from construction shall be allowed to enter into or placed where it may be washed by rainfall or runoff into waters of the United States.
- All floatable debris and trash generated by construction activities within the project area shall be disposed of as soon as possible or at the end of each day.
- Maintain a clean site at the end of every construction day. Do not drop mud and debris from construction vehicles into public streets. Sweep turning areas and pavement entrances as needed.
- All necessary BMPs necessary to protect water quality during construction shall be discussed in the Erosion and Sediment Plan or in the Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.
- Excavated holes, trenches, etc. greater than one foot in depth shall be covered with boards or other appropriate materials, or backfilled with dirt, at the end of each working day to prevent wildlife entrapment. If trenches remain open overnight, provide earthen escape ramps at appropriate intervals or slope banks at 1:1.
- All staging, maintenance, fueling, and storage of construction equipment shall be conducted in a location (50 feet or more from stream and wetlands, or as required by regulatory agencies) and in a manner that will prevent potential runoff of petroleum products into downstream aquatic habitats. Oil-absorbent and spill-containment materials shall be on site at all times.
- All construction equipment must be in good working condition, showing no signs of fuel or oil leaks. Prior to construction, all mechanical equipment shall be thoroughly inspected and evaluated for the potential of fluid leakage. All mechanical equipment shall be inspected daily to ensure there are no motor oil, transmission fluid, hydraulic fluid, or coolant leaks. All leaks shall be repaired in the equipment staging area or other suitable location prior to resuming construction activity.
- All food trash that may attract predators shall be stored in a locked container and removed at the end of each construction day. Following construction, all trash and construction debris shall be removed.

- No pets shall be permitted within the project site.

Construction-period Erosion and Sediment Control Plan

San Francisco Bay Regional Water Quality Control Board will require development and implementation of an Erosion and Sediment Control Plan (ESCP) that includes erosion control measures to protect resources. MCP would require the contractor to develop and implement the ESCP during construction as part of the project. The requirement would be included in the construction contract. The ESCP must address erosion control measures including but not limited to means to protect vegetation surrounding the project, prevent erosion from bare ground, and scheduling. It must also address sediment control measures including but not limited to use of silt fences or other measures to track sediment on site and tracking control measures to avoid tracking mud onto North San Pedro Road. The ESCP must also include good housekeeping and site management measures to manage concrete washout and vehicle maintenance.

Construction-period Noise Reduction BMPs

No terrestrial noise resulting from project construction activities would require mitigation to meet the requirements of the Marin Countywide Plan to limit construction noise impacts within the County. However, in keeping with the intent of the Marin Countywide Plan and Marin County Code, the following construction-period Noise BMPs would be included in the project construction plans to be implemented as part of the proposed project.

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 5:00 p.m. on Saturdays. No construction shall occur on Sundays or holidays.
- All construction activity shall be conducted to minimize the noise impact at the adjacent property boundaries wherever possible.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists. Hydraulically or electrically powered equipment shall be selected, and pneumatically powered equipment will be avoided where feasible.

Construction-period Bay Area Air Quality Management District Basic Measures

The Bay Area Air Quality Management District (BAAQMD) requires all construction projects to implement a set of BMPs to manage fugitive dust during construction.[16] Potential impacts from fugitive dust are considered to be in compliance with BAAQMD guidelines when basic BMPs are implemented. These measures would be included in construction plans and implemented as part of the proposed project.

1. All exposed surfaces would be watered two times per day.

[16] Bay Area Air Quality Management District (BAAQMD). 2022 CEQA Air Quality Guidelines. April.

2. All haul trucks transporting soil, sand, or other loose material would be covered.
3. All visible mud or dirt track-out onto adjacent public roads would be removed using wet power vacuum street sweepers at least once per day.
4. All vehicle speeds on unpaved roads would be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved would be completed as soon as possible.
6. All excavation, grading, and demolition activities would be suspended when average wind speeds exceed 20 mph.
7. All trucks and equipment, including their tires, would be washed or brushed off prior to leaving the site.
8. Unpaved roads providing access to sites located 100 feet or further from a paved road would be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
9. Publicly visible signs would be posted with the phone number and name of the contact for the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.

Other Construction-period Requirements

To meet the Marin County's Low Carbon Concrete ordinance[17] to reduce greenhouse gas emissions from concrete used in construction, the construction contractor shall be required to purchase and use concrete mixes from the County's list of prequalified concrete mixes.

[17] Marin County Building Code, Chapter 19.07, Carbon Concrete Requirements. https://library.municode.com/ca/marin_county/codes/municipal_code?nodeId=TIT19MACOBUCO_CH19.07CACORE

PERMITS AND APPROVALS

List the other regulatory agencies with jurisdiction over the project, which will rely on the CEQA document:

Table 2: Regulatory/Permitting Agencies

Regulatory/Permitting Agency	Requirement	Potential Permit/Approval
Federal Agency		
U.S. Army Corps of Engineers	Compliance with the Clean Water Act (CWA) Section 10 and Section 404	Approval of fill in waters of the U.S. pursuant to the federal Clean Water Act
National Marine Fisheries Service	ESA Section 7 consultation	Concurrence using the US Army Corps 2024 Not Likely to Adversely Affect Program (SPN-2013-000187) or Project-specific consultation
U.S. Fish and Wildlife Service	Endangered Species Act (ESA) Section 7 consultation	Concurrence
State Agencies		
San Francisco Bay Regional Water Quality Control Board	Compliance with the CWA Section 401	Water Quality Certification or Waste Discharge Requirements
California Department of Fish and Wildlife	Compliance with Fish and Game Code Section 1602	1602 Lake and Streambed Alteration Agreement
California Department of Fish and Wildlife	Compliance with Fish and Game Code Section 2081	Incidental Take Permit for state-listed wildlife and/or plant species covered under the California ESA
San Francisco Bay Conservation and Development Commission	Compliance with McAteer-Petris Act, California Government Code § 66610 and § 66611	Bay Jurisdiction and 100-foot Shoreline Jurisdiction
Local and Regional Agencies		
Marin County	Title 19 (Building Code) Marin County Municipal Code	Building Permit
Marin County Community Development Agency	Title 22 (Development Code) Chapter 22.40	Planning Permit

PROJECT DEVELOPMENT AND PROJECT DEVELOPMENT STUDIES

Project Development

Buck's Landing is a small, low-lying waterfront property on the southern bank of Gallinas Creek that provides public access to San Pablo Bay. Marin County Parks purchased the property in two phases. The first 30-acre acquisition was completed in 2020, and the second 7-acre acquisition in 2022. The first phase of the acquisition was made possible with a grant from the California Coastal Conservancy from the Greenhouse Gas Reduction Fund. The Buck's Landing property acquisition had been a priority of the community for decades and was successfully acquired only with the extensive fiscal and logistical help of various community members and groups. A primary driver of this support was

the community's desire to ensure this bay access point be guarded in the public trust for all to enjoy. The site has long been used for shoreline recreation such as fishing, kayaking, nature viewing, and informal launching of small vessels. However, the deteriorated pier, failing gangway, and aging dock structure currently limit access and present safety concerns. In addition, upland site conditions, including insufficient ADA parking, uneven surfaces, and poor connectivity to existing amenities, restrict equitable public use. The proposed project responds to these needs by replacing the pier and dock system, improving site circulation, and enhancing visitor access while protecting sensitive shoreline resources.

Project Studies and Reports

A series of technical studies, surveys, and engineering design documents were prepared to support the proposed project. These materials establish existing site conditions, evaluate feasible structural and access improvement alternatives, and guide the development of the preferred design. The following summaries describe the primary studies and reports that informed the proposed project and confirm that the proposed improvements are feasible, appropriately designed, and supported by sufficient technical documentation for environmental review, permitting, and grant funding applications.

Woolpert Multibeam Bathymetric and UAV LiDAR Survey

Woolpert conducted high-resolution multibeam sonar bathymetric surveys and UAV based LiDAR mapping of Buck's Landing, supported by Global Navigation Satellite System (GNSS)/Post-Processed Kinematic (PPK) trajectory processing and calibration. The resulting sanitized point cloud datasets and contour maps (NAVD88) provide detailed ground truth geomorphology critical for refining the dock footprint, modeling gangway slopes, and informing future permitting documentation.

NOAA and VDatum Sea Level Rise and Tidal Analysis (Richmond Station and Gallinas Creek)

Tidal datums and projected sea-level-rise conditions were evaluated using NOAA and VDatum tools in accordance with California Ocean Protection Council guidance. These analyses informed gangway slope allowances, floating dock elevations, and long-term resilience planning for waterfront improvements. The data also supports regulatory compliance related to navigability and potential future tidal inundation.

F3 & Associates Parcel Boundary Study (May 2011)

F3 & Associates conducted a parcel boundary study establishing the property limits and on-site boundary geometry. The dataset supports site planning, mapping accuracy, and confirmation of improvements relative to parcel boundaries and adjacent land uses.

BKF Engineers Topographic and Limited Bathymetric Survey (May 2, 2023)

BKF Engineers completed a topographic and limited bathymetric survey covering the shoreline, upload areas within the Buck's Landing property, and nearshore creek channel. The survey provided essential baseline elevation data, dock-area geometry, and bathymetric contours used for design calculations, permitting evaluations, and construction planning.

Noble Consultants Preliminary Design Memorandum (January 2024)

Noble Consultants prepared an initial design memorandum evaluating multiple conceptual alternatives for replacing the boat launch ramp, fixed pier, gangway, floating dock system, and

associated upload improvements. The memorandum documented site characteristics, tidal conditions, ADA access requirements, and potential construction approaches. Preliminary cost estimates and conceptual graphics were provided, forming an early technical foundation for subsequent engineering phases.

Noble Consultants Preliminary Design Drawings (2024)
Accompanying the memorandum, Noble Consultants produced conceptual-level drawings that illustrated demolition zones, alternative launch ramp configurations, typical ramp construction sections, floating dock placement options, and potential ADA-improved circulation routes. These drawings supported preliminary feasibility assessments and early agency coordination.

Moffat & Nichol Basis of Design Report (60% Design Stage – July 15, 2026)
Moffatt & Nichol prepared a Basis of Design summarizing project assumptions, engineering criteria, tidal and sea-level-rise parameters, and existing site conditions. The document described the proposed replacement fixed pier, gangway, floating dock, and accessible connections, as well as demolition needs and upland improvements, including accessible parking, an elevated boardwalk concept, and circulation enhancements. During coordination meetings between Moffat & Nichol and MCP, it was concluded that the removal of the ramp was not practical due to the high sediment loads in the creek and the elevation of the existing ramp. Any alterations to the boat ramp were removed from the proposed project from that point forward. The report also outlined permitting considerations and resilience components aligned with state sea-level-rise guidance.

Moffat & Nichol 60% Design Drawing Set (Issued July 2026)
The 30% design drawings include detailed site plans, demolition plans, layout alternatives, cross sections, and elevation references. Key project elements documented in the drawings include the proposed 80-foot fixed pier, 42-foot gangway, floating dock system, ADA transfer bench, and circulation improvements, intended to broaden safe and equitable public access.

Miller Pacific Geotechnical Investigation Buck's Landing Dock Replacement (June 11, 2026)
Miller Pacific Engineering Group (Miller Pacific) completed a geotechnical evaluation for the proposed project. The report identifies and addresses potential geotechnical and geologic hazards and includes design recommendations. Miller Pacific reviewed available geologic information to understand and describe the local geologic conditions at and near the proposed project site. They also conducted a subsurface investigation and completed laboratory testing to characterize the subsurface soils and to aid in their geotechnical evaluation and recommendation development. The design recommendations were incorporated into the proposed project design.

PCI Ecological Buck's Landing Dock Replacement Project Biological Resources Evaluation (August 2026)
To assist with understanding how implementation of the proposed project could affect biological resources, MCP retained PCI Ecological (PCI) to prepare the Buck's Landing Dock Replacement Project Biological Resources Evaluation (BRE) in 2026. The study area evaluated in the BRE encompassed the project site and an approximately 700-foot area around the site to properly evaluate the potential presence and impacts on bird species known to use habitat in the area. While the BRE describes biological resources occurring or potentially occurring within the study area, the entire study area would not be disturbed by project-related activities. The BRE presents information on the existing

plant communities, wildlife resources, and special status species and habitats within the project area, evaluates potential impacts from project construction activities and identifies avoidance and minimization measures to reduce potential impacts on biological resources.

Marin County and WRA Salt Marsh Harvest Mouse Surveys and Genetic Sampling at Buck's Landing, Creekside Marsh, Santa Venetia Marsh, and Strawberry Marsh (December 2020)
WRA on behalf of Marin County performed salt marsh harvest mouse (SMHM, *Reithrodontomys raviventris*) trapping at four marsh areas in Marin County, including the marsh at Buck's Landing. Genetic sampling and analysis was performed and results presented. The study also presents information about SMHM ecology, habitat requirements, and food sources. At Buck's Landing, 23 mice were captured, and WRA biologists determined 20 of them were SMHM and the other three were western harvest mice. Many other native mice and voles were captured during the study. The study found that the habitat at Buck's Landing is suitable for SMHM and that habitat improvement opportunities are limited.

Marin County Buck's Landing Botanical Report (August 2022 and August 2026)
MCP conducted a botanical survey and report, including vegetation communities, rare plant populations, and weed infestations at Buck's Landing. Results indicate the presence of two species designated as rare by the California Native Plant Society and CDFW at Buck's Landing: Point Reyes bird's beak and Marin knotweed. Results indicated the presence of a Point Reyes bird's beak adjacent to the proposed project area. Marin knotweed is present along a margin of salt marsh adjacent to North San Pedro Road. The study also identified over 50 plant species listed as invasive by the California Invasive Plant Council on Buck's Landing property. Many of the species are widespread within the property, and 20 species have been prioritized for management under Marin County Parks' Early Detection/Rapid Response Program. MCP conducted a rare plant survey in July 2026. A patch of Point Reyes bird's beak is present at Buck's Landing but is located outside the proposed project area. There are scattered patches of the species in the salt marsh at Buck's Landing.

Archaeological Study Report for Buck's Landing (June 2026)
Alta Archaeological Consulting (ALTA) prepared an Archaeological Survey Report (ASR) for Buck's Landing, San Rafael, Marin County, California for the proposed project dated June 2, 2026. It included a cultural resources literature search completed at the Northwest Information Center of the California Historical Resources Information System (CHRIS), an initial Native American Consultation with the Native American Heritage Commission (NAHC), and an archaeological survey of the project area.

ALTA conducted a cultural resources inventory report for the removal and reconstruction of an existing pier, gangway, floating dock, and piles at Buck's Landing. ALTA archaeologist contacted the NAHC on March 18, 2026, to request a review of the Sacred Lands file for information on Native American cultural resources in the Area of Potential Effects (APE) and to request a list of Native American contacts in this area. The NAHC response dated March 26, 2026, indicated that a search of the Sacred Lands File returned a negative result. ALTA completed a field survey for the purposes of identifying cultural resources at the project site on April 14, 2026. The field survey included intensive survey coverage of the site across approximately 0.2 acres. Geoprobe coring was conducted by Miller Pacific in order to sample sediments and locate depth of bedrock using a direct-push drill rig, and the cores were examined for the presence of cultural stratigraphy. A tribal monitor

of the Federated Indians of Graton Rancheria attended the site survey and evaluated the geoprobe cores. MCP provided the ALTA report to FIGR by email and USPS on September 8, 2026.

Project Noise Study for Buck's Landing (August 2026)
Illingworth & Rodkin completed a Terrestrial Noise Memo and an Underwater Sound Memo to inform the CEQA evaluation presented below. The Terrestrial noise impact assessment presents and evaluation of the effects of airborne sound levels on noise sensitive receptors in the project area resulting from the reconstruction of the Buck's Landing pier and dock. It addresses potential noise impacts resulting from demolition, site preparation, and construction activities associated with the proposed project. The assessment considered noise standards established by the Federal Government, the State of California, and Marin County, noise levels for proposed reconstruction activities estimated from published sources, and the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) version.1.1 to calculate construction noise impacts during each project work phase.

The Underwater Sound Memo presents an evaluation of the effects of underwater sound levels on state and federally listed fish species caused by reconstruction of the Bucks Landing dock in Marin County, California. It evaluates the underwater sounds generated by pile installation activities using guidance provided by Caltrans,[18] along with appropriate source sound levels, and thresholds provided by Caltrans[19] and the Fisheries Hydroacoustic Working Group (FHWG). The memo provides a prediction about the extent of underwater sounds that could affect the behavior of marine mammals.

Phase I Environmental Site Assessment (2019)
EBA Engineering prepared a Phase I Environmental Site Assessment Buck's Landing in 2019[20] to assess the possible contamination of the project site with hazardous or toxic substances or wastes. The site evaluation and report conform to the American Society of Testing Materials (ASTM) Standards for Phase I E 1527-13 for Phase I Site Assessments. It evaluates the historic and current uses, hazardous material databases, historic photos, and other relevant materials. The findings indicate the physical address is listed on many hazardous material databases. Most of the listings refer to the leaking underground storage tank (LUST) case associated with the historical operations at Buck's Landing. Hazardous materials have been removed along with the impacted soils in the 1990's and all cases are closed. The EBA assessment presents the work that was conducted regarding cleanup of the hazardous materials on the property.

Project Air Quality Memo
Illingworth & Rodkin completed an Air Quality Technica Memo to inform the CEQA analysis for the proposed project.[21] The technical memo presents an evaluation of the potential air quality impacts

[18] Caltrans (California Department of Transportation). 2020. Technical Guidance for the Assessment of Hydroacoustic Effects of Pile Driving on Fish. 2020 Update. Report No. CTHWANP-RT-20-365.01.04,Division of Environmental Analysis. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-manual-a11y.pdf. Accessed September 30, 2025.

[19] Caltrans (California Department of Transportation). 2024. Hydroacoustic Technical Advisory – Hydroacoustic Impact Assessment for Pile Driving Research and Application of Best Available Science, Hydroacoustic Research and Best Available Science, TAH-22-01. April. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-technical-advisory-ally.pdf.

[20] EBA Engineering (EBA). 2019. Phase I Environmental Site Assessment Buck's Landing. December.

[21] Illingworth & Rodkin. 2026a. Air Quality Technical Memo. June.

resulting from the demolition and reconstruction of the Buck's Landing boat dock. The memo provides a description of the setting in terms of ambient air quality standards and air pollutants of concern. The memo addresses particulate matter and the elevated concentrations of PM_{10} and $PM_{2.5}$ across the region from both region-wide emissions and localized emissions. The memo discusses Toxic Air Contaminants (TACs), sensitive receptors, and provides background on the Bay Area Air Quality Management District (BAAQMD) jurisdiction and regulations.

Project Traffic Study

W-Trans prepared a Draft Focused Transportation Impact Study in March of 2026 to evaluate impacts associated with the Buck's Landing Dock Replacement Project. The study area consisted of North San Pedro Road in the immediate vicinity of the project driveway. Conditions during the weekday and weekend p.m. peak periods were evaluated. The study included traffic counts obtained on Friday, February 21, 2026, and Saturday February 22, 2026, providing weekday and weekend afternoon peak data on fair weather days. Results reported 850 vehicles on Friday and 870 vehicles on Saturday within the immediate vicinity of the project driveway on North San Pedro Road. W-Trans presented findings of a collision analysis on the segment of North San Pedro Road in the vicinity of the proposed project access driveway.

Public Outreach

Canal Alliance – University Prep Program (UP!)

Canal Alliance is a community-based nonprofit serving Latino immigrants in the Canal neighborhood. It's University Prep (UP!) Program supports youth through after-school academic and enrichment programming. In May 2022, MCP introduced Buck's Landing to UP! participants, describing the property's recent acquisition, shoreline recreation opportunities, and the deteriorating condition of the dock and pier. Staff invited youth questions and feedback, establishing the foundation for ongoing engagement with Canal youth.

Ross Valley Senior Center

The Ross Valley Senior Center provides programs, social activities, and resources for older adults in Ross Valley. In July 2022, MCP staff presented the Buck's Landing project to senior participants, discussing site access, anticipated improvements, and opportunities for senior-friendly recreation. Seniors asked questions about mobility, shoreline access, and anticipated amenities.

Voces del Canal & Canal Alliance

Voces del Canal is a community advocacy group representing residents of the Canal neighborhood. MCP partnered with Voces del Canal and Canal Alliance to host a bilingual guided hike and site visit in August 2022. The event included a shuttle to Santa Margarita Island, a guided walk, and a picnic at Buck's Landing. Participants discussed desired amenities such as picnic tables, BBQs, and expanded kayaking and small-boat programs.

Parks & Open Space Commission (POSC)

The Parks & Open Space Commission (POSC) advises the Marin County Board of Supervisors and the Marin County Open Space District Board of Directors on parks and open space matters. MCP staff conducted an on-site POSC field visit in 2023 to review acquisition history, planned improvements, ADA access gaps, and infrastructure considerations. In March 2025, staff presented the feasibility study and 30% design drawings at a hybrid POSC public meeting, receiving

commissioner support and responding to questions regarding signage, access, costs, and anticipated shoreline use.

Santa Venetia Neighborhood Association
The Santa Venetia Neighborhood Association represents residents living adjacent to the Gallinas Creek corridor. In December 2025, MCP staff met on-site with association members to review the 30% plans and discuss neighborhood priorities. Residents emphasized the importance of maintaining informal small-craft launching from the ramp and ensuring shoreline improvements would continue to support recreational boating access.

Marin Conservation League – Parks & Open Space Committee
Marin Conservation League (MCL) is a countywide environmental advocacy organization focused on preserving natural resources. MCP presented Buck's Landing 30% design to the MCL Parks & Open Space Committee in November 2025. The committee provided feedback regarding wildlife signage, seasonal shoreline access restrictions, boat-type limitations, boater beacons, and species protection measures.

Marin Permit Coordination
Marin Countywide Stormwater Pollution Prevention Program (MCSTOPPP) holds monthly project coordination meetings designed to review and guide projects through the environmental and regulatory permit process. MCP presented the proposed project at two meetings to inform agency staff members and to gather information from them to help understand the regulatory environment and requirements for the proposed project. Presentations occurred at the July 6, 2023, and March 7, 2024, meetings.

Tribal Consultation

On February 17, 2026, a request was sent to the State of California's NAHC by MCP seeking information from the Sacred Lands File and the names of Native American individuals and groups. The results of the Sacred Lands File were received on February 23, 2026, and reported a negative result for the project area. Through letters dated February 25, 2026, MCP staff provided notification of the proposed project to the Federated Indians of Graton Rancheria (FIGR) and the Guidiville Rancheria of California (GRC). The consultation letters notified tribes of the proposed project and informed them that ALTA Archeological Consulting would be conducting a cultural and historical resources survey of the study area. Of the groups contacted, MCP received requests to consult from FIGR.

In an email dated March 25, 2026, FIGR acknowledged receipt of the notification and requested a formal consultation and that a representative be present during the scheduled fieldwork on April 14, 2026. A representative of FIGR was present for the fieldwork on that date. MCP provided FIGR with potential dates for a consultation on April 1, 2026, with no response from the Tribe. MCP followed up to schedule a consultation on September 2, 2026. MCP provided the finalized cultural resources study to FIGR on September 8, 2026.

MCP AUTHORITY, MISSION, AND LEADERSHIP

The MCP is an independent legal entity and a special district operating pursuant to the California Public Resources Code, with the following mission: We are dedicated to educating, inspiring, and

engaging the people of Marin in the shared commitment of preserving, protecting, and enriching the natural beauty of Marin's parks and open spaces, and providing recreational opportunities for the enjoyment of all generations.

A five-member Board of Supervisors oversees the MCP operations. A seven-member Parks and Open Space Commission advises the MCP Board of Supervisors on policy matters related to acquisition, development, funding, management, and operation. The MCP's Director and General Manager oversees the day-to-day operations.

MCP GOVERNING AND GUIDANCE DOCUMENTS

The MCP is subject to the following governing and guidance documents:

- Marin County Strategic Plan, 2001
- Policy Review Initiative, 2005
- Marin Countywide Plan, 2023
- Marin County Department of Parks and Open Space Strategic Plan, 2008
- Marin County Marin County Unit Strategic Fire Plan and Community Wildfire Protection Plan (CWPP), 2023
- Marin County Integrated Pest Management Ordinance, 2009



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Proposed Project Location Map

Buck's Landing Dock Replacement Project
San Rafael, Marin County

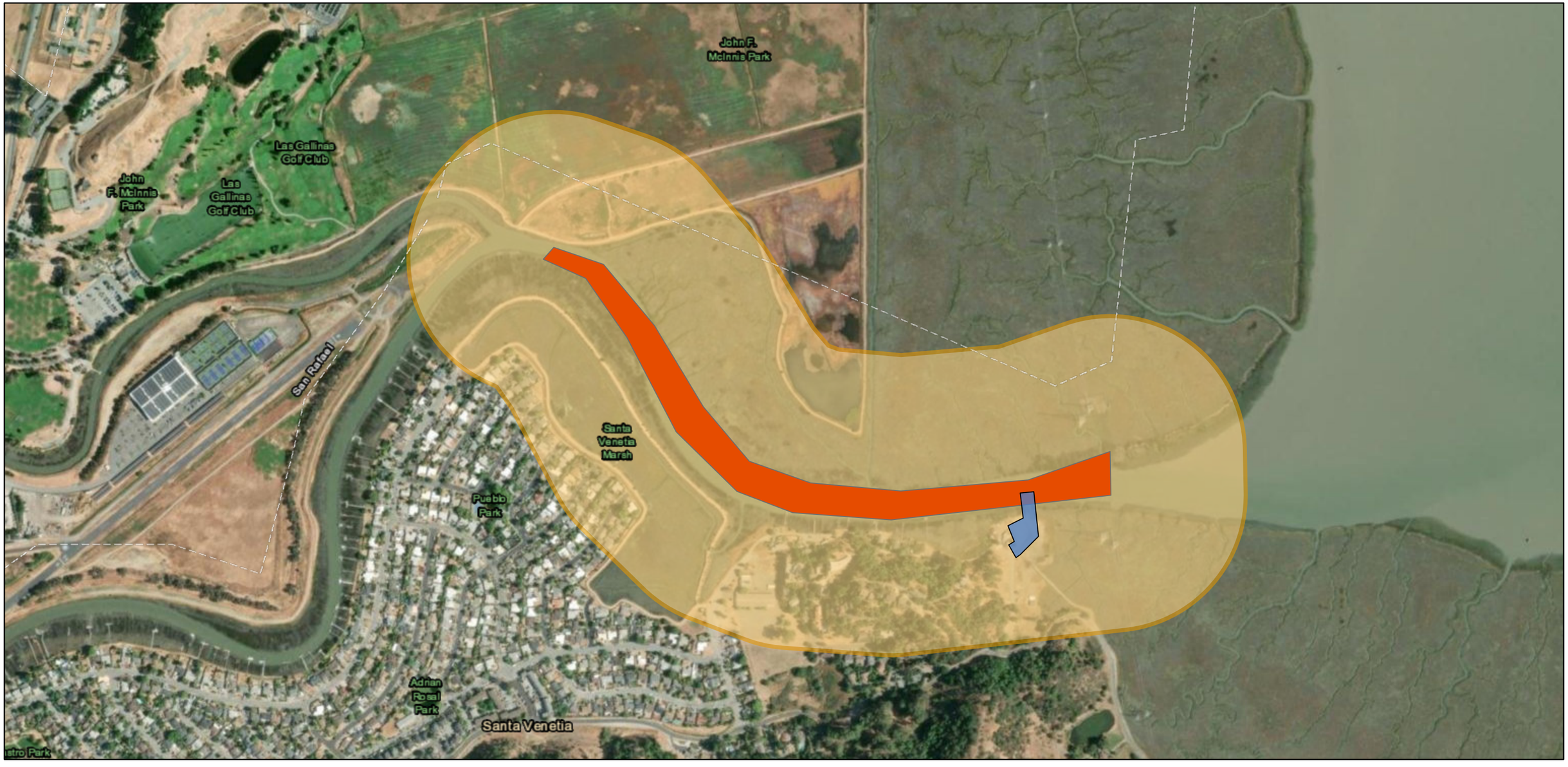
PCI ECOLOGICAL

September 2026
Sources:
Basemap - Google Earth 2025
Project area - PCI 2026

Surrounding Land Use Map



San Francisco Bay Eelgrass Impact Assessment



7/10/2026, 10:45:00 AM

- Project Area
- Dredge footprints (2022)
- Dredge footprints buffer (250 meters) - eelgrass indirect impact zone

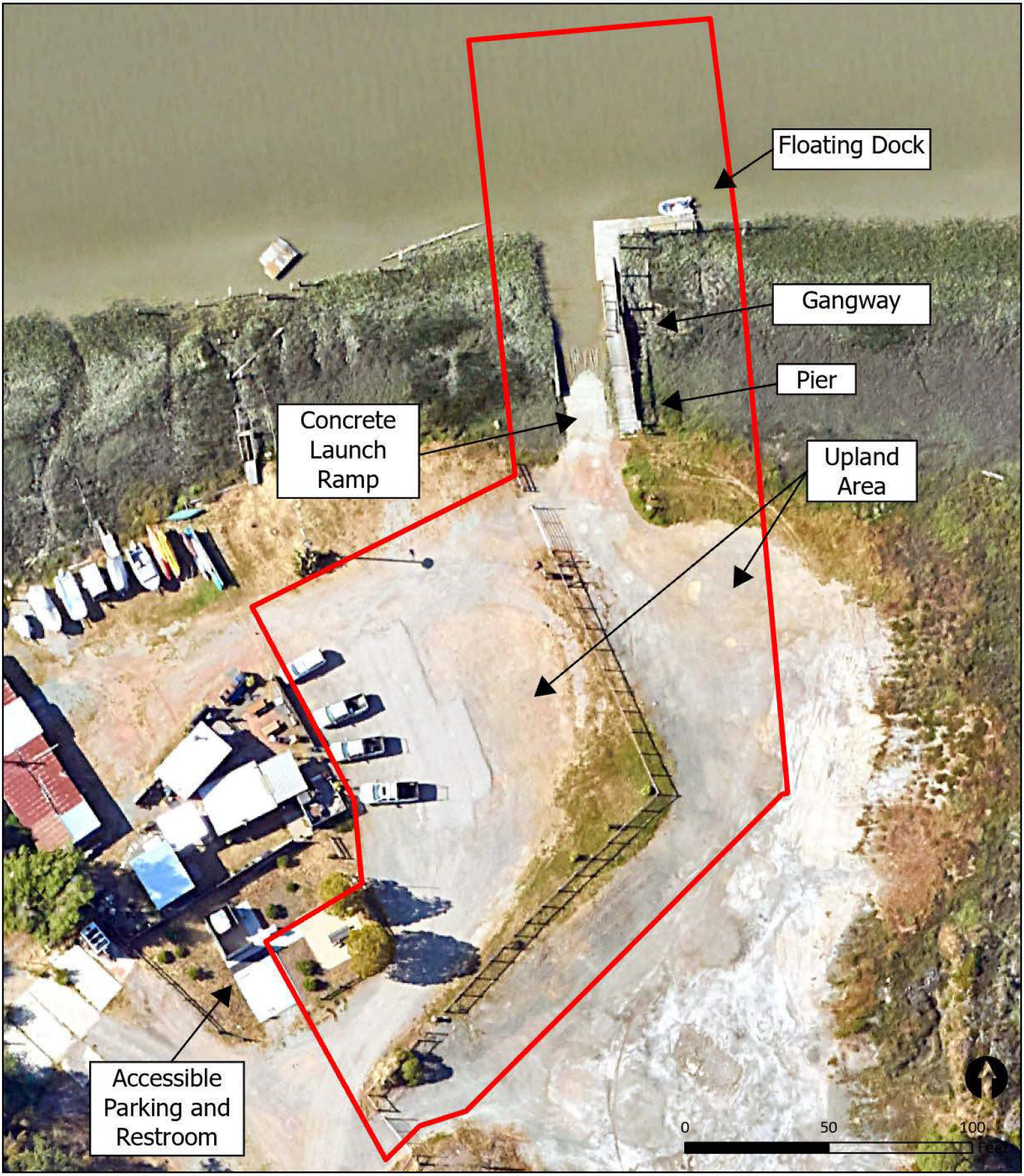
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0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Esri, HERE, Garmin, iPC, Vantor

LTMS Program/BCDC
Vantor | Bay Conservation & Development Commission (BCDC)



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Existing Buck's Landing Facilities

Buck's Landing Dock Replacement Project
San Rafael, Marin County

Project Area

PCI ECOLOGICAL

July 2026
Sources:
Basemap - Google Earth 2025
Project area - PCI 2026

Figure 5: Proposed Project Elements

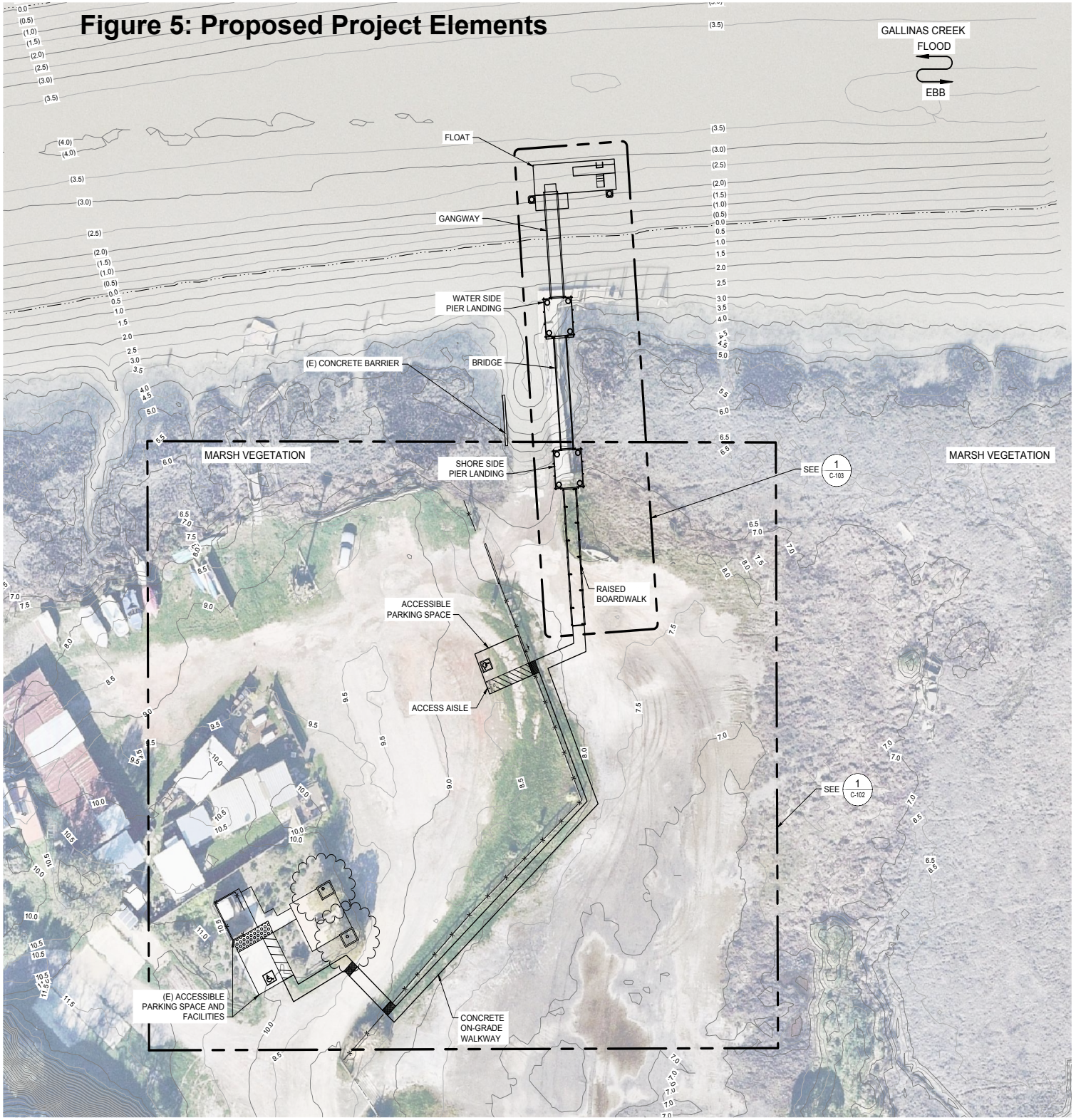


Figure 6: Project Area Photographs and Existing Dock Facilities



Figure 1 Aerial photograph of the existing dock structure and boat ramp



Figure 2 Existing dock structure inundated from tide and rain events



Figure 3 Existing dock structure piles



Figure 4 Dock structure and boat ramp

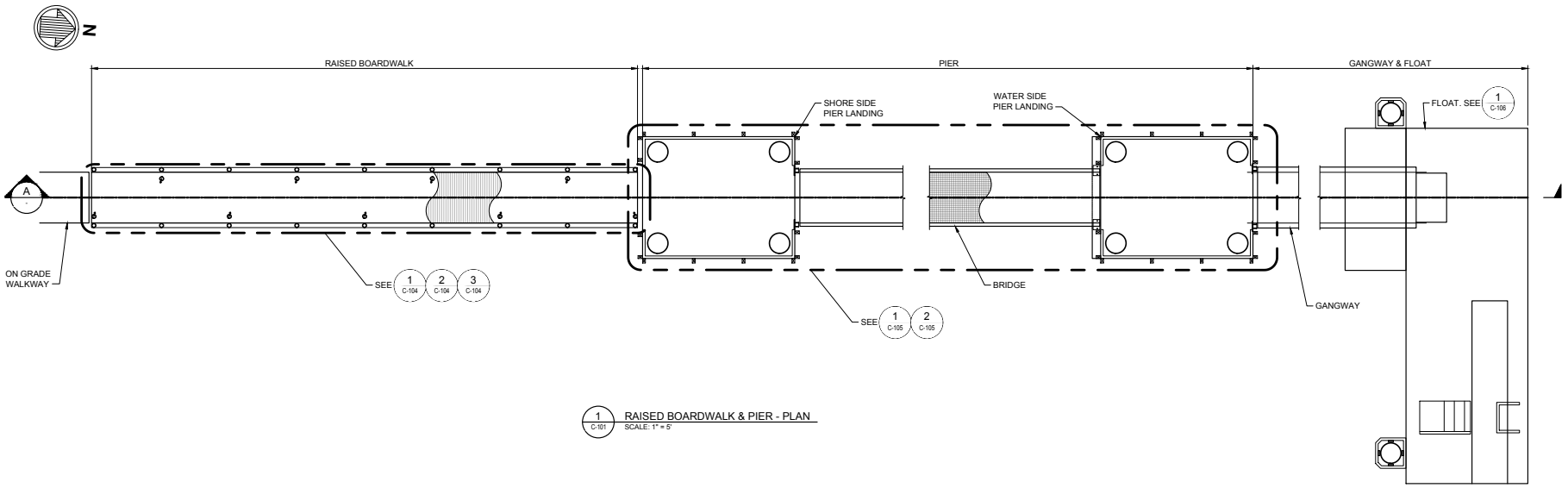


Figure 5 Marsh habitat adjacent to the existing dock

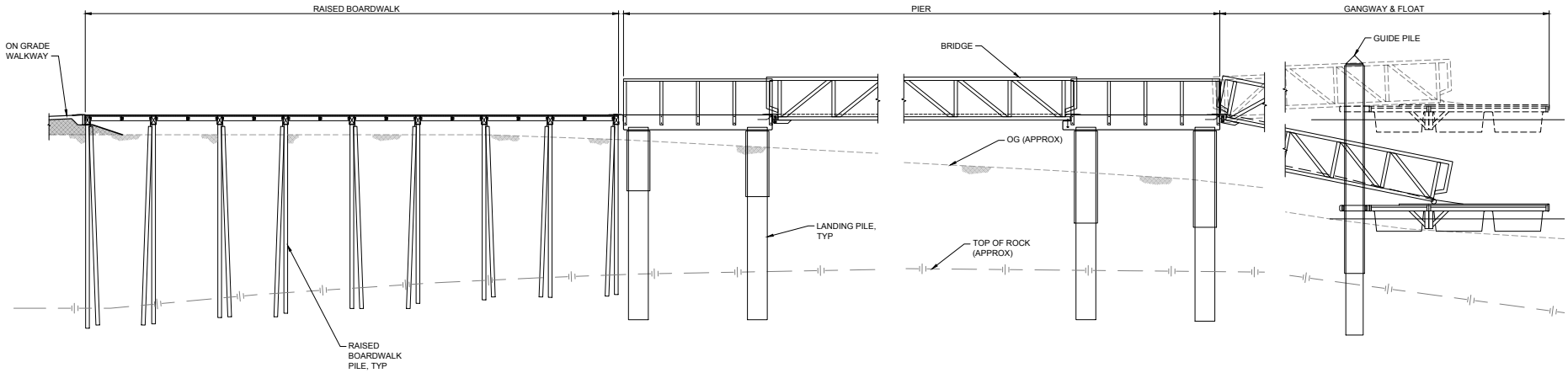


Figure 6 Existing parking area

Figure 7: Proposed Dock Elements



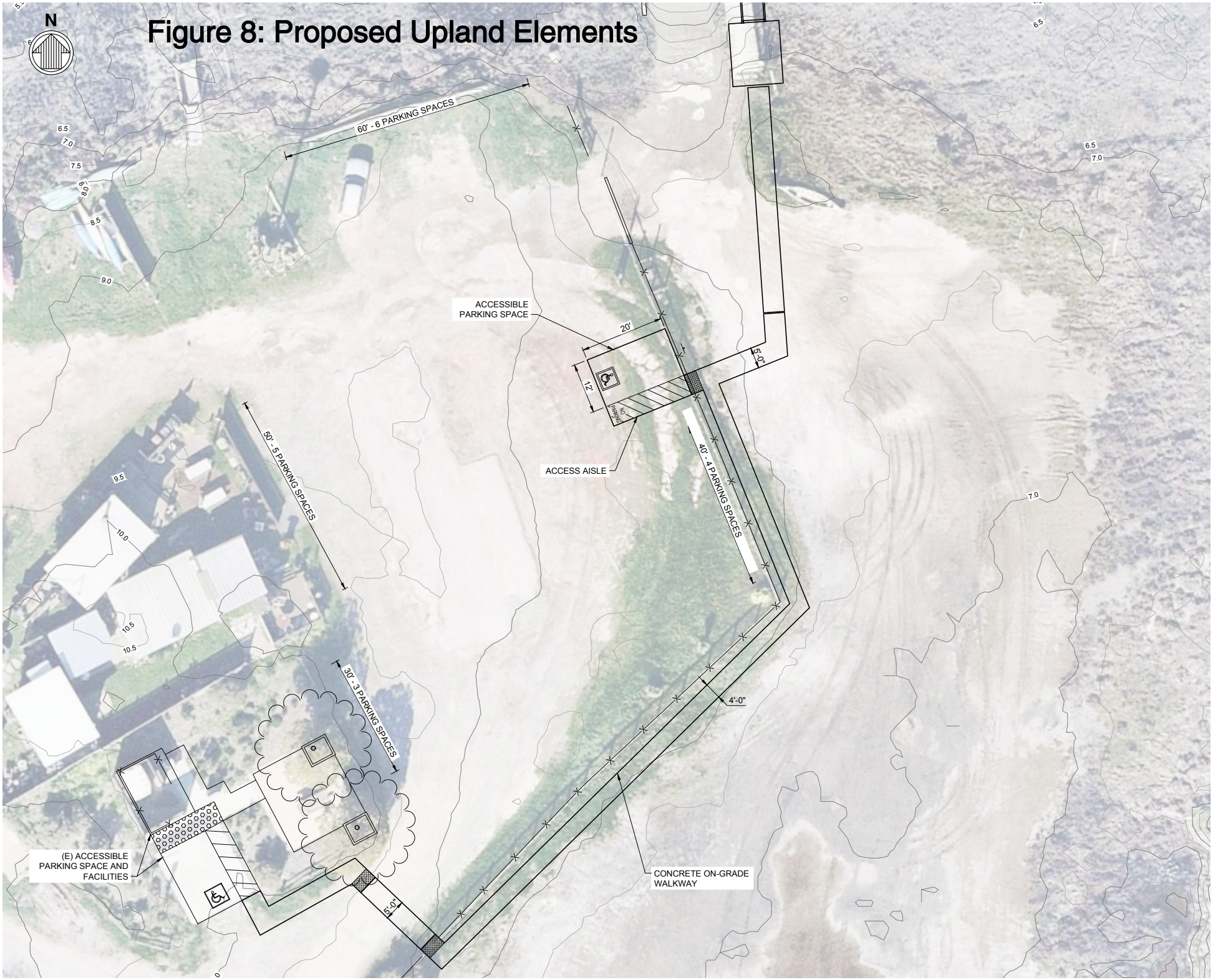
1 C-101 RAISED BOARDWALK & PIER - PLAN
SCALE: 1" = 5'

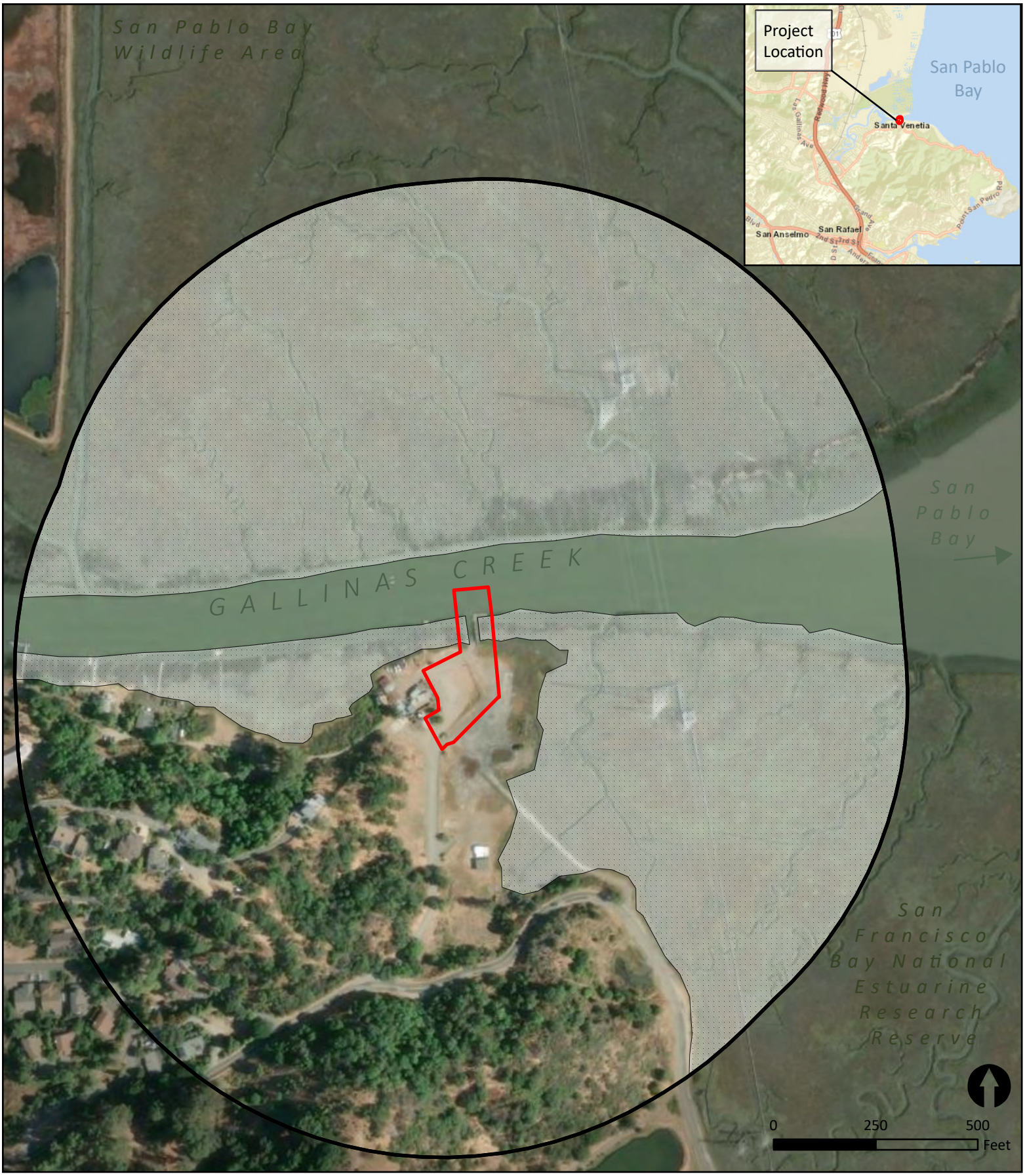


A RAISED BOARDWALK & PIER - ELEVATION
SCALE: 1" = 5'

4'-0" 0'-0" 2'-0" 4'-0"

Figure 8: Proposed Upland Elements





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Figure BIO-1
Study Area and Location

Buck's Landing Dock Replacement Project
San Rafael, Marin County

Study area (1000 ft radius)*

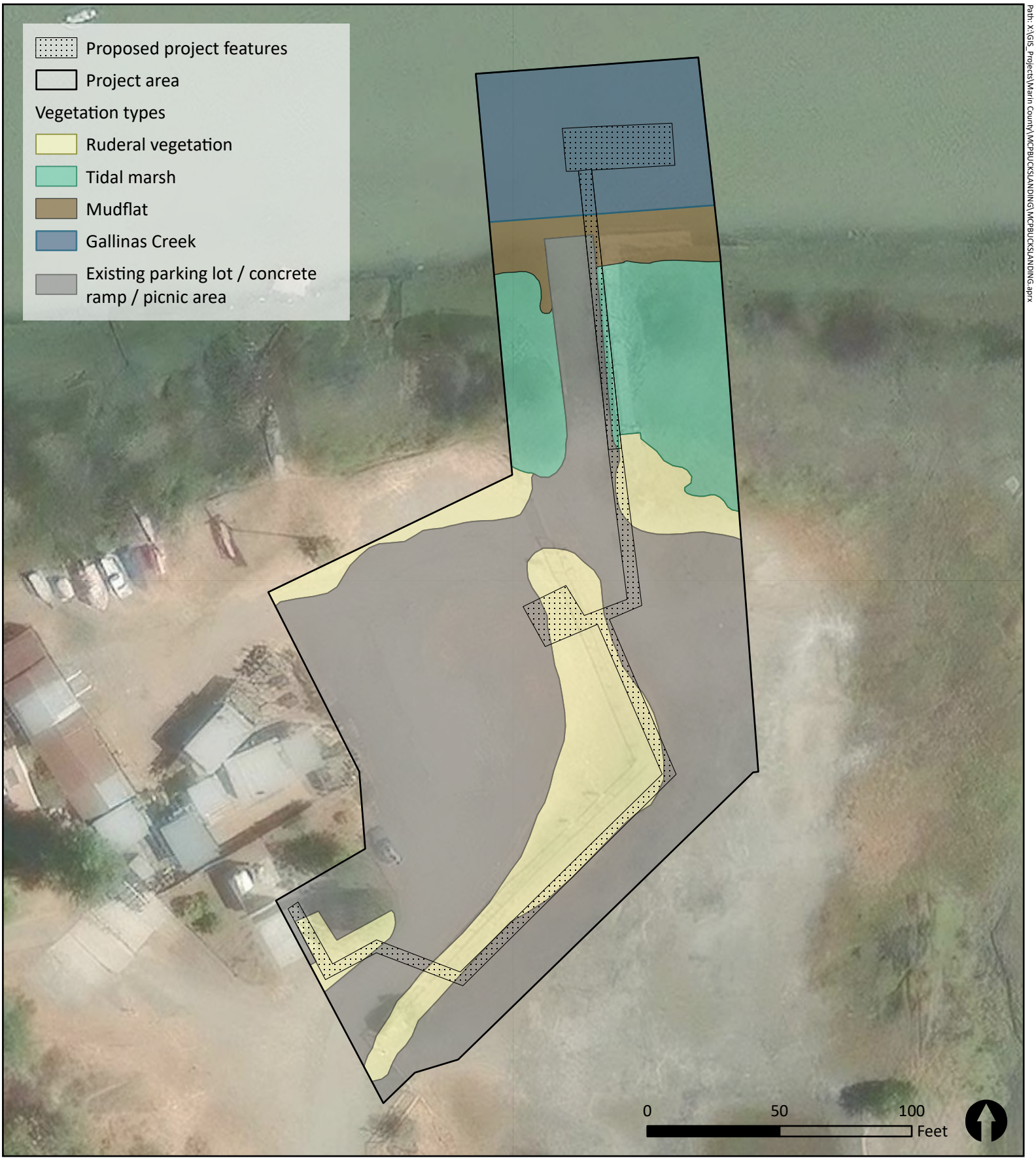
Project area

Rail habitat

*The study area is larger than the project area to include surrounding nesting bird habitat.

PCI ECOLOGICAL

8/27/2026 CP
Sources:
Aerial - ESRI 2025
Project area - Moffatt & Nichol 2026



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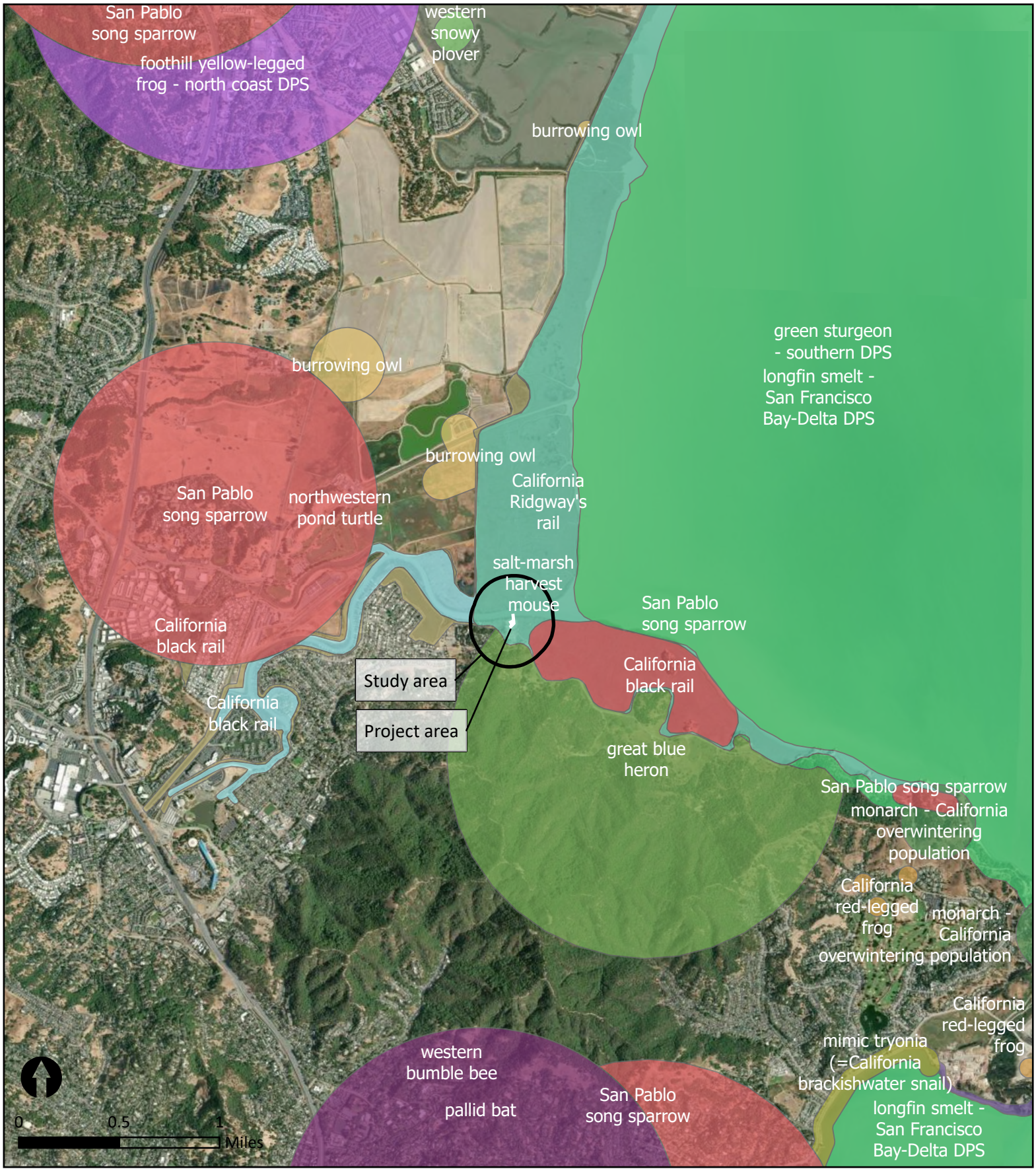
Figure BIO-2

Vegetation Types

Buck's Landing Dock Replacement Project
San Rafael, Marin County

PCI ECOLOGICAL

8/20/2026 CP
Sources:
Aerial - ESRI 2025
Project area and features - Moffatt & Nichol 2026



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Figure BIO-3

Special-status Wildlife Species Reported Occurrences

Buck's Landing Dock Replacement Project

San Rafael, Marin County

CNDDB version 08/2026. Please Note: The occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not yet been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area. This map is intended for agency and land owner use only.

PCI ECOLOGICAL

8/20/2026 CP

Sources:
Aerial - ESRI 2025
Project area and features - Moffatt & Nichol 2026
CNDDB - CDFW 2026

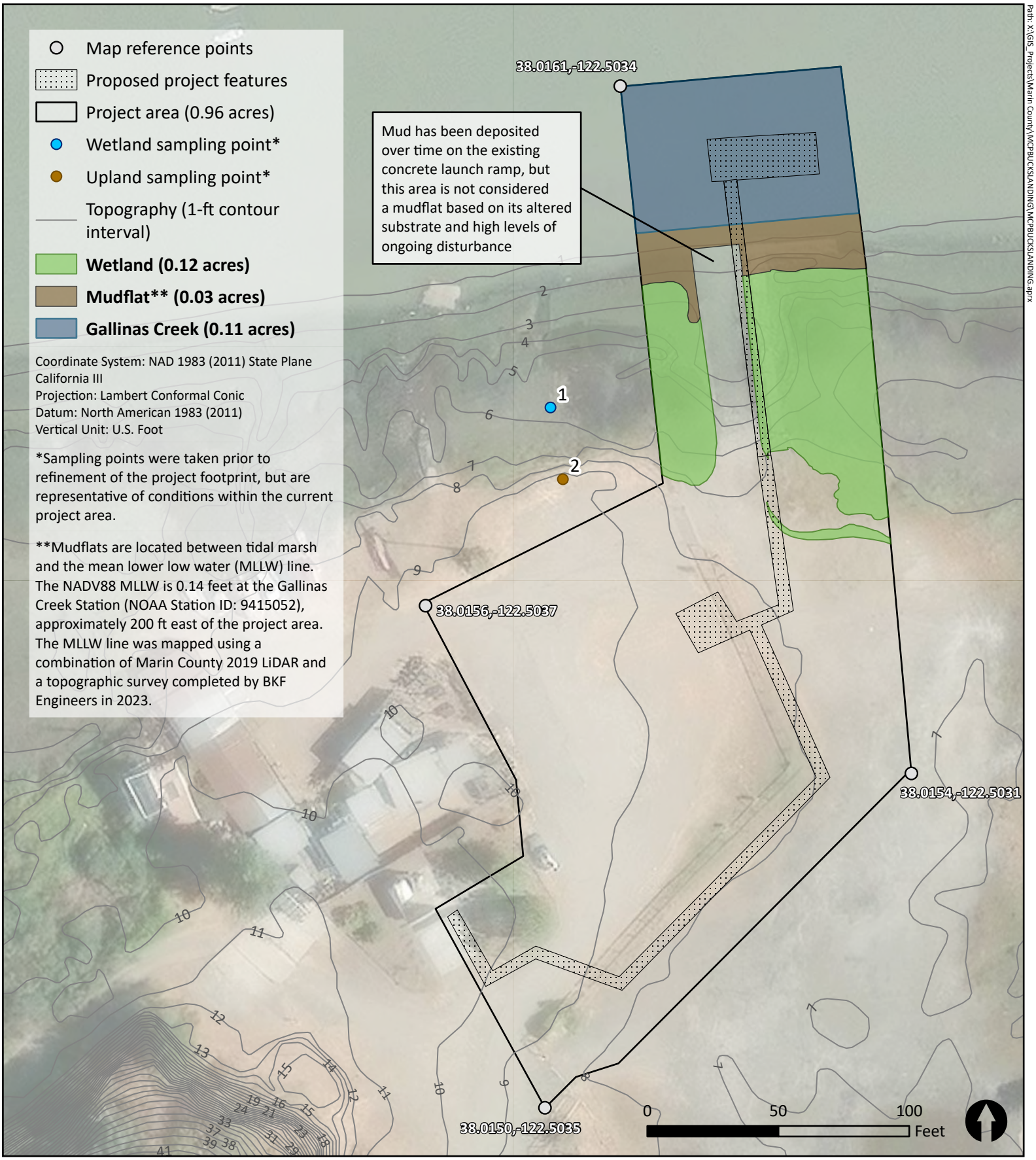


Figure BIO-4

Wetlands, Waters, and Other Aquatic Resources

Buck's Landing Dock Replacement Project
San Rafael, Marin County

PCI ECOLOGICAL

8/20/2026 CP
Sources:
Aerial - ESRI 2025
Project area and features - Moffatt & Nichol 2026
Topography - Marin County 2019

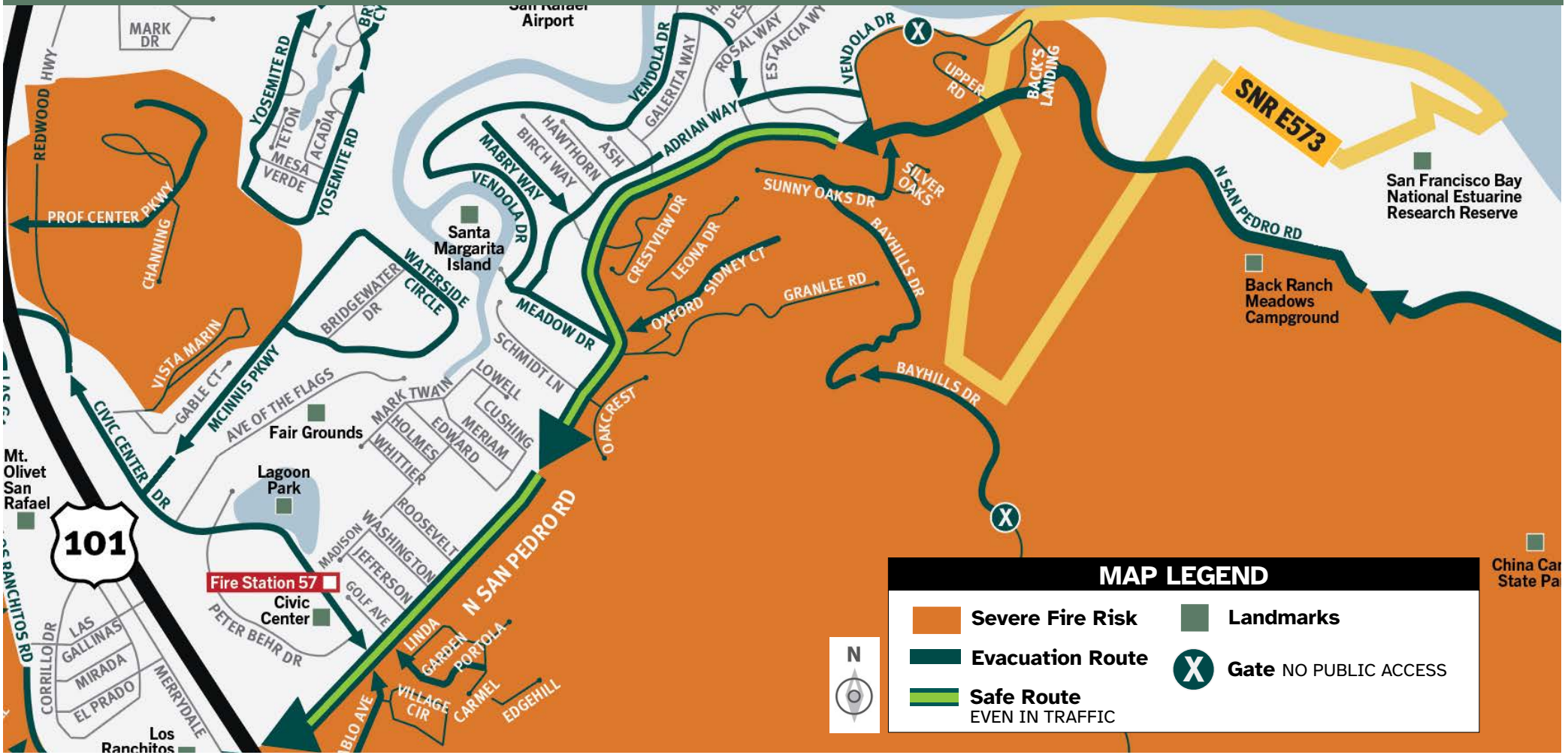
ZONE AREA

Figure HH-1: Know Your Way

SNR E573 **Know your way out.**

Scan this QR code to download your neighborhood map on your phone or tablet!

Familiarize yourself with major routes out of your neighborhood in case of an evacuation.



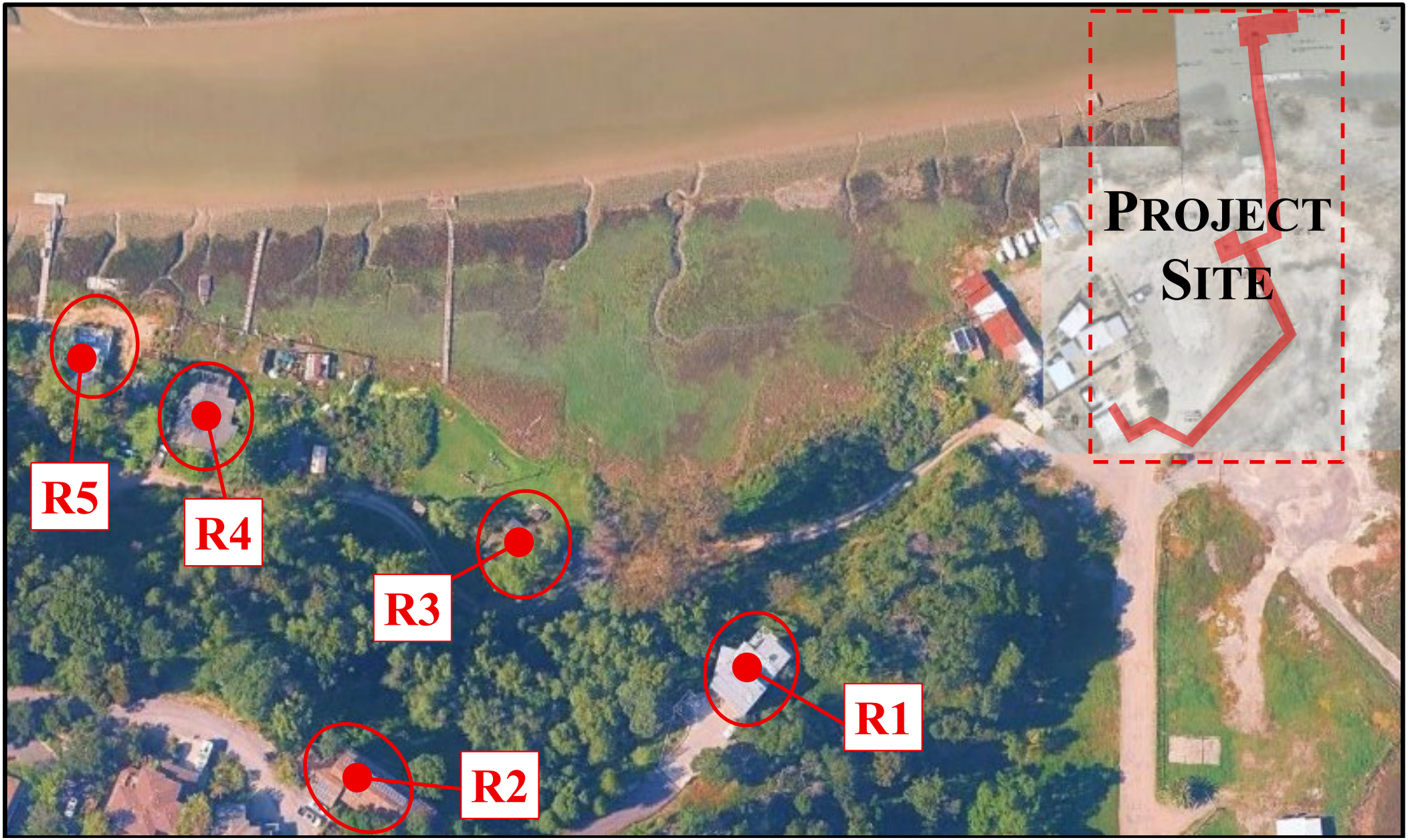


Figure NOISE-1 Project Site Relative to Closest Noise Sensitive Residential Uses

CEQA FRAMEWORK

This Initial Study has been prepared in compliance with CEQA and the State CEQA Guidelines. The basic purposes of CEQA are to:

1. Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;
2. Identify ways that environmental damage can be avoided or significantly reduced;
3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

The purpose of this Initial Study is to disclose information obtained during the analysis of environmental effects that could result from implementation of the proposed project, including construction, operation, and maintenance, that has a potential for resulting in a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. The conclusions of the Initial Study have been utilized to determine whether a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report should be prepared. This determination depends on the conclusions of the Initial Study regarding potentially significant environmental impacts, based on substantial evidence:

Negative Declaration
The Initial Study concludes that no potentially significant environmental impacts would occur from implementation of the proposed project, and no mitigation measures are required.

Mitigated Negative Declaration
The Initial Study concludes that potentially significant environmental impacts could occur from implementation of the proposed project. Mitigation measures are included to reduce potentially significant environmental impacts to a less than significant level.

Environmental Impact Report
The Initial Study concludes that potentially significant environmental impacts could occur from implementation of the proposed project. Mitigation measures are included to reduce potentially significant environmental impacts to a less than significant level, but potentially significant environmental impacts could still result.

The MCP is the CEQA Lead Agency for the proposed project, meaning that the MCP has the principal responsibility for carrying out or approving a project, including the decision of which environmental document should be prepared.

SUMMARY OF THE CEQA ANALYSIS

The Initial Study utilized the Checklist included as Appendix G of the State CEQA Guidelines. The Checklist topic areas are presented in alphabetical order:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Resources
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

For each topic area, the Checklist includes specific questions. Each question is answered by evaluating all phases of the proposed project, including construction and post-construction use, in consideration of the potentially significant environmental impacts that could occur for any phase of the proposed project. For each question, one of the four following conclusions is provided with supporting information:

No Impact
The proposed project will not have the impact described.

Less than Significant Impact
The proposed project may result in the impact described, but at a level that is less than significant. Mitigation is not required, however, may still be included.

Potentially Significant Unless Mitigated
The proposed project may result in the impact described at a level that is potentially significant. The incorporation of proposed mitigation measures would reduce the potentially significant impact to a less than significant level. For these responses, proposed mitigation measures are included after the discussion of the potential impact. In order to adopt a Mitigated Negative Declaration, the Lead Agency must agree to incorporate all mitigation measures into the project as approved, and a Mitigation Monitoring and Reporting Program must be adopted by the Lead Agency at the time of project approval.

Potentially Significant Impact
The proposed project may have an impact described at a level that is potentially significant. The potentially significant impact cannot be reduced to a less than significant level even with the incorporation of proposed mitigation measures, requiring preparation of an Environmental Impact Report.

PROPOSED MITIGATION MEASURES

Mitigation Measure BIO-1: Special-Status Plants
Marin County Parks shall ensure the known population of Point Reyes bird's beak is not disturbed during construction. A qualified biologist shall confirm the extents of the population and identify the proper location for placement of construction exclusion fencing to prevent inadvertent equipment access through the area. The exclusion fencing location shall be marked on construction drawing, and the exclusion area shall be avoided by both equipment and construction personnel.

A qualified Marin County Parks staff or consultant shall conduct preconstruction botanical surveys of tidal marsh in the project area during the bloom period for the rare plants that could be present in the project area, before construction begins to determine current locations of Point Reyes bird's beak and Marin knotweed as these species are annual and their extent may vary from year to year. If any special-status plant species are found in the project area during the pre-construction survey, a qualified biologist would determine and mark an appropriate no-work buffer around any individuals or populations. A low-profile fence and/or bright orange flagging shall be installed around the edge of the buffer to prevent inadvertent disturbance to rare plants during project implementation. If impacts cannot be avoided, the appropriate regulatory agency, California Department of Fish and Wildlife (CDFW) and/or US Fish and Wildlife Service (USFWS), shall be contacted to identify an appropriate course of action, such as salvage and planting of host species; seed collection, propagation, and planting; and monitoring for success under the direction of a qualified biologist as approved by the appropriate regulatory agencies. If directed by CDFW or USFWS, a Rare Plant Relocation Plan shall be prepared by the Marin County Parks or its contractor and reviewed and approved by the regulatory agencies. The Relocation Plan shall include regular monitoring and weed control for a period of five years, with success criteria including 75% cover of target species and less than 20% cover of weeds or as specified by the regulatory agencies. Adaptive management criteria shall also be included in the plan as requested.

Marin County Parks shall ensure a qualified biologist conducts a preconstruction training session for all construction team members about the rare plant and their individual responsibilities to avoid disturbance in the exclusion areas.

Mitigation Measure BIO-2: Protect Salt-marsh Harvest Mouse and Suisun Shrew During Construction
Marin County Parks shall ensure a qualified biologist that specializes in salt-marsh harvest mouse conducts preconstruction surveys for this species within the project area. The biologist shall determine the methods necessary to effectively exclude individuals from the project area and direct and monitor the completion of these activities. Measures could include flushing mice from vegetation, trimming of vegetation, and installation of a mouse-proof exclusion fence to prevent individuals from re-entering the project area. If exclusion fencing is used, the fence shall be made of a non-textured material that does not allow salt marsh harvest mice to pass through or climb (such as slick plastic sheeting) or silt fence with slick tape a minimum of 6 inches wide, and the bottom should be buried to a depth of at least 4 inches so that animals cannot crawl under the fence. Fence height shall be at least 12 inches higher than the highest adjacent vegetation with a maximum height of 4 feet. Fence posts shall be placed on the work area side or the vegetation cleared side of the fencing. The fencing

shall be installed under the supervision of a qualified biologist. If fencing is used and marsh vegetation must be cut or trimmed, vegetation shall be cut or removed using hand tools or hand-held motorized equipment only. If fencing is used, the fencing shall remain in operating condition throughout the duration of all project activities in tidal marsh habitat. The qualified biologist or biological monitor shall inspect daily the integrity of the exclusion fencing to ensure there are no gaps, tears, or damage. Maintenance of the fencing shall be conducted as needed. Any necessary repairs to the fencing shall be completed within 24 hours of the initial observance of the damage, and repairs shall be overseen by a qualified biologist. Any mice found along or outside the fence shall be closely monitored by a qualified biologist until the mouse relocates away from the project area. All work in the area where a mouse is sighted along or outside the fence shall cease to allow the individual to leave on their own. If an individual does not relocate on their own, the qualified biologist shall contact U.S. Fish and Wildlife (USFWS) and/or California Department of Fish and Wildlife (CDFW) for further guidance. The qualified biologist must direct removal of the exclusion fencing at the conclusion of all construction activities.

All excavated or deep-walled holes or trenches greater than one-foot deep shall be covered at the end of each workday using plywood, steel plates, or similar materials, or escape ramps shall be constructed to allow special-status and other animals to exit. Before such holes are filled, they shall be thoroughly inspected for trapped animals.

Marin County Parks shall ensure that no project activities occur within 50 feet of suitable tidal marsh habitat within two hours before and after an extreme high tide event (6.5 feet or higher measured at the Golden Gate Bridge and adjusted to the timing of local high tides) or when adjacent tidal marsh is flooded unless exclusion fencing has been installed around the work area.

Marin County Parks shall ensure a qualified biologist conducts a preconstruction training session for all construction team members about the salt-marsh harvest mouse and their individual and other special-status species potentially present in or near the project area. The training shall include an explanation of how to avoid the accidental take of salt marsh harvest mouse and other sensitive species and nesting birds potentially near the project area. The field meeting shall include topics on species identification, descriptions, habitat requirements and required minimization and avoidance measures. The training shall discuss individual responsibilities to avoid disturbance to the species and avoid any disturbance in the exclusion areas. The training shall also include protocol to follow should a salt-marsh harvest mouse enter the construction area.

Mitigation Measure BIO-3: Prevent Spread of Invasive Species

Marin County Parks shall prevent the introduction and spread of invasive plant species during project construction through implementation of the following measures, contractor requirements, and post-construction vegetation surveys:

- Clean vehicles, equipment, tools, and work boots (free of mud, debris, and soil) when entering from a location outside the project area or leaving the project area to another location.
- Thoroughly clean timber crane mats before placement to prevent the spread of invasive plant seeds or other potential contaminants from other construction sites.

- Construction vehicles, tools, and other equipment, including equipment to be used in Gallinas Creek, shall be cleaned of seed, other plant material, and soil before entering the site. Equipment shall also be cleaned when moving to new areas on the site, if highly invasive non-native species are present in previous work areas.
- Any seed, straw, or mulch brought into the site shall be selected from a source with a low likelihood of containing weed seed including use of certified weed free straw. A restoration practitioner familiar with regional weed species and their seed shall inspect these materials before they are distributed on site, to ensure materials are free of visible contamination.
- Ensure that any mowing or other vegetation/thatch removal in work areas does not spread the seed of invasive plants, such as perennial pepperweed, Uruguayan pampas grass, and French broom.
- If any nursery stock is used for revegetation, procure stock from nurseries following current best management practices for the prevention of plant pathogen spread. Inspect stock at the point of purchase for symptoms of infection from plant pathogens, such as Phytophthora.
- If seeding occurs as part of erosion control measures, use native seed from the local ecotype to facilitate the establishment of native cover and minimize the establishment of invasive species.
- Conduct post-construction vegetation surveys for early detection/rapid response to detect any newly introduced invasive plant species.

Mitigation Measure BIO-4: Protect Wetlands

Marin County Parks shall ensure wetlands are protected during project construction. To avoid disturbance from the staging of construction materials and equipment, a qualified biologist shall mark the perimeter of this wetland in the proposed project area, and the project plans shall show the wetland. A low-profile fence and/or bright orange flagging or other technique shall be also installed around the perimeter of this wetland. If the wetland cannot be avoided, construction crane or timber mats may be placed over the wetland to provide access. No equipment or materials shall be staged on the crane mats placed over the wetland.

Mitigation Measure CR-1: Cultural Resources Training

Marin County Parks shall ensure a qualified archaeologist and FIGR Tribal Cultural Monitor conduct a cultural resource training prior to the commencement of any construction activities. Construction team members and MCP staff shall attend. The construction contract shall include the training and record keeping requirements. MCP's Project Manager shall be responsible for ensuring all contractors comply with the training requirements. Training will include (1) the reasons for archaeological and Tribal resource monitoring; (2) regulatory policies protecting archaeological and Tribal resources and human remains; (3) basic identification of archaeological and Tribal resources; and (4) the protocol to follow in case of a discovery of such resources. Construction contractors shall maintain records of employees who have completed the training. At least one trained crew member must be present during all Project construction activities that involve ground disturbance.

Mitigation Measure CR-2: Unanticipated Discovery of Cultural Resources

Marin County Parks shall ensure proper treatment of a previously undiscovered cultural resource is encountered during construction. If previously unidentified cultural resources are encountered during project implementation, alteration of the resources and their stratigraphic context shall be avoided. A qualified professional archaeologist shall be contacted to evaluate the situation, and project personnel shall not collect cultural resources. Resources associated with Native peoples include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. MCP shall directly notify the Federated Indians of Graton Rancheria and implement their recommendations.

Mitigation Measure CR-3: Encountering Native American Remains

Marin County Parks shall ensure the following process is followed in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, they shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. Additionally, MCP shall directly contact the Federated Indians of Graton Rancheria as the MLD in the event that human remains are inadvertently discovered per the request by Federated Indians of Graton Rancheria on previous projects.

DETERMINATION

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

CEQA Checklist Topic Areas

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Rachel Reid, Environmental Coordinator
Marin County Community Development Agency

November 23, 2026

AESTHETICS

Table 3: Aesthetics Checklist Questions

	Except as provided in Public Resources Code Section 20199, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? *(Public views are those that are experienced from publicly accessible vantage points.)* If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Setting

The proposed project is located with the existing Buck's Landing Boat Launch Facility. Buck's Landing is a small, low-lying waterfront property on the southern bank of Gallinas Creek. Gallinas Creek provides access to San Pablo Bay, which is located about a quarter mile to the east of Buck's Landing. The site is located between the Santa Venetia neighborhood to the west and China Camp State Park to the east. Tidally influenced salt marsh and tidal wetlands are present along Gallinas Creek. The surrounding land is mostly designated wildlife areas and research reserves, with a small number of private residential parcels immediately west between Buck's Landing and Santa Venetia. The Buck's Landing boat launch consists of a gravel parking lot, an existing concrete boat launch and an old, non-functioning pier and boat dock.

Visitors access the existing boat launch facility via North San Pedro Road. Marin County shapes the aesthetic and scenic resource regulatory context in the Marin Countywide Plan *(Policy DES-4: protect scenic resources)* the policy emphasizes preservation of the natural visual character of open space lands.

Regulatory Setting

California State Scenic Highways Program

California's Scenic Highway Program was created by the State of California legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State laws governing the Scenic Highways Program are found in the Streets and Highways Code, Sections 260 through 263. The California Scenic Highway Program is maintained by the California Department of Transportation (Caltrans). Caltrans has not designated any highway within the city of San Rafael as a State Scenic Highway. Furthermore, there are no officially designated State Scenic Highways in the County of Marin.[22]

Marin Countywide Plan

The Marin County Community Development Agency oversees environmental review, ensuring projects align with the Marin Countywide Plan (CWP)[23]. The CWP identifies the protection of scenic resources and minimizes visual impacts from development and preserve vistas of important natural features. The Built Environment Element of the CWP identifies two implementing programs that preserve visual qualities: DES-4.a requires protection of key public views and DES-4b requires minimizing visual impacts of public facilities.[24]

CEQA Context

Potentially significant environmental impacts associated with aesthetics can be subjective in nature because the response to aesthetics varies from person to person. In terms of methodology, potentially significant environmental impacts on aesthetics have been determined by identifying whether project elements would result in the loss or degradation of a scenic attribute or in a demonstrable negative effect to overall visual quality.

a) Would the Project have a substantial adverse effect on a scenic vista?

Less than Significant Impact

A scenic vista can be defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. There are no identified scenic vistas in the proposed project area. Rather than a single list, the county's visual protections are embedded into the Marin Countywide Plan, which mandates the preservation of view corridors, bayfront visual access, and visually prominent ridgelines. Marin County defines a scenic vista as an area that is designated, signed, and accessible to the public for purposes of viewing and sightseeing. Buck's Landing would meet this definition of a scenic vista.

The new pier and dock would be located at the same location as the deteriorated existing pier with the new dock and gangway extending further into Gallinas Creek to provide boating access without visitors walking across mudflat habitat to reach open water. Construction of the new pier and dock would result in temporary placement of crane mats along the existing concrete boat launch and/or within the marsh habitat on the east and west side of the proposed replacement facilities. The

[22] California Department of Transportation, 2019, California Scenic Highway Mapping System, accessed on August 26, 2026 https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

[23] Marin County Community Development Agency. 2023. Marin Countywide Plan. January.

[24] Goal DES-4 is a goal in the CWP that addresses protection of scenic resources in the CWP. DES-4a and DES-4b are implementing programs to attain the goal for protection of scenic resources.

proposed project would temporarily alter the existing scenic quality of the project during demolition and construction activities. Land-based excavator/crane fork-lifts/reach lifts would be used during demolition and construction temporarily detracting from the scenic quality of the project surroundings. Construction would not require removal of vegetation, though vegetation may be temporarily covered during a portion of the three-month construction period. Construction activities and construction equipment would be visible from Gallinas Creek and the areas surrounding the existing facility; however, the temporary change in view would only occur during construction. Additionally, the boat launch would be closed during the construction period, which would minimize potential visitor direct views of the construction. These disruptions would be temporary in nature, limited to the area of construction only, and would have a temporary and less than significant impact.

The proposed project would replace the pier and dock and construct a new accessible walkway. The buildings at the site would remain, and it would not add new buildings to the site; therefore, the overall visual characteristics of the site would not change. It would not change the bayfront visual access or alter corridor views from any vantage point within the park facility or from views towards the facility. For these reasons, implementation of the proposed project would result in no impact on scenic vistas.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
No Impact

Scenic resources can be defined as landscape patterns and features that are visually or aesthetically pleasing. These include, but are not limited to, trees, rock outcroppings, and historic buildings. Scenic areas, open spaces, rural landscapes, and vistas also contribute to a net visual benefit for the viewer. Caltrans manages the California Scenic Highway Program to protect State highways located in areas of outstanding natural beauty. The state legislature created California's Scenic Highway Program in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. There are no designated scenic highways in Marin County. [25] [26] Highway 101 is located just over two miles west of Buck's Landing; it is the closest highway to the project area. Buck's landing is not visible from the highway. For these reasons, implementation of the proposed project would have no impact on scenic resources within a state scenic highway.

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)
No Impact

Visual character can be defined as the perceived contrast between the existing visual elements of an area and how the area will look after the project is implemented. The proposed project is located at

[25] California Department of Transportation (Caltrans). 2019hyu. California Scenic Highway Mapping System. https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0 . Access on July 16, 2026.

[26] California Department of Transportation (Caltrans). 2015. Officially Designated Scenic Highways. https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf.

an existing Marin County Parks boat launch facility along the bank of Gallinas Creek. It is surrounded by marshland to the east and west, Gallinas Creek to the north, and scattered residences to the southwest.

Implementation of the proposed project would result in small-scale visual impacts during and after construction. Changes to the visual environment during construction would include equipment needed at the site, including a floating barge in Gallinas Creek, staging of construction materials, and temporary erosion control measures including straw wattles and silt fencing. The proposed staging area would be located within the existing parking lot at Buck's Landing. The construction period would be approximately three months; therefore, the visual changes during construction would be temporary and of limited duration.

The proposed project would remove and replace the deteriorated existing pier and dock that is currently unusable due to structural safety hazards. Installation of the new pier and dock and the accessible walkway would not introduce new structural elements into views currently characterized by the existing Buck's Landing facility. Buck's Landing is a recreational facility that provides public access to the bayfront via Gallinas Creek to San Pablo Bay. The proposed project would support this use and provide visitors with safe access. It would continue to provide public recreational access following construction. The materials proposed for the pier and dock would result in accessible use of the site without detracting from public views. The design limits encroachment into wetlands and sensitive habitats, minimizes vegetation removal, and provides public access to shoreline marshes for recreational uses. Given the proposed project would replace an existing pier and dock in the same place at an established recreational facility, implementation of the proposed project would result in no impact on visual quality and character of public views.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
No Impact

New sources of light and glare can occur from lighting associated with buildings and from exterior light sources such as street lighting, building illumination, security lighting, and landscape lighting. Glare is an objectionable brightness created by the reflection of sunlight or artificial light from highly polished surfaces.

The existing buildings on private property adjacent to Buck's Landing include some outdoor lighting. The proposed project would not include any new sources of light or glare – no lighting, electrical infrastructure, reflective surfaces, or glazed materials are proposed. For these reasons, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views, and there would be no impact.

AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Table 4: Agriculture and Forestry Resources Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Setting

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) provides a classification system based on technical soil ratings and current land use. The FMMP is an informational service only and does not have regulatory authority over local land-use decisions.

The minimum land use mapping unit is ten acres unless specified; the map incorporates smaller units of land into the surrounding map classifications. Pursuant to CEQA Guidelines Appendix G, the term "Farmland" refers to FMMP map categories Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (hereafter collectively referred to as "Farmland"). Generally, any conversion of land from one of these categories to a lesser quality category or a non-agricultural use would have an adverse impact. These map categories are as follows:

Prime Farmland: Land which has the best combination of physical and chemical characteristics to produce crops. It has soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods.

Unique Farmland: Land of lesser quality soils used to produce specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. It is usually irrigated but may also include non-irrigated orchards or vineyards.

Farmland of Statewide Importance: Land that is like Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.

Buck's Landing does not contain any prime, unique, or important farmland. The California Department of Conservation maps the project area as "Urban and Built-Up land".[27] Lands located adjacent to the project area are designated "Other".

CEQA Context

A project would normally result in a significant impact to agriculture and/or forestry resources if the Project will alter existing agricultural land uses or land use designations. Generally, any conversion of land from one of the Farmland categories to a lesser quality category or a non-agricultural use would be a potentially significant impact.

a) Would the Project convert prime farmland, unique farmland, or farmland of statewide importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?
No Impact

The project area does not support agricultural uses, and the marina facility operations would remain as existing after project implementation.[28] For these reasons, implementation of the proposed project would result in no impact on farmland because it would not convert any farmland to a non-agricultural use.

[27] California Department of Conservation (DOC). 2026. Marin County: Important Farmland Data Availability. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed July 16, 2026.

[28] ibid.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The project area has a Countywide Plan designation RC - Recreational Commercial and zoning designation RCR-BFC Resort and Commercial Recreation, Bayfront Combining District. There are no designated agricultural lands or Williamson Act contracted parcels on the site.[29] For these reasons, implementation of the proposed project would result in no impact on existing zoning for agricultural use or a Williamson Act contract.

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land *(as defined in Public Resources Code §12220(g)),* timberland *(as defined by Public Resources Code §4526),* or timberland zoned Timberland Production (as defined by Government Code §51104(g))?

No Impact

In accordance with the definition provided in California Public Resources Code Section 12220(g), "forest land" is land that can support, under natural conditions, 10 percent native tree cover of any species, including hardwoods, and that allows for the preservation or management of forest-related resources, such as timber, aesthetic value, fish and wildlife, biodiversity, water quality, recreational facilities, and other public benefits. "Timberland" means land, other than land owned by the federal government and land designated as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.

Buck's Landing is located on the south bank of Gallinas Creek east of Santa Venetia and south the CDFW-managed San Pablo Bay Wildlife Area, see Figure 2, Surrounding Land Uses. The areas around the dock and parking lot are characterized by mudflat habitat and sensitive plant communities, including bulrush and Pacific cordgrass. As such, the project area does not include lands with forest land, timberland, or timberland production. For this reason, implementation of the proposed project would result in no impact to lands zoned as forest land, timberland, or timberland production.

d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

The project area does not contain forest land or used for any timber related activities and therefore the proposed project would not convert forest land to non-forest uses. The boat launch facility operations would remain as existing after project implementation. For these reasons, implementation of the proposed project would result in no impact to forestland.

[29] California Department of Conservation (DOC). 2026. Williamson Act Enrollment Finder. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed July 16, 2026.

e) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?
No Impact

Buck's Landing does not include farmland or forest land. Implementation of the proposed project would not convert farmland to a non-agricultural use or convert forest land to a non-forest use. For these reasons, implementation of the proposed project would result in no impact association with farmland or forest land conversion.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Table 5:Air Quality Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Result in a cumulatively considerable net increase of any criteria pollutant under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions *(such as those leading to odors or dust)* adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

The proposed project area is located within the nine-county San Francisco Bay Area Air Basin (Bay Area Air Basin), which encompasses Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin, and Napa Counties, and the southern portions of Solano and Sonoma Counties. The Bay Area Air Basin is characterized by its Mediterranean climate with warm dry summers and cool wet winters and is governed by Bay Area Air Quality Air Management District (BAAQMD through air quality plans designed to attain and maintain air quality standards. The BAAQMD plans estimate future emissions based on population, vehicle, and land use trends, to inform strategies for emissions reductions through regulatory controls. Air quality plans set standards for applicable federal and state ambient air quality standards influenced by local, state, and federal regulations.

Regulatory Setting

Applicable Air Quality Regulations

The federal Clean Air Act of 1970 directed U.S. Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS) at a level to provide an adequate margin of safety to protect public health for six air pollutants: ozone (O3), carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), lead (Pb) and suspended particulate matter (PM). Particulate matter are further classified as PM10, which are respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less and PM2.5, which are fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less. These pollutants are commonly referred to as “criteria pollutants.” The state of California also establishes air quality standards, referred to as “state standards.” State standards are determined by the California Air Resources Board (CARB), based on technical input from the Office of Environmental Health Hazard Assessment (OEHHA). In many cases, state standards are more stringent than national standards.

Criteria Air Pollutants

The BAAQMD maintains a network of air quality and meteorological monitoring stations within the Bay Area Air Basin that monitor air quality, compliance with applicable ambient standards, and atmospheric phenomena, especially weather and weather conditions. The BAAQMD measures levels of ozone (O3), carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), and suspended particulate matter (PM). The San Rafael monitoring station is the nearest monitoring station, located southwest of the project area, at which all criteria pollutants are measured except for SO2. Ambient concentrations of all six criteria pollutants have been greatly reduced in the Bay Area over the past four decades.[30] The Bay Area Air Basin attains national and state standards for most criteria pollutants. While the Bay Area Air Basin has achieved reductions in ozone and particulate matter, all state and national standards have not yet been attained for these criteria pollutants. The Bay Area Air Basin meets all ambient air quality standards with the exception of 8-hour average ground-level ozone, 24-hour average respirable particulate matter (PM_{10}), and 24-hour average fine particulate matter ($PM_{2.5}$).

Ozone

Ground level ozone, often referred to as smog, is not emitted directly, but is formed in the atmosphere through complex chemical reactions. High ozone concentrations in the air basin are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form ozone. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ambient ozone concentrations. Motor vehicles are the largest sources of ROG and NO_x in the Bay Area. Fortunately, ozone is not a pollutant that adversely affects Marin County; however, emissions from motor vehicle use in Marin County contribute to high ozone levels in other parts of the Bay Area.

Particulate Matter

Particulate matter is a complex mixture of microscopic particles of solid or liquid matter suspended in the air that originate from natural sources such as wildfire or human-caused sources such as burning fuel. They can impact climate and precipitation that result in adverse health implications. Exposure to particulate matter can result in short-term and long-term health impacts including irritation of the eyes, ears, and throat resulting in sneezing, coughing, and shortness of breath. Prolonged exposure can result in permanent respiratory problems including asthma, chronic bronchitis, and heart disease. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. Inhalable particulates come from smoke, dust, aerosols, and metallic oxides. Although particulates are found naturally in the air, most particulate matter found in the area is emitted either directly or indirectly by motor vehicles, industry, construction, agricultural activities, and wind erosion of disturbed areas. Particles ten microns or less in diameter are defined as respirable particulate matter or PM_{10}. There are many sources of PM_{10} emissions, including combustion, industrial processes, grading and construction, and motor vehicles. The greatest quantity of PM_{10} emissions associated with motor vehicle uses is generated by re-suspended road dust. Reductions in motor vehicle miles traveled can reduce PM_{10} emissions. $PM_{2.5}$ refers to particles that have a diameter of less than 2.5 micrometers, which is more than 100 times thinner than a human hair. Due to its smaller size, $PM_{2.5}$ can penetrate deeper into the lungs. These

[30] Bay Area Air Quality Management District (BAAQMD). 2017. In Your Community – Marin County. Last Updated April 21, 2017. http://www.baaqmd.gov/about-the-air-district/in-your-community/marin-county.

particulates can contribute significantly to regional haze and reduction of visibility and are the primary reason for the occurrence of smog. Most $PM_{2.5}$ is comprised of combustion products such as smoke or formed in the atmosphere from regional emissions of NO_x. Wood burning in fireplaces and stoves is another significant source of particulate matter, primarily $PM_{2.5}$.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality, often because they're known to cause cancer. TACs are found in ambient air, especially in urban areas, and caused by industry, agriculture, fuel combustion, and commercial operations. TACs are typically found in low concentrations, even near their source, such as diesel particulate matter (DPM) near a freeway. TACs are regulated at the regional, state, and federal level due to the potential for chronic exposure to result in adverse health effects. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about 70 percent of the cancer risk from TACs. The complexity of gases, vapors, and fine particles in diesel exhaust makes the evaluation of health effects a complex scientific issue. Chemicals present in diesel exhaust have been identified as TACs by the CARB and are known carcinogens. The BAAQMD also considers $PM_{2.5}$ to be a TAC due to adverse health effects caused by exposure even in low concentrations. As a result, the BAAQMD has developed CEQA health risk thresholds to address exposure to increased concentrations of $PM_{2.5}$.

Sensitive Receptors

CARB has identified groups of people more affected by air pollution than others, defined as sensitive receptors, including children under the age of 16, individuals over 65, athletes, and people with cardiovascular and chronic respiratory diseases. A sensitive receptor is generally defined as a location where human populations are located where there is reasonable expectation of continuous human exposure to air pollutants. These typically include residences, hospitals, and schools. The nearest sensitive receptors within 1,000 feet of the project site include immediately southwest of the proposed project site. There are no schools, churches, or hospitals within 1,000 feet of Buck's Landing. The closest school to the proposed project is the Ventia Valley School located 1.5 miles to the southwest at 177 North San Pedro Road, San Rafael.

Applicable Air Quality Regulations

The federal Clean Air Act of 1970 directed U.S. Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS) at a level to provide an adequate margin of safety to protect public health for criteria pollutants. The state of California also establishes air quality standards, referred to as "state standards." State standards are determined by the CARB, based on technical input from the Office of Environmental Health Hazard Assessment (OEHHA). In many cases, state standards are more stringent than national standards.

Bay Area Air Quality Management District

The BAAQMD is the agency primarily responsible for maintaining air quality and regulating emissions of criteria and toxic air pollutants within the San Francisco Bay Area. The agency carries out this responsibility by preparing, adopting, and implementing plans, regulations, and rules that are designed to achieve attainment of state and national air quality standards. The BAAQMD currently has 14 regulations containing more than 100 rules that control and limit emissions from sources of pollutants.

The BAAQMD's 2017 Clean Air Plan[31] focuses heavily on a dual strategy of meeting state and federal ambient air quality standards, criteria pollutants and toxics, while laying long-term groundwork to reduce greenhouse gases. It contains a broad and comprehensive control strategy with 85 distinct control measures including stationary sources, transportation, buildings, and energy.

On April 2, 2026, the BAAQMD officially announced the Bay Area Regional Climate Action Plan (BARCAP).[32] The BARCAP focuses on aggressively driving greenhouse reductions across the economy to transition the region to a carbon-neutral future. The 2026 Regional Climate Action Plan acts as a near- and mid-term roadmap specifically calibrated to accelerate implementation and fill execution gaps to hit the 2030 greenhouse gas reduction goals and transition cleanly to carbon neutrality. It explicitly focuses on targeted regional climate action planning. It streamlines actions down to 16 core measures and 57 specific actions across five key economic sectors including transportation, buildings, electricity, waste, and working lands.

The BAAQMD published CEQA Air Quality Guidelines in May 2017 and updated them in April 2022 (2022 BAAQMD Guidelines) to assist in evaluating air quality impacts of projects and plans proposed in the Bay Area Air Basin and provide BAAQMD-recommended procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements.

The following air quality analysis for the proposed project is consistent with the methods included in 2022 BAAQMD Guidelines. The methodology is described below:

1. Does the project meet all screening criteria? If the project does, then it would result in a less than significant impact. If the project does not, then an air quality analysis should be prepared using acceptable methods and compared to thresholds of significance.
2. If an air quality analysis is prepared, are the project's impacts less than the thresholds of significance? If they are, then the project would result in a less than significant impact. If the project's impact would exceed the thresholds of significance, then mitigation measures should be applied, and impact reductions calculated.
3. If the project's impacts are less than the thresholds of significance with the incorporation of mitigation measures, then the project's impact would be less than significant with mitigation. If the project's impact would still exceed the thresholds of significance after incorporation of mitigation measures, then the project's impact would be significant and unavoidable.

Marin Countywide Plan

The Marin Countywide Plan regulates air quality primarily through Goal AIR-1 and its associated policies and implementation programs, which focus on reducing airborne pollutants and meeting regional standards. The policies promote land use planning and community programs that reduce criteria pollutants and greenhouse gas emissions. Policies also require public and private projects to comply with ambient air quality standards set by EPA, CARB, and the BAAQMD.

[31] Bay Area Air Quality Management District (BAAQMD). 2017. Clean Air Plan, Spare the Air, Cool the Climate. April.

[32] Bay Area Air Quality Management District (BAAQMD). 2026. BAAQMD Bay Area Regional Climate Action Plan. March.

Studies

Air Quality Technical Memo

Illingworth & Rodkin completed an Air Quality Technical Memo to inform the CEQA analysis for the proposed project.[33] The technical memo presents an evaluation of the potential air quality impacts resulting from the demolition and reconstruction of the Buck's Landing boat dock. The memo provides a description of the setting in terms of ambient air quality standards and air pollutants of concern. The memo addresses particulate matter and the elevated concentrations of PM_{10} and $PM_{2.5}$ across the region from both region-wide emissions and localized emissions. The memo discusses Toxic Air Contaminants, sensitive receptors, and provides background on the BAAQMD jurisdiction and regulations.

CEQA Context

A project would normally result in significant impacts to air quality if changes to existing air quality would result from construction, operation, use, and/or maintenance activities from implementation of the project above thresholds allowed in local, state, and/or federal air quality plans and/or standards. The proposed project has been evaluated to determine if changes to existing air quality would result from construction, public use, operations, and/or maintenance.

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

No Impact

The applicable air quality plan for the project is the BAAQMD's 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP) adopted in April 2017, which provides a regional strategy to reduce air pollution and thereby protect public health and climate. The 2017 CAP describes how the BAAQMD will continue progress towards attaining all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. Regarding climate protection, the 2017 CAP focuses on achieving greenhouse gas reduction targets for 2030 and 2050, such as for methane and carbon dioxide. The 2017 CAP includes control measures designed to decrease emissions of air pollutants most harmful to Bay Area residents including ozone and particulate matter. The BAAQMD officially announced the Bay Area Regional Climate Action Plan in April 2026 (BARCAP).[34] The BARCAP focuses on aggressively driving greenhouse reductions across the economy to transition the region to a carbon-neutral future.

The proposed project would include the removal and replacement of a small pier, gangway, and floating dock and would not conflict with nor obstruct implementation of the BAAQMD *2017 Clean Air Plan.* The *2017 Clean Air Plan* includes increases in regional construction, area, mobile, and stationary source activities, and operations in its emission inventories and plans for achieving attainment of air quality standards. Construction of the proposed project would be temporary and limited in scope and would include implementation of the Best Management Practices in the *2017 Clean Air Plan.* Operation and maintenance activities would be the same after implementation of the proposed project as they are now. For these reasons, implementation of the proposed project would result in no impact from a conflict with the applicable air quality plan.

[33] Illingworth & Rodkin. 2026a. Air Quality Technical Memo. June.

[34] Bay Area Air Quality Management District (BAAQMD). 2026. Op. Cit.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutants under an applicable federal or state ambient air quality standard?
Less than Significant Impact

The Bay Area Air Basin is currently designated as a non-attainment area for federal and state ozone standards and national particulate matter ambient air quality standards. This is primarily to the region's development history. Past, present and future development projects contribute to the Bay Area Air Basin's adverse air quality impacts on a cumulative basis, and no individual project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, an individual project's emissions contribute to existing cumulatively significant adverse air quality impacts. If an individual project's contribution to the existing cumulative impact is considerable, then the project's impact on air quality would be considered significant.

Construction-related emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.43.[35] Average daily construction and barge emissions were estimated for the total duration of the project (45 days), since construction would occur under one year. Table Air Quality 1: Air Quality Thresholds of Significance Analysis shows the uncontrolled average daily construction emissions of ROG, NOX, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the proposed project. As indicated in Table AQ-1, predicted uncontrolled annualized average project construction emissions would not exceed the BAAQMD's significance thresholds. Air quality impacts and health risks are considered potentially significant if they exceed these thresholds.[36] The Illingworth & Rodkin analysis indicated that construction-related emissions would be well below the BAAQMD thresholds of significance.[37]

Table AQ-1: Construction Period Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Total (tons)				
2027 Construction Period	0.02	0.23	0.01	0.01
Average Daily Construction Emissions (lbs/day)				
2027 (45 construction workdays)	0.80	10.30	0.27	0.26
Threshold (lbs/day)	54	54	82	54
Threshold Exceeded?	No	No	No	No

Source: California Emissions Estimator Model, BAAQMD[38], I&R Air Quality Technical Memo
Note: PM10/PM2.5 thresholds represent the levels above which a project's individual construction activity exhaust emissions would result in a considerable impact.

[35] California Air Pollution Control Officers Association (CAPCOA). (2026). California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.43) [Computer software]. Developed by ICF and Sacramento Metropolitan Air Quality Management District. Available at https://www.caleemod.com/.

[36] BAAQMD. 2023 CEQA Thresholds and Guidelines. April.

[37] Illingworth & Rodkin. 2026a. Op. Cit.

[38] BAAQMD. 2023 CEQA Thresholds and Guidelines Update, Chapter 3. April. https://www.baaqmd.gov/en/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines.

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site deposit mud on local streets, which is an additional source of airborne dust. The BAAQMD recommends all construction projects implement a set of Best Management Practices to manage fugitive dust. Potential impacts from fugitive dust are considered to be in compliance with BAAQMD guidelines and less than significant when basic BMPs are implemented. Marin County's Implementing Program AIR-1.g would require the proposed project to implement the BAAQMD's Basic BMPs to control dust during construction. The Air Quality BMPs are listed below and included in the Project Description along with other standard construction-period BMPs.

1. All exposed surfaces would be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material would be covered.
3. All visible mud or dirt track-out onto adjacent public roads would be removed using wet power vacuum street sweepers at least once per day.
4. All vehicle speeds on unpaved roads would be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved would be completed as soon as possible.
6. All excavation, grading, and demolition activities would be suspended when average wind speeds exceed 20 mph.
7. All trucks and equipment, including their tires, would be washed off prior to leaving the site.
8. Unpaved roads providing access to sites located 100 feet or further from a paved road would be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
9. Publicly visible signs would be posted with the phone number and name of the contact for the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.

The proposed project would meet all of the screening criteria identified in the 2022 BAAQMD Guidelines and the project would not result in a cumulatively considerable net increase of any criteria pollutant.[39] For these reasons, construction-period impacts associated with the proposed project would result in a less than significant increase of ozone and particulate matter, the criteria pollutants for which the Bay Area Air Basin is in non-attainment under applicable federal and state ambient air quality standards.

The proposed project is a replacement of a small pier, gangway, and floating dock. There would be no emissions from operation of the project.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?
Less than Significant Impact

Sensitive receptors to substantial pollutant concentrations refers to those facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such

[39] Illingworth & Rodkin. 2026a. Op. Cit.

as children, the elderly, and people with illnesses. Examples of facilities include schools, hospitals, and residential areas. There are five residences within 815 feet of the proposed project area; the closest residence is 165 feet to the southwest.[40] There are no schools or hospitals within 1,000 feet of the proposed project area.

Construction of the proposed project would temporarily emit TACs from on-site construction and truck hauling emissions. Construction would also generate dust and equipment exhaust that could affect nearby sensitive receptors. Potential impacts on existing sensitive receptors were addressed for temporary construction activities. There are no significant existing TACs or localized air pollutants in the vicinity of the proposed project.

The primary health risk impact issues associated with construction projects are cancer risks associated with diesel exhaust (diesel particulate matter or DPM), which is a known TAC, and exposure to high concentrations of dust ($PM_{2.5}$). Both pose a potential health and nuisance impact to nearby sensitive receptors. Receptors include locations where sensitive populations would be present for extended periods of time, for example chronic exposures. This includes the existing residences near the site.

The proposed project construction area is relatively small, and construction activities would occur for two months with only intensive construction occurring for about one month or less. Major grading or earthwork is not planned, and no major import or export of fill material is anticipated. Construction activities would include demolition, site preparation, pier and float construction, raised walkway construction, barge activities, and paving. Construction activities would utilize small amounts of heavy-duty diesel equipment, such as cranes, forklift, diesel drill rig, and barges.

Illingworth & Rodkin found the receptors that would experience the greatest risks and elevated $PM_{2.5}$ concentrations would be those closest and/or downwind of the project site. Meteorological conditions have been measured at the Gnoss Field Airport about 9 miles north-northwest from the project area, which shows winds flow primarily from the west-northwest towards the east-southeast. There are no receptors downwind of the construction site. Therefore, the proposed project's temporary construction health risk impacts would likely be quite low. The closest residence is approximately 165 feet southwest of the construction site. For these reasons and considering the use of the standard BAAQMD's Basic Best Management Practices to control dust, the location and distance of nearby receptors with respect to proximity to the construction sites and local meteorological data, and the temporary nature of these construction emissions, the temporary construction health risk impact associated with implementation of the proposed project would be below the BAAQMD's single-source thresholds identified in Table AQ-1.

The significance of impacts to sensitive receptors is also dependent on the chance of contracting cancer from exposure to TACs or of having adverse health effects from exposure to non-carcinogenic TACs. Construction equipment can produce substantial amounts of diesel particulate matter, which has been identified by CARB as a TAC. A project is considered to have a significant impact if the incremental cancer risk at a receptor exceeds 10 in a million. Health risk is evaluated for sensitive

[40] Illinworth & Rodkin. 2026b. Terrestrial Noise Impact Assessment Memo. August.

receptors within a 1,000-foot radius of a project's impact area. These sources include rail lines, highways, busy surface streets, and stationary sources identified by the BAAQMD. Illingworth & Rodkin completed a review of the proposed project area using the BAAQMD's geographic information systems (GIS) screening maps identified the existing health risks from nearby roadways and stationary sources. There are no significant large/busy roadways and no stationary sources within the 1,000-foot influence area that could have cumulative health risk impacts. For these reasons, there would be a less than significant impact associated with the potential exposure of sensitive receptors to substantial pollutant concentrations.

d) Would the Project result in other emissions, such as those leading to odors, adversely affecting a substantial number of people?
Less than Significant Impact

There are no air quality standards for odors. Odor impacts are subjective as odor sensitivity varies from person to person. Odor impacts are related, to some degree, to the distance from the origin of the odor to the receptor. Offensive odors rarely impact public health however, they can cause headaches and on-going odors can result in a negative impact on quality of life. In general, the types of land uses that pose potential odor emissions include refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations.

BAAQMD's Regulation 7 – Odorous Substances[41] places general limitations on odorous substances and specific emission limitations on certain odorous compounds. These substances and compounds include dimethylsulfide, ammonia, mercaptans calculated as methylmercaptan, phenolic compounds calculated as phenol, and trimethylamine. The proposed project would not utilize these substances or compounds during construction or operation and maintenance activities, and therefore the proposed project would be in compliance with this regulation.

Illingworth & Rodkin found that the proposed project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off-site by resulting in confirmed odor complaints. The proposed project would not include any sources of significant odors that would cause complaints from surrounding uses. For these reasons, implementation of the proposed project would not result in odor emissions that would adversely affect a substantial number of people.

[41] Bay Area Air Quality Management District (BAAQMD). 1982. *Regulation 7, Odorous Substances.* March 7, 1982. https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-7-odorous-substances/documents/rg0700.pdf?la=en.

BIOLOGICAL RESOURCES

Table 6: Biological Resources Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Setting

The proposed project area is located at the existing Buck's Landing Boat Launch Facility, which is currently owned and operated by Marin County Parks. The site provides public access to Gallinas Creek and San Pablo Bay for watercraft. The existing boat launch is located approximately 0.2 miles upstream of the confluence of Gallinas Creek and San Pablo Bay. Gallinas Creek is tidally influenced

through the project area. A gravel parking lot sits next to the existing dock in the upland portion of the site. The areas around the dock and parking lot are characterized by mudflat habitat and sensitive plant communities, including bulrush and Pacific cordgrass. The surrounding land is mostly designated wildlife areas and research reserves, with a small number of private residential parcels.

Regulatory Setting

Federal Clean Water Act

The Clean Water Act's (CWA) purpose is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into "waters of the United States" without a permit from the U.S. Army Corps of Engineers (Army Corps). "Waters of the U.S." include territorial seas, tidal waters, and non-tidal waters in addition to wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b]). The discharge of dredged or fill material into waters of the U.S. is prohibited under the CWA except when in compliance with Section 404 of the CWA. Enforcement authority for Section 404 was given to the Army Corps, which it accomplishes under its regulatory branch.

Federal Endangered Species Act

The Federal Endangered Species Act of 1973 (as updated in 50 CFR 17.11 and 17.12, January 1992) (FESA) protects plants and wildlife that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). Section 9 of the FESA prohibits the taking of endangered wildlife. Taking is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 CFR 17.3). For plants, this statute pertains to removing, possessing, maliciously damaging, or destroying any endangered plant on federal land and removing, cutting, digging-up, damaging, or destroying any endangered plant on non-federal land in knowing violation of state law (16 USC 1538). Under Section 7 of the FESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect an endangered species or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to another authorized activity provided the action will not jeopardize the continued existence of the species.

Marine Mammal Protection Act

The Marine Mammal Protection Act (MMPA) was passed in 1972 to maintain the health and stability of the marine ecosystem. The MMPA protects all marine mammals, including cetaceans such as whales, dolphins and porpoises; pinnipeds such as seals and sea lions; sirenians such as manatees and dugongs; sea otters, and polar bears within the waters of the United States. Under the MMPA, it is illegal to "take," meaning harass, feed, hunt, capture, or kill, marine mammals without a permit. The MMPA is jointly enforced by NOAA Fisheries and USFWS, depending on the species. Sea otters, walruses, polar bears, and three species of manatees and dugongs fall under the jurisdiction of USFWS, while pinnipeds and cetaceans fall under the jurisdiction of NOAA Fisheries.

Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act (FCMA; United States Department of the Interior Bureau of Ocean Energy Management 2020), as amended (16 U.S.C. 1801 et seq.) established:

- A fishery conservation zone between the territorial seas of the United States and 200 nautical miles offshore;
- An exclusive U.S. fishery management authority over fish within the fishery conservation zone (excluding highly migratory species);
- Regulations for foreign fishing within the fishery conservation zone through international fishery agreements, permits, and import prohibitions; and
- National standards for fishery conservation and management and eight regional fishery management councils to apply those national standards in fishery management plans.

Congress enacted the 1996 amendments to the Act, known as the Sustainable Fisheries Act (SFA) (P.L. 104-297), to address the substantially reduced fish stocks that declined as a result of direct and indirect habitat loss. The SFA requires that agencies consult with NOAA Fisheries concerning actions that may adversely impact Essential Fish Habitat (EFH).

Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act, eelgrass is designated as an EFH habitat area of particular concern (HAPC) for various federally managed fish species within the Pacific Coast Groundfish Fishery Management Plan (FMP). An HAPC is a subset of EFH that is rare, particularly susceptible to human-induced degradation, especially ecologically important, and/or located in an environmentally stressed area. HAPC designations are used to provide additional focus for conservation efforts.

NOAA Fisheries California Eelgrass Mitigation Policy

Eelgrass has a strong protection strategy because of the important biological, physical, and economic values it provides, as well as its importance to managed species under the Magnuson-Stevens Fishery Conservation and Management Act. As such, NOAA Fisheries has recommended the California Eelgrass Mitigation Policy to achieve its goal of “no net loss of eelgrass habitat function in California.” Vegetated shallows that support eelgrass are also considered special aquatic sites under the 404(b)(1) guidelines of the Clean Water Act (40 C.F.R. § 230.43). The NOAA Fisheries Service developed the California Eelgrass Mitigation Policy to protect this resource and its habitat functions, including spatial coverage and density of eelgrass habitats. This NOAA Fisheries policy and implementing guidelines are being shared with agencies and the public to ensure there is a clear and transparent process for developing eelgrass mitigation recommendations.

California Endangered Species Act

The California Endangered Species Act (CESA; Fish and Game Code 2050 et seq.) generally parallels the FESA. It establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. Section 2080 of the California Fish and Game Code prohibits the take, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit or by regulations. “Take” is defined in Section 86 of the California Fish and Game Code as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” This definition differs from the definition of “take” under FESA.

CESA is administered by CDFW. CESA allows for take incidental to otherwise lawful projects but mandates that State lead agencies consult with CDFW to ensure that a project would not jeopardize the continued existence of threatened or endangered species.

California Fish and Game Code

CDFW is authorized under the California Fish and Game Code, Sections 1600-1607, to develop mitigation measures and enter into Streambed Alteration Agreements with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. Often, projects that require a Streambed Alteration Agreement also require a permit from the Army Corps under Section 404 of the CWA.

Fish and Game Code Sections 3500-3516, 4700, 5050, and 5515 address Fully Protected species. Prior to the passage of CESA, the classification of Fully Protected was the State's initial effort to identify and provide additional protection to those animals that were rare or faced with possible extinction. Subsequently, many Fully Protected species have been listed under the State and/or federal endangered species acts. Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.

Marin Countywide Plan

The Marin Countywide Plan (CWP) is the governing general plan for the unincorporated areas of the County and establishes goals, policies, and programs that govern existing and future land uses and developments. The CWP establishes a framework for public agencies to review potential environmental impacts on native species, sensitive habitats, and natural communities. There are several CWP policies that apply to the proposed project.

- Goal BIO-1 - Enhanced Native Habitat and Biodiversity. The overall objective is to manage and enhance native habitat, maintain viable plant and animal populations, and improve biodiversity.
- Goal BIO-2 – Protection of Sensitive Resources. The goal requires identification of sensitive biological resources and adequate protection and mitigation.
- Goal BIO-3 – Wetland Conservation. This goal requires avoiding and minimizing adverse impacts to existing wetlands and encouraging restoration/enhancement of degraded wetlands.
- Goal BIO-5 – Baylands Conservation. The goal is to preserve and enhance the diversity of the baylands ecosystem, expressly including tidal marshes, adjacent uplands, seasonal marshes and wetlands, rocky shorelines, and lagoons.

Studies

Marin County and WRA Salt Marsh Harvest Mouse Surveys and Genetic Sampling at Buck's Landing, Creekside Marsh, Santa Venetia Marsh, and Strawberry Marsh (December 2020)

WRA, on behalf of Marin County, performed salt marsh harvest mouse (SMHM, *Reithrodontomys raviventris*) trapping at four marsh areas in Marin County, including the marsh at Buck's Landing.

Genetic sampling and analysis were performed and results presented. The study also presents information about SMHM ecology, habitat requirements, and food sources. At Buck's Landing, 23 mice were captured, and WRA biologists determined 20 of them were SMHM and the other three were western harvest mouse. Many other native mice and voles were captured during the study. The study found that the habitat at Buck's Landing is suitable for SMHM and that habitat improvement opportunities are limited.

Marin County Buck's Landing Botanical Report (August 2022 and August 2026)

MCP conducted a botanical survey and report, including vegetation communities, rare plant populations, and weed infestations at Buck's Landing. Results indicate the presence of two species designated as rare by the California Native Plant Society and CDFW at Buck's Landing: Point Reyes bird's beak, and Marin knotweed. Results indicated the presence of a Point Reyes bird's beak adjacent to the proposed project area. Marin knotweed is present along a margin of salt marsh adjacent to North San Pedro Road. The study also identified over 50 plant species listed as invasive by the California Invasive Plant Council on Buck's Landing property. Many of the species are widespread within the property, and 20 species have been prioritized for management under MCP's Early Detection/Rapid Response Program. MCP conducted a rare plant survey in July 2026. A patch of Point Reyes bird's beak is present at Buck's Landing but is located outside the proposed project area. There are scattered patches of the species in the salt marsh at Buck's Landing.

Biological Resource Study

To assist with understanding how implementation of the proposed project could affect biological resources, MCP retained PCI Ecological (PCI) to prepare the *Buck's Landing Dock Replacement Project Biological Resources Evaluation* (BRE) in 2026.[42] The study area evaluated in the BRE encompassed the project site and an approximately 700-foot area around the site to properly evaluate the potential presence and impacts on bird species known to use habitat in the area. While the BRE describes biological resources occurring or potentially occurring within the study area, the entire study area would not be disturbed by project-related activities. The BRE presents information on the existing plant communities, wildlife resources, and special status-species and habitats within the project area, evaluates potential impacts from project construction activities and identifies avoidance and minimization measures to reduce potential impacts on biological resources.

Botanical surveys were conducted on May 5 and July 23, 2026, covering the full bloom periods of target special-status plant species. These surveys augmented surveys completed by MCP in 2022. Plant species were identified using Jepson eFlora[43] and Marin Flora[44] to the taxonomic level necessary to determine whether they were rare. The BRE includes a full list of plants observed. Vegetation alliances and associations were identified based on visual assessment in the field and comparison with Manual of California Vegetation definitions, listed associations of species, and referenced regional project-level reports as available; no detailed quantitative data was collected. Wildlife surveys were completed on February 16 and May 5, 2026, using visual observations, calls, tracks, scat, burrows, and other signs to document species presence and habitat use. Desktop review

[42] PCI Ecological. 2026. Buck's Landing Dock Replacement Project Biological Resources Evaluation. July

[43] Jepson Flora Project 2026

[44] Howell J.T., F. Almeda, W. Follette, and C. Best. 2007. Marin Flora. California Academy of Sciences, San Francisco, CA. 510 pp.

incorporated the CDFW California Natural Diversity Database (CNDDB), CNPS Inventory of Rare and Endangered Plants, MCP internal wildlife records, and other regional datasets.

Figure BIO-1 is from the Buck's Landing BRE Report and shows the study area and specific project

Figure BIO-2 is from the Buck's Landing BRE Report and shows the mapped plant communities

Plant Communities

The BRE mapped and evaluated vegetation communities within the project area using the MCP vegetation map and the Manual of California Vegetation classification system. Tidal marsh is the dominant vegetation type in the project area, with some adjacent ruderal vegetation present on the upland fringes of the tidal marsh and in the existing parking lot and picnic area.

Tidal marsh comprises a majority of the project area and is dominated by native halophytes. All vegetation alliances and associations present in tidal marsh are considered sensitive and are wetlands. Distinctive vegetation zonation is present along elevational gradients, which likely reflects species tolerance for salinity and frequency of inundation. The low marsh is dominated by a narrow, monotypic strip of California cordgrass (*Spartina foliosa*). Stands of monotypic saltmarsh bulrush (*Bolboschoenus maritimus ssp. paludosus*) are present in the transition zone between the low and mid-marsh. Pickleweed (*Sarcocornia pacifica*) and marsh jaumea (*Jaumea carnosa*) are dominant throughout the mid-marsh and in some portions of the high marsh, with arrow grass (*Triglochin concinna*) and marsh rosemary (*Limonium californicum*) also present. Typical high-marsh species include saltgrass and alkali heath, with smaller amounts of marsh gumplant (*Grindelia stricta var. angustifolia*), marsh rosemary, cut-leaf plantain (*Plantago coronopus*) and non-native perennial grasses also present. All the tidal marsh is considered a sensitive natural community by CDFW, and the marsh is present under the existing pier.

Ruderal vegetation is present in disturbed areas throughout the site, including along the upland edge of the tidal marsh, adjacent to the existing picnic area, and within the existing parking lot. Non-native annual and perennial grass and forb species are dominant, with limited presence of native species.

Special-Status Plants

Special-status plants include species that are state or federally listed as Rare, Threatened, or Endangered; federal candidates or proposed for listing; proposed state of federal listing, or identified by CNPS as List 1, 2, 3, or 4 species. Based on the background literature review, a number of special-status plant species were identified as having the potential to occur within the project area. Species with reported observations in close proximity to the project area and/or in habitat types of relevance, such as salt marsh, were evaluated for potential to occur in the project area. Pt. Reyes bird's beak (*Chloropyron maritimum* ssp. *palustre*) was observed at the edge of the proposed project area. Marin knotweed (*Polygonum marinense*) was determined to have moderate potential to occur in the project area, no individuals were observed during the botanical surveys. Additional species with reported observations in close proximity to the project area and/or in habitat types of relevance were evaluated for potential to occur in the project area but none were identified. Species requiring habitat or microhabitat types not present in the project area were not evaluated.

Special-Status Wildlife

The presence of special-status wildlife species on MCP lands is well documented through focused surveys and incidental observations by staff and the public. The BRE evaluated data collected and maintained by MCP, a review of the CNDDB, and other sources, and field surveys. The proposed project area is small, 0.98 acres, and contains a gravel parking lot with ruderal vegetation with tidal marsh, mudflats and Gallinas Creek. Tidal marsh provides valuable foraging, cover, and reproductive habitat for birds and small mammals. Mudflats support numerous invertebrates and are known to be especially productive when they are adjacent to tidal marsh. These provide essential foraging resources for aquatic and terrestrial wildlife by supporting multiple fish species at high tide and shorebirds at low tide.

The BRE identified special-status wildlife species that are present and those that have a moderate potential to occur within the project area, as well as additional species that were evaluated but determined to have low or no potential to occur; these species are not discussed here. PCI observed or heard three special-status wildlife species in the project area, and MCP observed a fourth during a study in 2022:

- California Ridgway's rail (*Rallus obsoletus obsoletus*, FE/SE and FP)[45]
- salt-marsh common yellowthroat (*Geothlypis trichas sinuosa*, SSC)
- San Pablo song sparrow (*Melospiza melodia samuelis*, SSC)
- salt-marsh harvest mouse (*Reithrodontomys raviventris*, FE/SE and FP)

The special-status wildlife species determined to have a moderate potential to occur within the project area include:

- green sturgeon – southern distinct population segment (southern DPS) (*Acipenser medirostris pop. 1*, FT/SSC)
- Sacramento splittail (*Pogonichthys macrolepidotus*, SSC)
- California black rail (Laterallus *jamaicensis cotruniculus*, SE and FP)
- Suisun shrew (Sorex ornatus sinuosus, SSC)

Other special-special status species were determined to have a low likelihood of occurrence within the project area based on the lack of habitat in the project area or because implementation timing would be outside the period for potential presence in the area. These species are discussed in the PCI Biological Resources Evaluation Report and not discussed or further evaluated in the document.[46]

[45] Listing Status: FE-federally listed as endangered, FT-federally listed as threatened, BCC-Bird of Conservation Concern, ST- State listed as threatened, SE-State listed as endangered, Candidate ST-State candidate to be listed as threatened under CESA, FP-State of California fully-protected species, SSC-California Species of Special Concern, and WL-Watch List

[46] California red-legged frog (*Rana draytonii*, FT/SSC), northwestern pond turtle (*Actinemys marmorata*, proposed FT/SSC); Hoary bat (*Lasiurus cinereus*); pallid bat (*Antrozous pallidus* --/SSC); Townsend's big-eared bat (*Corynorhinus townsendii* --/SSC); salt-marsh wandering shrew (*Sorex vagrans halicoetes* --/SSC); San Pablo vole (*Microtus californicus sanpabloensis* --/SSC); chinook salmon-Sacramento River winter-run ESU (*Oncorhynchus tshawytscha* pop.7 FE/SE); longfin smelt - San Francisco Bay-Delta DPS (*Spirinchus thaleichthys* pop.2 FE/ST);

Green Sturgeon – Southern DPS (*Acipenser medirostris* pop. 1)
Listing Status: Federally threatened, California species of special concern. Potential habitat encompasses riverine, estuarine, marsh, and intertidal habitats up to Mean High High Water Mark (MHHW)[47], reflecting the full range of environments this species depends on across its life history.

The project area is within the species' range and designated critical habitat includes the first 2.5 miles of Gallinas Creek.[48] [49] Gallinas Creek supports suitable foraging habitat for subadults and adults in the intertidal mudflats. The closest, most recent recorded occurrences in the CNDDB are from 2021 within the San Pablo Bay.[50] Adults and subadults are expected to occur in higher concentrations in estuary habitats, such as Gallinas Creek within and adjacent to the project area, during summer and autumn months; however, all life stages could be present year-round, likely at lower densities, given post-spawn outmigration is highly variable and summer foragers come in from the coast.[51]

Sacramento Splittail (Pogonichthys macrolepidotus)
Listing Status: California Species of Special Concern.

The Sacramento splittail are a silver minnow that lives in freshwater but are highly tolerant of environments with fluctuating salinity and are common in estuarine environments. During winter and spring adult splittail move upstream to forage and later spawn between late February and early July. Spawning generally occurs in freshwater-flooded vegetation. Between April and August, young-of-the-year move from their spawning grounds into brackish water estuaries and stay in water <2 meters deep with tidal currents and emergent vegetation while they mature.[52] [53]

Pacific lamprey (*Entosphenus tridentatus* --/SSC); river lamprey (western river lamprey) (*Lampetra ayresii* --/SSC); northern harrier – nesting (*Circus hudsonius* --/SSC); short-eared owl (*Asio flammeus* --/SSC (nesting))

47 Mean High High Water Mark is the average height of the higher of the two daily high tides—or the single daily high tide where applicable—recorded at a specific location over a formal 19-year recording cycle known as the National Tidal Datum Epoch. Many coastal areas experience a mixed semi-diurnal tide cycle, meaning they have two unequal high tides daily. MHHW specifically averages out only the taller of the two peaks each day. It is used as a baseline reference point to track high-tide flooding thresholds and minor coastal inundation.

48 National Marine Fisheries Service (NMFS). 2009a. Endangered and threatened wildlife and plants: Final rulemaking to designate critical habitat for the threatened southern distinct population segment of North American green sturgeon. Federal Register, 74(195), 52300–52351. Available from: https://www.govinfo.gov/content/pkg/FR-2009-10-09/pdf/E9-24067.pdf

49 National Marine Fisheries Service (NMFS). 2009b. Final Biological Report. Designation of Critical Habitat for the Threatened Southern Distinct Population Segment of North American Green Sturgeon. U.S. Department of Commerce, pp. 144. Available from: https://repository.library.noaa.gov/view/noaa/18683

50 California Department of Fish and Wildlife (CDFW). 2026a. California Natural Diversity Database, RareFind Version 5.0, Spotted Owl Viewer, and BIOS. California Department of Fish and Game. Sacramento, CA. http://www.dfg.ca.gov/biogeodata/cnddb

51 National Marine Fisheries Service (NMFS). 2022. Appendix C: National Marine Fisheries Service Biological Opinion, March 18, 2022. Available from: https://hsr.ca.gov/wp-content/uploads/2022/08/22-21_FJ_Draft_ROD_Appendix_C_NMFS_BO.pdf

52 Moyle PB, Baxter RD, Sommer T, Foin TC, and Matern SA. 2004. Biology and Population Dynamics of Sacramento Splittail (Pogonichthys macrolepidotus) in the San Francisco Estuary: A Review. San Francisco Estuary and Watershed Science, 2(2). Accessed at: https://escholarship.org/content/qt61r48686/qt61r48686.pdf?t=q5av46 (Moyle et al. 2004, Verhille et al. 2020)

53 Verhille CE, Dabruzzi TF, Cocherell DE, Mahardja B, Feyrey F, Foin TC, Baerwald MR, and Fangue NA. 2020. Inter-population differences in salinity tolerance of adult wild Sacramento splittail: osmoregulatory and metabolic responses to salinity. Conserv. Physiol. 8(1): coaa098. Available from: doi:10.1093/conphys/coaa098

This species is known to be present in San Pablo Bay, with the nearest documented occurrence 6.5 miles north in Carls Marsh near the mouth of the Petaluma River.[54] The project area is near the confluence of Gallinas Creek and San Pablo Bay in an area that sees fluctuating levels of salinity and temperature dependent on annual rains and tide conditions and contains shallower water (less than 20 meters deep) and suitable rearing and foraging habitat (tidal marsh with emergent vegetation). Given this species wide range of tolerance around water temperature and salinity, there is a moderate potential for adults and juveniles to occur within the Gallinas Creek in or adjacent to the project area during construction though construction would occur outside this species' spawning season.

California Ridgway's Rail (*Rallus obsoletus obsoletus*)
Listing Status: Federally Endangered, California Endangered and California Fully Protected

The California Ridgway's rail (CRR) is a shy and elusive rail that lives in saltmarsh swamps with extensive, dense vegetation, which they use as cover and refuge, especially during high tides. No designated critical habitat has been established for this species. They nest within saltmarshes, building platforms of marsh vegetation that are camouflaged. Their breeding season runs from March through August, peaking in April through July, and pairs may re-nest up to 5 times in 1 season if previous attempts fail. This species has documented sensitivity to noise and human disturbance, particularly during nesting.

PCI observed the species both inside and adjacent to the project area during site surveys, and suitable habitat for foraging is present within the project area and within the tidal marsh habitat in the study area surrounding the project area. A small amount of suitable nesting habitat is present in the tidal marsh areas in the proposed project area. Due to the small quantity of habitat present and its vicinity to the dock, it is unlikely that this species would attempt to nest in the tidal marsh habitat within the project site. Habitat is abundant for the species in the salt marsh present in areas north, east, and west of the dock.

California Black Rail (*Laterallus jamaicensis cotruniculus*)
Listing Status: California Endangered and California Fully Protected

The California black rail is an elusive, rare, and vulnerable marsh bird forages mostly on insects and invertebrates during the day, with males tending to spend the nighttime doing territorial singing. This species occurs in tidal saltwater marshes dominated by pickleweed, cordgrass, and bulrush, and low-elevation freshwater marshes. Populations tend to concentrate in quiet, high-quality marsh areas. Breeding season occurs from April through August (peaking in May through July), and this species tends to nest in the higher, drier parts of the marshes. Because this species requires shallow water, they are highly susceptible to changes in water levels.

The project area is within species range and contains a small amount of tidal marsh; however, given this species extreme wariness of people, it is more likely to be present in the tidal marsh that is directly adjacent to the project area rather than in the project area itself. Surveys 60 feet west of the project area found three occurrences of this species.[55] Construction would happen between September 1

[54] California Department of Fish and Wildlife (CDFW). 2026a. Op. Cit.
[55] CDFW 2026a. Op. Cit.

and October 31; outside this species known breeding season, which occurs between February 1 and August 31. If this species is present within or near the project area during construction, it is likely to be a juvenile or an adult that is foraging. Alternative suitable cover and foraging habitat is present within the tidal marsh on either side of the project area, as shown on Figure 1.

San Pablo Song Sparrow (*Melospiza melodia samuelis*)
Listing Status: California species of special concern

This subspecies of the song sparrow is endemic to the salt marshes around San Pablo Bay and requires dense vegetation for nesting, perching, and cover. It is particularly associated with pickleweed (*Salicornia* sp.), and its density is highest in areas where channels are lined with wetland gum plant (*Grindelia* ssp.). The species creates nests within the dense marsh vegetation and breeds from early March through July. The San Pablo song sparrow was observed both inside and adjacent to the project area during field surveys. The project area is within species range and contains a small amount of suitable foraging and breeding habitat in the tidal marsh that supports gum plant and other saltmarsh species. The known breeding period for the species is from March through July. If this species is present within the project area during construction, it would likely to be an adult or juvenile that is foraging.

Salt-marsh Common Yellowthroat (*Geothlypis trichas sinuosa*)
Listing Status: California species of special concern

The common yellowthroat feeds primarily on insects and is a widespread migrant breeding throughout California. The subspecies is endemic to the San Francisco Bay region, and it occurs in salt marshes, riparian thickets, and wetlands in the San Francisco Bay area. It is specifically dependent on saltmarsh habitat in winter but breeds in freshwater and brackish marshes in nests constructed close to the ground or water. This species was observed both inside and adjacent to the project area field surveys, and the proposed project area is within species range and contains a small amount of suitable foraging and nesting habitat in the tidal marsh. The breeding season for the species is March through August. If this species is present within the proposed project area during construction, it would likely be an adult or juvenile that is foraging.

Salt-marsh Harvest Mouse (*Reithrodontomys raviventris*)
Listing Status: California species of special concern

This species is found in salt marshes and adjacent diked wetlands, preferring habitat dominated by pickleweed (*Salicornia* sp.); there is no designated critical habitat for this species. The northern subspecies (*Reithrodontomys raviventris raviventris)* lives in the marshes of San Pablo Bay. They breed roughly March through November, peaking in fall between August and November. This species lives above the ground-water level in dense, marshy cover and nests are constructed from harvested annual grasses and placed in pickleweed either elevated above standing water or hidden on the ground. They will also occupy and nest in old crayfish or rodent burrows or bird nests. It has low survival during winter months. Populations flux annually, with the highest level moving into winter and lowest coming out of winter. Individuals are nocturnal and fairly mobile. They can move over 100

meters at night; however, they normally do not cross roads or open space that does not support their habitat.[56]

No salt-marsh harvest mice were observed during the 2026 site survey; however, 23 individuals were trapped during August 10 through August 13, 2020, SMHM surveys and genetic sampling effort at Buck's Landing and other marshes in the region.[57] The project area is within species range and contains suitable foraging and reproductive habitat including emergent tidal marsh dominated by pickleweed and other saltmarsh species. Recent sightings have been reported 1.5 miles in 2023, 3 miles in 2021 north of the project area, and near the mouth of Gallinas Creek at San Pablo Bay.[58] There is a high likelihood this species would be present in the tidal marsh vegetation during construction, within or adjacent to the project area. If present during construction, given its nocturnal status, this species would likely be hiding and/or sleeping within the tidal marsh vegetation.

Suisun Shrew (Sorex ornatus sinuosus)
Listing Status: California species of special concern

This subspecies of the ornate shrew (*Sorex ornatus*) is found in salt marshes, preferring areas vegetated with pickleweed for the dense cover it provides. Its range includes saltmarsh areas within the Petaluma and Napa Rivers, and around San Pablo Bay, Grizzly Bay, and Suisun Bay.[59] It feeds on invertebrates and has a short life span, producing one litter a year, mostly in March and April with some in February through October. The use a simple, grass-lined nest tucked into dense vegetation or borrowed burrows. Most individuals do not live to breed a second year. Individuals are mostly active at night, with two peaks of activity at dusk and later at night. They typically move and live above ground but will use burrows made by other animals opportunistically. The project area is within this species range and contains suitable foraging and breeding habitat in the emergent tidal marsh dominated by *Salicornia* sp. and other saltmarsh species. The species has been reported 7.5 miles north and 8.5 miles north of the project area.[60] Given the small size of the project area and the known low abundance of this species, there is a moderate potential for this species to occur in the tidal marsh vegetation during construction, within or adjacent to the project area. If present during construction, given its nocturnal status, this species will likely be hiding and/or sleeping within the tidal marsh vegetation.

Nesting Birds
Nesting native bird species are protected under both federal and State regulations; California Fish and Wildlife Code (§3503 and §3513) protects birds and their nests, while the federal Endangered Species Act and California Endangered Species Act protects any nesting threatened and endangered

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[56] U.S. Fish and Wildlife Service (USFWS). 2021. 5-year review: Salt marsh harvest mouse (*Reithrodontomys raviventris*). San Francisco Bay-Delta Fish and Wildlife Office, Sacramento, CA. Available from: https://ecos.fws.gov/docs/tess/species_nonpublish/3643.pdf

[57] WRA. 2020. 2020 Salt Marsh Harvest Mouse Surveys and Genetic Sampling at Buck's Landing, Creekside Marsh, Santa Venetia Marsh, and Strawberry Marsh. December.

[58] iNaturalist. 2025. iNaturalist [Online database for species observations by the public]. Accessed at: https://www.inaturalist.org/

[59] U.S. Geological Survey (USGS). 2018. Gap Analysis Project (GAP), Saltmarsh Wandering Shrew (*Sorex vagrans halicoetes*) mVASHh_CONUS_2001v1 Range Map: U.S. Geological Survey data release. Available from: https://doi.org/10.5066/F7TH8KSM

[60] CDFW 2026a Op. Cit.

bird species. Bald and golden eagles are also protected under the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c) of 1940. The project area supports a small amount of suitable nesting habitat in the tidal marsh for bird species such as saltmarsh common yellowthroat, San Pablo song sparrow, marsh wren, mallard, willet, and black-necked stilt. It is unlikely California Ridgway's rail or California black rail would nest in the small amount of tidal marsh within the project area. The few trees present within the parking lot in the project area could also provide potential nesting habitat for several species such as house finch, lesser goldfinch or Anna's hummingbird. Say's or black phoebe likely nest in the buildings that are immediately adjacent to the project area.

CEQA Context

A project would normally result in significant impacts to biological resources if it substantially modifies sensitive habitats, adversely affects wetlands, negatively affects endangered plant and/or animal species, or conflicts with established policies, ordinances, or plans associated with the protection of biological resources.

a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation

The purpose of the proposed project is to remove and replace an existing, unusable pier and dock. The new pier and dock would provide a boat dock for recreational watercraft. The proposed project would also make the pier and dock facility accessible and provide an accessible parking stall in the parking area, with a raised boardwalk and at-grade concrete walkway to connect the new parking stall to the dock and an existing accessible restroom and picnic area. The new pier and dock would allow visitors to use the facility in all tidal ranges and eliminate the need for boaters to walk through mudflats to reach flows in Gallinas Creek.

Special-Status Plants

Botanical surveys were conducted on May 5 and July 23, 2026, covering the full bloom periods of target special-status plant species. These surveys augmented surveys completed by MCP in 2022. Plant species were identified using Jepson eFlora (Jepson Flora Project 2026) and Marin Flora to the taxonomic level necessary to determine whether they were rare. The BRE includes a full list of plants observed.

A population of Pt. Reyes bird's beak (*Chloropyron maritimum* ssp. *palustre*) was identified adjacent to the project area near the eastern boundary of the existing parking lot. A MCP botanist observed Point Reyes bird's beak on July 23, 2026, and previously observed this species in a 2022 botanical assessment. No other special-status plant species were observed during the surveys; however, Marin knotweed (*Polygonum marinense*) was also determined to have moderate potential to occur in the project area. This species was not observed by MCP in 2026 but occurs in tidal marsh and was observed by MCP in 2022 close to the proposed project area.

Temporary disturbance in the tidal marsh west of the existing pier may be necessary to provide access for demolition of the existing pier and dock and construction of the new facility. The temporary

placement of mats would distribute the weight of heavy equipment, protect the soil and prevent impacts to sensitive root systems, and prevent soil erosion by eliminating the potential to create ruts. In addition, the placement of mats would be limited to no more than three weeks as discussed in the Project Description. As planned, the temporary disturbance zone associated with placement and use of the crane mats at this location would not intersect or otherwise disturb the known population location on the site. Nonetheless, if temporary construction access disturbs individual plants within the tidal marsh access area or if Marin knotweed is present in the tidal marsh in the access area, the impact on special-status plants could be significant. Implementation of Mitigation Measure BIO-1 would reduce potential impacts on special-status plants by installing exclusion fencing to avoid disturbance during construction for known population areas and through survey, avoidance, or salvage of previously unknown individual plants at the direction of the regulatory agencies if avoidance is not possible.

Mitigation Measure BIO-1: Special-Status Plants
Marin County Parks shall ensure the known population of Point Reyes bird's beak is not disturbed during construction. A qualified biologist shall confirm the extents of the population and identify the proper location for placement of construction exclusion fencing to prevent inadvertent equipment access through the area. The exclusion fencing location shall be marked on construction drawing, and the exclusion area shall be avoided by both equipment and construction personnel.

A qualified Marin County Parks staff or consultant shall conduct preconstruction botanical surveys of tidal marsh in the project area in July before construction begins to determine current locations of Point Reyes bird's beak and Marin knotweed as these species are annual and their extent may vary from year to year. If any special-status plant species are found in the project area during the pre-construction survey, a qualified biologist would determine and mark an appropriate no-work buffer around any individuals or populations. A low-profile fence and/or bright orange flagging shall be installed around the edge of the buffer to prevent inadvertent disturbance to rare plants during project implementation. If impacts cannot be avoided, the appropriate regulatory agency, CDFW and/or USFWS, shall be contacted to identify an appropriate course of action, such as salvage and planting of host species; seed collection, propagation, and planting; and monitoring for success under the direction of a qualified biologist as approved by the appropriate regulatory agencies.

Marin County Parks shall ensure a qualified biologist conducts a preconstruction training session for all construction team members about the rare plant and their individual responsibilities to avoid disturbance in the exclusion areas.

Special-Status Wildlife
The PCI Ecological BRE identified the potential for temporary construction activities to result in short-term impacts on habitat and near habitat used by special-status wildlife species. Based on background literature review and site evaluations by PCI, a number of special-status wildlife species were identified as having the potential to occur within the project area. These species include fish, birds, and mammals that use habitat in Gallinas Creek and the tidal marshes adjacent to the proposed project area. These species include the following:

- green sturgeon – southern DPS (*Acipenser medirostris pop. 1*)
- Sacramento splittail (Pogonichthys macrolepidotus)
- California Ridgway's rail (*Rallus obsoletus obsoletus*)
- California black rail (Laterallus jamaicensis cotruniculus)
- San Pablo song sparrow (Melospiza melodia samuelis)
- salt-marsh common yellowthroat (*Geothlypis trichas sinuosa*)
- salt marsh harvest mouse (*Reithrodontomys raviventris*)
- Suisun shrew (Sorex ornatus sinuosus)

Figure BIO-3: Special-Status Wildlife Species illustrates the species habitat and research findings

Green Sturgeon Southern DPS and Sacramento Splittail

The proposed project was designed to meet the NMFS and Caltrans construction-period protection criteria designed to minimize potential adverse effects to the green sturgeon southern DPS, its designated critical habitat, and Sacramento splittail from construction-related impacts associated with underwater noise, turbidity associated with decommission and installation of the existing pier and dock and construction of the new pier and dock, water quality impacts from pollution. The proposed project would occur in a small area of Gallinas Creek, mudflat and tidal marsh habitat during the demolition of the existing dock facilities and construction of the proposed dock system. Proposed project demolition and construction would occur in September and November as stated in the Project Description to avoid sensitive time periods for these species.

Demolition and construction may disrupt the behavior of these fish in the project area. However, if fish activity is disrupted leading to startle responses and dispersion, the area surrounding and outside the project area provides adequate areas of suitable habitat both upstream in Gallinas Creek and downstream in San Pablo Bay to avoid disturbance and access to shelter or forage. Construction would be short-term and the impact would be less than significant, especially given construction would occur outside the sensitive life cycle period for the species. Use of the pier and dock may also result in startling fish; however, the impact would be short-term during dock use and would be less than significant.

Demolition and construction activities may result in accidental discharge of construction materials into Gallinas Creek and degrade water quality. Materials falling into the water within the project area, primarily during demolition activities could occur during general construction and could potentially harm, harass, injure, or possibly kill individual green sturgeon or Sacramento splittail if they are present during construction. Standard construction methods discussed in the Project Description require methods to prevent materials from falling into Gallinas Creek through use of measures such as floating booms or skirts refueling away from Gallinas Creek, and proper maintenance of equipment to avoid or minimize potential water quality effects on these species. These measures are presented in the Project Description as BMPs and are included in the proposed project. Implementation of the measures would reduce the impacts to less than significant levels by preventing material from entering the water and removing materials quickly.

The proposed project would include removal of existing wooden piles and installation of 10 new 24-inch steel piles as part of the replacement pier and dock. Equipment would access the site via the existing concrete boat launch for eight of the piles for the dock and by using a crane or other heavy equipment from a floating barge for the two piles around the dock. Anchoring the temporary barge, removal of existing piles and installation piles would disturb substrate and likely result in temporary increases in turbidity in Gallinas Creek. Extended turbidity can be detrimental to aquatic life. Increases in water turbidity in Gallinas Creek would be temporary. Nonetheless, the proposed project includes minimization measures including the use of silt curtains that would be used to minimize suspended sediments, ensuring that potential elevated levels of turbidity outside the project area would be low and rapidly return to preconstruction levels with the cessation of work and daily tide cycles. These measures are presented in the Project Description and would be implemented as part of the project during construction.

Installation of the ten new piles would be completed using drilling installation rather than by using impact hammers to minimize the underwater and terrestrial sound created during construction. The sound levels produced during installation of the piles would not exceed the recommended underwater noise levels for fish protection as described in the National Marine Fisheries Service 2025 *Summary of Endangered Species Act Recommended Acoustic Thresholds*[61] and the Caltrans 2024 *Hydroacoustic Technical Advisory – Hydroacoustic Impact Assessment for Pile Driving Research and Application of Best Available Science, Hydroacoustic Research and Best Available Science*[62] as presented in the Illingworth & Rodkin Underwater Noise Memo.[63] Implementation of the proposed project would have a less than significant impact on the green sturgeon, its designated critical habitat, and Sacramento splittail.

California Ridgway's Rail and California Black Rail

The proposed project would occur in a small area of Gallinas Creek, mudflat, and tidal marsh. Both species were present inside and outside the proposed project area during field surveys completed by PCI Ecological in 2026. Suitable foraging habitat for both species is present in the tidal marshes to the north, east, and west of the proposed project area as shown on Figure BIO-4: Existing Rail Habitat. A small amount of suitable nesting habitat is present in the proposed project area.

Figure BIO-4 shows existing rail habitat in the tidal marsh along Gallinas Creek near the proposed project site

The proposed project area is located along Gallinas Creek, and the area supports expansive suitable nesting habitat for the rails both east and west of Buck's Landing. A 700-foot buffer is widely recognized by state and federal wildlife agency evaluations as the necessary distance to mitigate severe noise disturbance to breeding rails and to prevent impacts including nest abandonment, loss of eggs, or reduced health and vigor of young. Given the location of the proposed project at Buck's Landing, MCP is unable to create a 700-foot buffer; therefore, construction for the proposed project

[61] NMFS (National Marine Fisheries Service). 2025a. Op. Cit.

[62] Caltrans (California Department of Transportation). 2024. Hydroacoustic Technical Advisory – Hydroacoustic Impact Assessment for Pile Driving Research and Application of Best Available Science, Hydroacoustic Research and Best Available Science, TAH-22-01. April. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-technical-advisory-ally.pdf

[63] Illingworth & Rodkin. 2026c. Underwater Noise Memo

would occur September to November to avoid disturbance during the nesting season for rail species. PCI concluded that the proposed project construction would occur outside the breeding and nesting season for both species and determined if rails are present within the project area during construction, the birds would either be an adult or a juvenile that is foraging.

PCI also determined that demolition and construction activities would result in noise that may disrupt non-breeding behavior if rails are present near the project area during construction. Potential effects on bird species from noise-producing activities may include behavioral or physiological disturbance, masking of vocalizations, and/or temporary threshold shift (TTS).[64] Rails rely heavily on acoustic communication, which can make them vulnerable to sounds that affect behavior. Continuous construction noise above 93 dBA may result in TTS for the rails.

Dense tidal marsh dominated by pickleweed and other tidal marsh plants is present in abundance around the proposed project site to provide suitable cover and foraging habitat for the rails during construction. The proposed project would install the 24-inch piers using drilling methods for the pier and dock replacement. The raised walkway would require installation of 21 up to 5-inch diameter steel piles. The bay muds and shallow bedrock present at the site require pile driving installation methods. The Illingworth & Rodkin Terrestrial Noise Memo[65] evaluated the distance from the pile driving where noise would exceed the 93 A-weighted decibel (dBA) noise level or the level that may affect rail behavior. The analysis indicated that the 93 dBA noise contour resulting from installation of the piles would extend 37 feet from the driven pile. Any rail present within 37 feet could be affected by the temporary increase in noise. PCI found the prevalence of available habitat outside the area affected by the temporary increase in construction noise would reduce the potential impact on foraging rails to less than significant levels. Rails could temporarily move to unaffected foraging habitat surrounding the proposed project area. No construction activities would remove access to these adjacent habitat areas, and incoming tide would not cut off access either due to the natural topography of the area. For these reasons, the temporary impact would be less than significant.

Operation of the proposed project would be similar to how it currently operates. Any birds in the immediate area of the boat dock would likely temporarily vacate the area to surrounding habitat. The impact during construction would be less than significant.

San Pablo Song Sparrow and Salt-marsh Common Yellowthroat

The proposed project was designed to minimize effects to the San Pablo song sparrow and the salt-marsh common yellowthroat through construction methods chosen to avoid nesting season and minimize noise effects. Construction would be outside the nesting season for both species. Demolition activities may disrupt foraging behavior near the work area; however, suitable cover and foraging habitat is available to the west in Santa Venetia Marsh to the ease in the San Francisco Bay National Estuarian Research Reserve and to the north in San Pablo Bay Wildlife area. Operation of the proposed project would be similar to how it currently operates. Any birds in the immediate area of the

[64] TTS is the temporary loss of hearing as a result of exposure to sound over time. Exposure to high levels of sound over relatively short time periods will cause the same amount of TTS as exposure to lower levels of sound over longer time periods.

[65] Illingworth & Rodkin. 2026b. Op. Cit.

boat dock would likely temporarily vacate the area to surrounding habitat. The impact during construction and operation would be less than significant.

Salt-marsh Harvest Mouse and Suisun Shrew

Construction would occur in Gallinas Creek and the adjacent mudflat and tidal marsh. Both the salt-marsh harvest mouse (SMHM) and Suisun shrew use habitat in the pickleweed tidal marsh, which provides suitable cover, foraging, and nesting habitat. Demolition and construction activities include the presence of people, crane mats, and heavy equipment. Construction would occur during the daytime, when both of these species are most likely sleeping in the dense tidal marsh vegetation. PCI found that if SMHM or Suisun shrew are present within the project area during construction, they could fail to flee and be crushed by construction equipment or other construction activities. If they do flee when activities start, they may re-enter the project area at night, after activities have ceased, and may again be present in the project area the following day when activity resumes. Both mice and shrew could be injured or killed if one was present in the immediate construction area. To prevent harassment, harm, injury, or mortality for individuals of these two species, pre-construction surveys within the habitat in the project footprint, worker training, exclusion of mice and shrew from the project area using exclusionary fencing, restrictions on working during an extreme high tide event, and erosion control would be implemented by a qualified biologist as described in Mitigation Measure BIO-2: Protect Salt-marsh Harvest Mouse and Suisun Shrew During Construction. Implementation of Mitigation Measure BIO-2 would reduce the potential impacts on SMHM and Suisun shrew because individuals would be relocated out of harm's way and excluded from re-entering the work area for the duration of the construction period.

Mitigation Measure BIO-2: Protect Salt-marsh Harvest Mouse and Suisun Shrew During Construction

Marin County Parks shall ensure a qualified biologist that specializes in salt-marsh harvest mouse conducts preconstruction surveys for this species within the project area. The biologist shall determine the methods necessary to effectively exclude individuals from the project area and direct and monitor the completion of these activities. Measures could include flushing mice from vegetation, trimming of vegetation, and installation of a mouse-proof exclusion fence to prevent individuals from re-entering the project area. If fencing is used, the fencing shall remain in operating condition throughout the duration of all project activities in tidal marsh habitat. The qualified biologist or biological monitor shall inspect daily the integrity of the exclusion fencing to ensure there are no gaps, tears, or damage. Maintenance of the fencing shall be conducted as needed. Any necessary repairs to the fencing shall be completed within 24 hours of the initial observance of the damage. Any mice found along or outside the fence shall be closely monitored until they move away from the project area. The qualified biologist must direct removal of the exclusion fencing at the conclusion of all construction activities.

Marin County Parks shall ensure that no project activities occur within 50 feet of suitable tidal marsh habitat within two hours before and after an extreme high tide event (6.5 feet or higher measured at the Golden Gate Bridge and adjusted to the timing of local high tides) or when adjacent tidal marsh is flooded unless exclusion fencing has been installed around the work area.

Marin County Parks shall ensure a qualified biologist conducts a preconstruction training session for all construction team members about the salt-marsh harvest mouse and their individual responsibilities to avoid disturbance to the species and avoid any disturbance in the exclusion areas. The training shall also include protocol to follow should a salt-marsh harvest mouse enter the construction area.

b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
Less than Significant Impact with Mitigation

The 2026 PCI Ecological study identified tidal marsh and ruderal vegetation in the proposed project area. Tidal marsh is present between the existing parking lot and Gallinas Creek, adjacent to and under the existing dock system. Ruderal vegetation is present along the edge of the tidal marsh and in the existing parking lot and picnic table. The tidal marsh vegetation includes several vegetation alliances: California cordgrass marsh, salt-marsh bulrush marsh, pickleweed mats, and saltgrass-Alkali heath coastal. All the tidal marsh vegetation alliances are considered sensitive by CDFW and considered high inventory priority by the agency. The alliances are also considered sensitive by the Army Corps and in Marin County regulations.

Tidal Marsh
Tidal marsh in the proposed project area is dominated by native species and is considered sensitive. It is present between ruderal vegetation and mudflats, and it occurs under the existing pier and a portion of the existing gangway.

Temporary disturbance in tidal marsh vegetation would occur during project construction. The tidal marsh would be disturbed during demolition of the existing pier with the temporary impact mostly associated with removal of the 22 existing wooden piles that are located in the habitat. The existing pier and dock would be lifted from the habitat to minimize disturbance to the extent feasible. The piles would be removed by lifting them out using heavy equipment as described in the Project Description. If a pile breaks during removal, the pile would be cut below the surface and left in place. This temporary construction disturbance in tidal marsh would likely occur within the area of the pier and platform. Disturbance in this area is estimated at approximately 700 square feet. Installation of the eight new piles for the pier would also disturb the tidal marsh; however, the disturbance would be in the same footprint as the existing pier. The disturbance would be temporary. For these reasons, the temporary impact on tidal marsh would be less than significant. No tidal marsh would be lost during construction.

Construction access to the existing dock may require access through the tidal marsh east, though primary access would be along the existing concrete boat launch and/or through Gallinas Creek with use of a barge. If access through the tidal marsh is deemed necessary, crane mats would be placed over the tidal marsh to provide access for an excavator or other large equipment. The maximum disturbance area would be 720 square feet or a 12-foot-wide by 60-foot-long access route. Use of the crane mats in the tidal marsh would be limited to a maximum placement of three weeks to avoid detrimental impacts on the plants below. The crane mat use would distribute the weight of heavy equipment to reduce compaction and prevent soil gouging that could lead to soil erosion. The

vegetation under the mats is expected to recover through regrowth of the vegetation or spreading from the undisturbed tidal marsh surrounding the temporarily disturbed access route. Construction may require the temporary placement of two land-based anchors in tidal marsh to stabilize the barge-mounted crane. The anchors for the barge would be in place for a maximum of three weeks to ensure the vegetation under is not adversely affected. PCI determined complete regrowth may take up to two growing seasons for the access route and the anchor placement. The temporary impact would be less than significant, and the vegetation is expected to fully recover from the temporary disturbance.

Construction of the proposed project would alter the fill present in the tidal marsh and the shade cast over the tidal marsh. Dock and pier piles placed in tidal marsh can result in habitat displacement and shading. The footprint of a pile buries underlying tidal marsh vegetation. Pile removal and installation can also cause short-term localized turbidity and crush vegetation. Placement of material that casts shade over tidal marsh can block sunlight that can stunt plant growth for plants like pickleweed and cordgrass that rely on full sunlight for optimal photosynthesis and growth.

Implementation of the proposed project would result in the removal of existing fill and shade in the tidal marsh in the project area. As presented in Table 1 in the Project Description, removal of the existing pier, gangway, and floating dock would result in a decrease in existing shade over tidal marsh by 240 square feet and 16 square feet of fill from the existing piles would also be removed. The new dock facility would include construction of a new pier in and over tidal marsh, other project elements would be located outside tidal marsh and over mudflat and the open water of Gallinas Creek. The fixed elevation pier would be approximately 75 feet long and 6 feet side over tidal marsh and would require installation of eight 24-inch steel piles in tidal marsh. The new pier would have two concrete landing areas with zero percent transmissivity, and the remainder of the pier would have decking that has 40 percent light transmissivity. Installation of the new pier would result in 492 square feet of shade over the marsh due to the increased length necessary to avoid impacts through the mudflat, which is an objective of the proposed project. The result would be an overall increase in shade cast from the pier of approximately 252 square feet. The replacement pier would be installed at a slightly higher elevation allowing more sunlight to reach the tidal marsh vegetation under the pier. Tidal marsh vegetation grows under the existing pier and marsh vegetation growth is expected to continue under the replacement pier. Installation of the eight new 24-inch piles would result in 25 square feet of fill directly in the marsh resulting in a 9 square foot increase in fill from the replacement piles. The slight increase would not result in a detrimental condition in the tidal marsh. For these reasons, implementation of the proposed project would have a less than significant impact on tidal marsh vegetation both during construction and during operation of the proposed project.

Invasive Species

The staging of construction equipment and materials would occur in the existing parking lot. PCI determined that invasive species and plant pathogens have potential to be introduced into the project area during project implementation, as unclean vehicles, equipment, and tools could spread invasive seed and pathogens into newly disturbed areas. Plant pathogens, such as *Phytophthora*[66], can also

[66] Phytophthora is a plant pathogen that causes diseases in all kinds of plants. The species are destructive oomycetes or water molds that disrupt plant water and nutrient transport, often leading to root rot, leaf blights, and eventual plant death.

be introduced from the installation of nursery stock. In addition, some highly invasive species are already present in ruderal vegetation areas and could be spread into new areas via the movement of vegetation and soil on unclean vehicles, equipment, and tools. Invasive species could be spread to the sensitive tidal marsh vegetation where they could adversely affect the marsh habitat. Newly disturbed areas are often colonized by invasive species following construction activities and some highly invasive species, such as perennial pepperweed, Uruguayan pampas grass, and French broom, are already present in the project area. In addition, while some invasive species, such as non-native saltmarsh cordgrass, are not currently in the project area, they can be easily spread from seeds on unclean vehicles, equipment, and tools. If a new invasive species populates the site, the impact could be significant. Mitigation Measure BIO-3: Prevent Spread of Invasive Species would reduce the potential to spread invasive species to the Buck's Landing site by requiring equipment and tools to arrive on the site clean and free of soil, seeds, and other materials from previous work areas. This would reduce the impact to less than significant levels.

Mitigation Measure BIO-3: Prevent Spread of Invasive Species

Marin County Parks shall prevent the introduction and spread of invasive plant species during project construction through implementation of the following monitoring, protection measures, and contractor requirements:

- Clean vehicles, equipment, tools, and work boots (free of mud, debris, and soil) when entering from a location outside the project area or leaving the project area to another location.
- Thoroughly clean timber crane mats before placement to prevent the spread of invasive plant seeds or other potential contaminants from other construction sites.
- Construction vehicles, tools, and other equipment, including equipment to be used in Gallinas Creek, shall be cleaned of seed, other plant material, and soil before entering the site. Equipment shall also be cleaned when moving to new areas on the site, if highly invasive non-native species are present in previous work areas.
- Any seed, straw, or mulch brought into the site shall be selected from a source with a low likelihood of containing weed seed including use of certified weed free straw. A restoration practitioner familiar with regional weed species and their seed shall inspect these materials before they are distributed on site, to ensure materials are free of visible contamination.
- Ensure that any mowing or other vegetation/thatch removal in work areas does not spread the seed of invasive plants, such as perennial pepperweed, Uruguayan pampas grass, and French broom.
- If any nursery stock is used for revegetation, procure stock from nurseries following current best management practices for the prevention of plant pathogen spread. Inspect stock at the point of purchase for symptoms of infection from plant pathogens, such as Phytophthora.
- If seeding occurs as part of erosion control measures, use native seed from the local ecotype to facilitate the establishment of native cover and minimize the establishment of invasive species.

- Conduct post-construction vegetation surveys for early detection/rapid response to detect any newly introduced invasive plant species.

c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
Less than Significant Impact with Mitigation

Wetlands, creeks, streams, and permanent and intermittent drainages are subject to jurisdiction by the Army Corps under Section 404 of the CWA, CDFW under Sections 1602–1603 of the California Fish and Game Code (to the outer edge of riparian vegetation), and the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) under the federal CWA Section 401 and Porter-Cologne Water Quality Control Act. These agencies regulate direct removal, filling, hydrological interruption, and other substantial alterations to wetland and stream habitat.

PCI completed a wetland delineation of the project area to assess for the presence of wetlands and other waters of the State and waters of the U.S. The assessment was based on vegetation, hydric soil, and hydrology indicators. Aquatic resources identified within the proposed project area include wetlands, mudflats, and Gallinas Creek. Wetlands in the proposed project area include tidal marsh and a small area of ruderal vegetation adjacent to tidal marsh that meets the three-parameter Army Corps wetland definition. Unvegetated mudflats are present in the proposed project area between tidal marsh and Gallinas Creek and under the existing dock. Mudflats are legally and ecologically wetlands and regulated as special aquatic sites, as they provide important ecosystem services such as erosion protection, food source for fish and birds, and carbon storage despite lacking vascular vegetation. A portion of Gallinas Creek is present in the proposed project area, and the creek borders the project area to the north. Gallinas Creek is a tidally influenced, perennial navigable water. Most of the wetlands present on the site are classified as tidal marsh as shown on Figure BIO-4. Wetlands, Waters, and Other Aquatic Resources.

Figure BIO-4 illustrates the wetlands, tidal marsh, and Gallinas Creek within the proposed project area

Wetlands
A small fringe of wetland, 260 square feet, dominated by non-native, ruderal species is present in the existing parking lot on the proposed project site. A short segment of the proposed raised boardwalk would be placed over the wetland. Construction would be excluded from this wetland to avoid potential disturbance or loss of this small fringe wetland as the loss of the wetland could be considered significant. Mitigation Measure BIO-4: Protect Wetlands would reduce potential impacts by avoiding disturbance through use of exclusion fencing or by placing crane mats over the wetland to provide access for construction activities while protecting the wetland underneath.

Mitigation Measure BIO-4: Protect Wetlands
Marin County Parks shall ensure wetlands are protected during project construction. To avoid disturbance from the staging of construction materials and equipment, a qualified biologist shall mark the perimeter of this wetland in the proposed project area, and the project plans shall show the wetland. A low-profile fence and/or bright orange flagging or other technique

shall be also installed around the perimeter of this wetland. If the wetland cannot be avoided, construction crane or timber mats may be placed over the wetland to provide access. No equipment or materials shall be staged on the crane mats placed over the wetland.

Tidal Marsh

PCI found the existing pier and pier piles are located in tidal marsh. Both fill and shade in the tidal marsh is present at the site at the existing pier and dock. Shade over and fill in tidal marshes can degrade the site by decreasing sunlight for vegetation and altering hydrology. Shading reduces photosynthesis and can reduce stem density, height, and overall plant biomass. Placement of piles can alter hydrology that can change marsh elevation levels and potentially affect salt-marsh plants.

The existing pier lays immediately on the surface of and slightly above the tidal marsh in many places, and the marsh vegetation under is limited in its extent and overall health. Decommission and removal of the pier, pier piles and dock would occur in tidal marsh, and this would result in temporary disturbance of the marsh in the area. As noted in the Project Description, approximately 746 square feet of wooden pier, pile, and dock material would be removed and hauled off site resulting in the removal of shade over existing tidal marsh and removal of 16 square feet of fill in the tidal marsh from removing the existing piles. Construction of the proposed project would alter the fill present in the tidal marsh and the shade cast over the tidal marsh. Dock and pier piles placed in tidal marsh can result in habitat displacement and shading. The footprint of a pile buries underlying tidal marsh vegetation. Pile removal and installation can also cause short-term localized turbidity and crush vegetation. Placement of material that casts shade over tidal marsh can block sunlight that can stunt plant growth for plants like pickleweed and cordgrass that rely on full sunlight for optimal photosynthesis and growth. Implementation of construction-period best management practices for water quality protection, erosion control, and site maintenance would be implemented to protect tidal marsh during construction activities.

Access for construction would occur adjacent to the existing pier and tidal marsh. Crane or timber mats would be placed over the existing concrete boat launch immediately adjacent to the pier. Construction may also require access through the tidal marsh immediately east of the existing pier. If deemed necessary and access through the tidal marsh does occur, crane or timber mats would be placed over the tidal marsh to provide a temporary, stable access route while protecting the vegetation and preventing soil disturbance beneath the mats while equipment enters and exits the area. The area of disturbance from placement of the mats and access would be limited to the width of the largest piece of equipment and the crane mats under, which is estimated at approximately 12 feet wide by 60 feet long; the maximum area temporarily impacted would be approximately 720 square feet. As discussed in the Project Description, the maximum timeframe for mat placement would be three weeks to prevent loss of tidal marsh vegetation and to allow for natural recover following the short-term use of the mats since the longer-term use of crane mats can crush or block sunlight from reaching marsh plants.

Use of the barge-mounted crane during installation of the proposed dock in Gallinas Creek would require the temporary placement of two land-based anchors. The anchors would be placed in the tidal marsh on the west side of the boat launch and another on the east side of the existing pier to keep the barge in place during use because Gallinas Creek is tidally influenced through the project area. Placement of the anchors would be temporary and would only be needed during barge use, which is

estimated at one week. Once barge activities are complete, the anchors would be removed and the tidal marsh allowed to recover naturally.

Implementation of the proposed project would result in the removal of existing fill and shade in the tidal marsh in the project area. As presented in Table 1 in the Project Description, removal of the existing pier, gangway, and floating dock would result in a decrease in existing shade over tidal marsh by 240 square feet and 16 square feet of fill from the existing piles would also be removed. The new dock facility would include construction of a new pier in and over tidal marsh, other project elements would be located outside tidal marsh and over mudflat and the open water of Gallinas Creek. The new pier would have two concrete landing areas with zero percent transmissivity, and the remainder of the pier would have decking that has 40 percent light transmissivity. Installation of the new pier would result in 492 square feet of shade over the marsh due to the increased length necessary to avoid impacts through the mudflat, which is an objective of the proposed project. The result would be an overall increase in shade cast from the pier of approximately 252 square feet. The replacement pier would be installed at a slightly higher elevation allowing more sunlight to reach the tidal marsh vegetation under the pier. Tidal marsh vegetation grows under the existing pier and marsh vegetation growth is expected to continue under the replacement pier. Installation of the eight replacement 24-inch piles would result in 25 square feet of fill directly in the marsh resulting in a 9 square foot increase in fill. The slight increase would not result in a detrimental condition in the tidal marsh.

For these reasons, implementation of the proposed project would have a less than significant impact on tidal marsh vegetation both during construction and during operation of the proposed project.

Mudflats

Unvegetated mudflats are present in the project area between tidal marsh and Gallinas Creek. Under California law, mudflats are legally defined as wetland, even though they lack vegetation. Under the Porter-Cologne Water Quality Control Act and the State Water Resources Control Board's wetland rules, mudflats are protected as waters of the State. Mudflats provide important ecosystem services including erosion protection, food source for fish and birds, and carbon storage despite lacking vascular vegetation.

Currently, visitors often walk through mudflats when trying to launch watercraft into Gallinas Creek during low tides, and the proposed project is designed to provide boat access through all tide events without disturbance to the mudflats. There would be temporary disturbance to the mudflats during removal of the existing dock and gangway that currently lay on the surface within the mudflats. Temporary disturbance would occur as the facility is decommissioned and removed from the site using heavy equipment that is staged and operated from a position outside the habitat. No new piles would be placed in mudflat habitat to accommodate placement of the new gangway.

The existing dock and gangway are wooden and provide no light transmittance to the mudflats below. The proposed project would install a portion of the new gangway over mudflats; however, the new gangway decking would have 40 percent light transmittance material and would result in approximately 64 square feet of shade over the mudflats, an improved condition from what exists currently at 96 square feet of shade cast by the existing gangway and dock. Approximately 410 square feet of existing gangway and floating dock would be removed during demolition; therefore, implementation of the proposed project would decrease the amount of existing cover over mudflats.

The proposed project would result in less than significant impacts on mudflats during construction with implementation of the water quality BMPs listed in the Project Description. For these reasons, the proposed project would improve conditions in the mudflats in the proposed project area.

Gallinas Creek

A portion of Gallinas Creek is present in the project area, and the creek borders the project area to the north. Gallinas Creek is a tidally influenced, perennial navigable water. The upper extent of Gallinas Creek was mapped based on the mean lower low water (MLLW). Substrate in the channel appears to be composed of fine clay, silt, and detritus. Gallinas Creek is periodically dredged within the project area and was dredged as recently as 2022.[67].

The existing pier and dock system are not located within the open water of Gallinas Creek. The proposed replacement facility was designed to provide access for visitors to Gallinas Creek without having to walk through mudflats to reach open water during all tide cycles. Construction activities would require use of a crane-mounted floating barge to install two 24-inch steel guide piles and the floating dock. Because Gallinas Creek is tidally influenced through the project area, temporary placement of two water-based anchor would be necessary to keep the barge in place. Installation of the two guide piles in Gallinas Creek to support the floating dock would be required. The anchors and pile placement would temporarily disturb the bed of Gallinas Creek and may cause localized turbidity and it may displace fish. There are no eelgrass beds present in Gallinas Creek; therefore, there would be no temporary eelgrass impacts. Placement of silt or turbidity curtains is included in the Project Description and would be used to prevent potential temporary impacts from placement of the anchors and installation of the piles.

Pile installation would result in the addition of 6.3 square feet of new fill in Gallinas Creek. Installation of the floating dock would result in the addition of 420 square feet of new shade fill over the creek. The new shade fill would block sunlight penetration. It could suppress the growth of benthic diatoms [68]; however, PCI determined the benthic organisms would recolonize quickly and not adversely affect the channel or the channel bed. For these reasons, the addition of new fill in the bed and new shade over Gallinas Creek would have a less than significant impact.

d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact

Wildlife corridors are pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human-made obstacles such as urbanization. They allow for the movement and migration of animals and plants and are critical for the maintenance of ecological processes and viable populations of

[67] Bay Conservation and Development Commission (BCDC). 2022. SF Bay Dredge Footprints BCDC 2022 [GIS dataset]. San Francisco Bay Conservation and Development Commission. ArcGIS Online. Available from: https://bcdc.maps.arcgis.com/home/item.html?id=582fedbe05f74e9ba6bc70cbee018bb1

[68] Benthic diatoms are microscopic algae that inhabit the bottom layer of shallow waters or areas where sunlight can reach to substrate and drive photosynthesis. They are often a food source for bottom-dwelling invertebrates, fish, and wildlife.

plants and animals by promoting (1) the continual exchange of genes between populations, which helps to maintain genetic diversity; (2) access to adjacent habitat areas that provide additional territory for foraging and breeding; (3) greater carrying capacity; and (4) routes for colonization of new habitat following local population extinctions or habitat recovery from ecological disturbances. Habitat linkages are broader stretches of open space that allow for the movement of multiple species and maintenance of ecological processes. These linkages do not have to provide continuous habitat but may consist of patches of suitable areas that support movement from one patch to another to allow dispersal and migration. Habitat linkages reduce the adverse effects of habitat fragmentation that can lead to decreased gene flow for small animals, such as amphibians, reptiles, and rodents.

Gallinas Creek and the surrounding tidal marsh are movement corridors for fish such as striped bass, California killifish, longjaw mudsucker and wildlife including canvasback, bufflehead, and river otters, Ridgeway's rail, marsh wren, California vole, salt-marsh harvest mouse. The proposed pier and dock removal and reconstruction would occur in and over tidal marsh and mudflat habitat. These areas are used by a variety of wildlife species that move through the habitat.

Construction noise and construction activity in the project area could deter some terrestrial wildlife from moving across the proposed project site from one tidal marsh patch to another. No construction would occur at nighttime, and wildlife can traverse the project area as usual during overnight hours. For some species like mice, voles, and shrews, movement would be limited across the fence for the relatively short duration of the project, which is not expected to cause negative effects given the abundant suitable habitat in the surrounding area. Fencing placed to keep salt-marsh harvest mice and Suisun shrew out of the work area would prevent these animals from passing through the area; however, most other wildlife can pass around or fly over the fence. The situation would be temporary and would not prevent these animals from using habitat surrounding the proposed project area. For these reasons, this impact would be temporary and would be less than significant.

Similarly, in-water work in Gallinas Creek would occur over a short time period, in a limited portion of the creek and would not span the width of the waterway. Any aquatic species deterred from in-crossing through the project area during construction could pass by the project area along the north bank of Gallinas Creek or pass through during hours when construction is not occurring. For these reasons, the proposed project would not interfere with the movement of native resident or migratory fish or wildlife species, with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
No Impact

The proposed project would conform to the Countywide Plan goals and policies associated with protecting biological resources. The Countywide Plan identifies water-oriented recreation and public access as priority uses in bayfront marshland areas. The policy specifically identifies public access and low-intensity passive recreational and educational opportunities as preferred water-oriented uses, provided habitat impacts are minimized. The Countywide Plan also articulates biological resources goals and policies for protection of sensitive biological resources, enhance native habitat and biodiversity, and wetland and baylands conservation that pertain to the proposed project. The

proposed project would meet these goals by improving public access for water-oriented uses while protecting and improving conditions within sensitive habitats within the proposed project area. The proposed project would protect wetlands, including tidal marsh habitat, while also improving conditions by providing improved public access that reduces or eliminates the need for visitors to enter sensitive habitats to launch vessels from Buck's Landing. The proposed project would be consistent with CWP Policy BIO-1.1 because it maintains and improves an existing public waterfront access facility while incorporating measures to avoid and minimize impacts to wetlands, sensitive biological resources, special-status species, and wildlife movement. The proposed project would not result in a net loss of sensitive habitat and would maintain the biological functions of the existing shoreline environment. The impact footprint to construct the proposed project reflects only the amount necessary to complete the work. The proposed project would occur at Buck's Landing, which is in the Baylands Corridor, and would be consistent with the goals guiding protection of baylands and limiting development in sensitive vegetation and habitat. The proposed project would advance the County's public-access objectives while being designed and conditioned to satisfy the Biological Resources policies. For these reasons, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and there would be no impact.

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

There are no adopted plans that cover the Buck's Landing or the lower Gallinas Creek area in Marin County. No other approved local, regional, or state habitat conservation plans apply to the project site or the proposed activities. Therefore, implementation of the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

CULTURAL RESOURCES

Table 7: Cultural Resources Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historic resource pursuant to §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Setting

Cultural and Historical Resources Studies

ALTA Archaeological Consulting (ALTA) prepared an *Archaeological Survey Report for Buck's Landing, San Rafael, Marin County, California (ASR)* for the proposed project.[69] It included a cultural resources literature search completed at the Northwest Information Center of the California Historical Resources Information System (CHRIS), an initial Native American Consultation with the Native American Heritage Commission (NAHC), and an archaeological survey of the project area.

ALTA conducted a cultural resources inventory report for the removal and reconstruction of an existing pier, gangway, floating dock, and piles at Buck's Landing. An ALTA archaeologist contacted the NAHC on March 18, 2026, to request a review of the Sacred Lands file for information on Native American cultural resources in the Area of Potential Effects (APE) and to request a list of Native American contacts in this area. In the NAHC response dated March 26, 2026, they indicated that a search of the Sacred Lands File returned a negative result. ALTA completed a field survey for the purposes of identifying cultural resources at the project site on April 14, 2026. The field survey included intensive survey coverage of the site across approximately 0.2 acres in the area of potential effects. Geoprobe coring was conducted by Miller Pacific in order to sample sediments and locate depth of bedrock using a direct-push drill rig, and the cores were examined for the presence of cultural stratigraphy. A tribal monitor of the Federated Indians of Graton Rancheria (FIGR) attended the site survey and evaluated the geoprobe cores. MCP provided the ALTA report to FIGR by email and USPS on September 8, 2026.

The CHRIS records search identified three cultural resources within a half-mile radius of the proposed project area and one within the project area. No cultural resources were found within the study area. Therefore, no resource-specific recommendations were included in the ASR. The ASR includes a

[69] ALTA Archaeological Consulting (ALTA). 2026. Archaeological Survey Report for Buck's Landing San Rafael, Marin County, California. June.

description of the process to follow should buried or previously unrecognized archaeological deposits or materials be inadvertently exposed during any construction activity. It recommends work in the immediate area of the find be halted until a qualified archeologist can evaluate the finds and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.

Project Area History

The ASR includes a description of the history of the proposed project area in an archaeological context in precolonial and post-colonial contexts. The Coast Miwok, who lived in this region prior to European-American intrusion, lived in many bands across Sonoma and Marin counties. The Coast Miwok occupied the northwest coast of California from the mouth of the Golden Gate in the south to approximately five miles north of Bodega Bay in the north, to approximately four miles east of Sonoma Creek. Coast Miwok speakers are conventionally divided into two distinct dialects: Western/Bodega and Southern/Marin. The Coast Miwok were among the first California Native peoples to encounter Euro-Americans, possibly meeting Sir Francis Drake in 1579. During the late eighteenth and early nineteenth centuries, many Coast Miwok people were subjected to missionization at San Francisco, San Rafael, Sonoma, and San Jose, as well as to labor at Fort Ross under Russian rule. In 1850, the year that the United States made California the 31st state, the Coast Miwok population was estimated at 250. The Coast Miwok followed a cyclical subsistence pattern, harvesting seasonal resources. They practiced a diversified subsistence economy based on fishing, hunting, and gathering, with a particular dependence on acorns. Important marine resources included fish, eels, clams, mussels, and seaweed, while terrestrial resources included acorns, bears, deer, elk, and small game.

The earliest exploration of the Marin Coast by Europeans was potentially during Sir Francis Drake's 1579 voyage from England. While his arrival has never unequivocally been shown, it is thought that he named Northern California New Albion after his homeland, with the intent of securing the area for the British crown. Although the exact location of Drake's landing is still a subject of some controversy, his legacy remains in the naming of Marin County landmarks, notably Drake's Bay and Sir Francis Drake Boulevard, which terminates in the City of San Rafael. The Spanish made a foray into the area in 1602 with three ships under the command of Don Sebastian Vizcaino. The Mission San Rafael Arcángel in Marin County was founded in 1817 as an attempt to establish a Spanish presence in response to the Russian settlement at Fort Ross, which had been built in Sonoma County in 1812. Mission San Rafael was also created in order to relocate some of the population of Mission Dolores in present-day San Francisco, as their population was declining due to diseases introduced by European colonization.

After gaining independence from Spain in 1821, the Mexican government secularized the missions, and their lands were reallocated to ranching families in land grants distributed to them for acts of military service. Much of this land was ranchland for cattle, producing a thriving industry for beef and leather goods. Later, during the Gold Rush, the beef cattle were transported to the Sierra foothills to accommodate the growing population of mining towns, and the grazing lands were converted to dairy farms, still a prominent industry in the area today. By 1844, the site of the mission was abandoned, and the City of San Rafael began growing around it, settled by a few Americans and Mexican families. The proximity to waterways by San Rafael Creek made it a favorable location and provided the city with a connection to other urban areas of the Bay Area (Munro-Fraser 1880). Timothy "Don Timoteo"

Murphy, an Irish businessman, was appointed as the third administrator of the secularized mission by California governor Juan Bautista Alvarado in 1837. Murphy became a naturalized Mexican citizen in 1839 in order to own land in Alta California, and was given the 21,679-acre Rancho San Pedro, Santa Margarita y las Gallinas land grant by Governor Manuel Micheltorena in 1841. He later built a two-story hacienda in present-day downtown San Rafael that became the Marin County courthouse from 1853 to 1873.

When California became a state in 1850, Marin County was created as a part of the 27 original counties, with the City of San Rafael established as the official seat of Marin County in 1851 (Kent 2023). In 1852, Murphy attempted to reallocate the Mission's land and livestock holdings to the Native populations formerly living at Mission San Rafael, but the claim with the United States Land Commission failed four years later. The year 1855 saw the establishment of a ferry route between San Quentin and San Francisco, and a road was built in 1865 to connect San Rafael to San Quentin. Sections of the Northwest Pacific Railroad began construction in the 1870s to connect the City of San Rafael with the ferry service at San Quentin, and to provide overland access from farmers and ranchers in the interior of the county to water transport via the bay. The city became formally incorporated on February 18, 1874, and shortly after, the city passed its first city ordinance, targeting the free-roaming livestock to maintain the city's cleanliness and sanitation. By the country's centennial in 1876, the city of San Rafael had grown to include five hotels, a public school, two banks, two city newspapers offering different political viewpoints, four groceries, and various other local businesses. Water was brought to the city from the nearby Mount Tamalpais watershed in a series of pipes and canals constructed in 1874. The city rapidly expanded after the construction and opening of the Golden Gate Bridge in 1937 and the construction of Highway 101 in 1939.

The first major forces to reshape the marshes of San Pablo Bay originated far beyond Coast Miwok homelands. During the height of the Gold Rush, wealthy investors funded the rise of hydraulic mining. This destructive practice used high-pressure water cannons, or "monitors," to blast entire mountainsides apart. As monitors pulverized the ancestral lands of the Nisenan, Maidu, and other Sierra Nevada Tribal Nations, billions of cubic yards of soil, rock, and toxic debris were washed into the tributaries of the Sacramento and San Joaquin Rivers. The massive load of sediment continued into San Pablo Bay, where it accumulated far faster than tidal processes could carry it out to sea. Over time, the shoreline of the Bay advanced outward due to sediment build-up, which filled sloughs, narrowed the mouths of creeks, and degraded fish runs essential to Tribal communities. By 1993, an estimated 62 percent of the San Pablo Bay shoreline had expanded into the water, fundamentally altering the marsh landscapes, hydrology, and ecological balance of the region.

Development at Buck's Landing can be traced to the infrastructure associated with the Remillard Brick Company, established in 1879. Their primary yard was in Pleasanton, with kilns established in Oakland, San Jose, and Greenbrae. The Greenbrae yard produced a total of 6 million bricks in 1893 alone and later produced bricks that were used in the construction and rebuilding of Bay Area landmarks such as Ghirardelli Square and the Palace Hotel after the 1906 earthquake and fire. The Remillard Brick Company owned various portions of land along Gallinas Creek, notable in map imagery, to extract the raw materials used for brick production. The dock at Buck's Landing was constructed in 1957 and is visible in aerial imagery from 1958 and onward. From the 1950s through the 1980s, this area served a variety of uses, including but not limited to a private residence, a boat

launch, miscellaneous storage, a concession stand, and a “Flying A Marin Gas” fueling station. Later, it housed driveshaft and landscaping businesses, as well as roofing, tree service, boat building, and trucking companies. The lot served as parking for a variety of boats, trailers, and cars. These various businesses and associated activities ended sometime in the early 1990’s. Most recently, it served as a private marina and snack bar until 2015. Currently, Buck’s Landing is managed by MCP and remains an active hub for fishing and water recreation for the local community.

Applicable Regulations

National Historic Preservation Act Context

The proposed project would likely require a Section 404 Permit from the Army Corps, and therefore, would be subject to compliance with Section 106 of the National Historic Preservation Act (NHPA)[70] to address potential impacts to historic properties. This includes resources that are eligible for listing on the National Register of Historic Places (NRHP).

Section 106 of the National Historic Preservation Act

Federal protection of resources is legislated by the NHPA of 1966 as amended by 16 U.S. Code 470, the Archaeological Resource Protection Act of 1979, and under guidelines established by the Advisory Council on Historical Preservation. These laws and organizations maintain processes for determination of the effects on historical properties eligible for listing in the NRHP.

Section 106 of the NHPA and accompanying regulations[71] constitute the main federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed in or may be eligible for listing in the NRHP. The NRHP is the nation’s master inventory of known historic resources. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, and cultural districts that are considered significant at the national, state, or local level. The formal criteria[72] for determining NRHP eligibility are as follows:

1. The property is at least 50 years old, however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP;
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:
    a. Events: Association with events that have made a significant contribution to the broad patterns of history.
    b. Persons: Association with the lives of persons significant in the past.

[70] 54 U.S. Code § 306108: Effect of Undertaking on Historic Property. https://www.law.cornell.edu/uscode/text/54/306108.

[71] 36 Code of Federal Regulations (CFR) Part 800: Protection of Historic Properties. https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf.

[72] 36 CFR 60.4: National Register of Historic Places. https://www.ecfr.gov/cgi-bin/text-idx?SID=b36f494ab8c19284178b4c593eda2a8f&tpl=/ecfrbrowse/Title36/36cfr60_main_02.tpl.

c. Architecture: Distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction.

d. Has yielded, or may be likely to yield, information important to prehistory or history (information potential).

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee recognition in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. The potential effects of a proposed project on properties listed in the NRHP must be evaluated under CEQA.

The National Register Bulletin also provides guidance in the evaluation of archaeological site significance. If a heritage property cannot be placed within a particular theme or time period, and thereby lacks "focus," it is considered not eligible for the NRHP. In further expanding upon the generalized National Register criteria, evaluation standards for linear features such as roads, trails, fence lines, railroads, ditches, and flumes are considered in terms of four related criteria that account for specific elements that define engineering and construction methods of linear features: size and length; presence of distinctive engineering features and associated properties; structural integrity; and setting. The highest probability for National Register eligibility exists within the intact, longer segments, where multiple criteria coincide.

Secretary of the Interior's Standards

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards) provide guidance for working with historic properties.[73] The Secretary's Standards are used by CEQA lead agencies to evaluate proposed rehabilitative work on historic properties. They are a useful analytic tool for understanding and describing the potential impacts of proposed changes to historic resources. Projects that comply with the Secretary's Standards benefit from a regulatory presumption that they would not result in a significant impact on a historic resource. Projects that do not comply with the Secretary's Standards may or may not cause a substantial adverse change in the significance of a historic property.

In 1992, the Secretary's Standards were revised so they could be applied to all types of historic resources, including landscapes. They were reduced to four sets of treatments to guide work on historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

- Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and

[73] Department of the Interior, National Park Service, Federal Register Part IV. 1983. Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines. September. Accessed at: https://www.nps.gov/subjects/historicpreservation/upload/standards-guidelines-archeology-historic-preservation.pdf

plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

- Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values.
- Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.
- Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

The appropriate treatment for any renovation project under the Secretary's Standards for Treatment of Historic Properties is rehabilitation. There are no existing structures within the project area, historic or otherwise.

AB 52 Consultation

On February 17, 2026, MCP sent a request to Native American Heritage Commission seeking information from the Sacred Lands File and the names of Native American individuals and groups. The results of the Sacred Lands File were received on February 23, 2026, and reported a negative result for the project area. Through AB 52 Invitation to Consult letters dated February 25, 2026, MCP staff provided notification of the proposed project to the Federated Indians of Graton Rancheria (FIGR) and the Guidiville Rancheria of California (GRC). The consultation letters notified tribes of the proposed project and informed them that ALTA would be conducting a cultural and historical resources survey of the study area.

The GRC did not respond to the AB 52 Invitation to Consult letter, thus concluding tribal consultation. FIGR acknowledged receipt of the notification in an email dated March 25, 2026, in which they also requested a formal consultation. The email included acknowledgment that a representative would be present during the scheduled fieldwork on April 14, 2026. ALTA and the tribal monitor completed the site evaluation on April 14 as scheduled. MCP provided FIGR with potential dates for a consultation on April 1, 2026and followed up on September 2, 2026; however, MCP did not receive a response. MCP provided the finalized cultural resources study to FIGR on September 8, 2026. FIGR did not provide comments on the cultural resources study.

MCP will continue to consult with FIGR throughout implementation of the proposed project, which would include advance notification of ground-disturbing activities so that a tribal monitor could be provided if FIGR desires to do so, notification of any cultural resources or human remains inadvertently discovered during project implementation, and implementation of recommendations from FIGR regarding treatment of tribal cultural resources or human remains inadvertently discovered during project implementation.

CEQA Context

Cultural and historical resources are nonrenewable and are easily damaged or destroyed. Potential impacts on cultural and historical resources are determined by analyzing the potential effect of implementing the proposed Project to known and unknown cultural and historical resources.

a) Would the Project cause a substantial adverse change in the significance of a historic resource pursuant to §15064.5?

Less than Significant Impact

Historical resources are defined by CEQA Guidelines Section 15064.5 as "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, a resource shall be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources."

ALTA conducted a records search at the Northwest Information Center of the California Historical Resources Information System and evaluated the project area. The dock at Buck's Landing is a component of a previously recorded site described as a boat storage facility, a boat launch ramp, and a historic-era 50 by 100-foot clay brick floor. The brick floor component is what remains of a brick production site for the Remillard Brick Company, which operated in various locations in the San Francisco Bay region from the 1870s into the early 20th century. The boat launch ramp described by others in previous studies is associated with the primary dock structure that is proposed to be replaced by a raised boardwalk, gangway, and floating dock by MCP, and remains in poor condition. A small clay brick concentration lies 10 feet southwest of the dock entrance and 8 feet south of the boat launch ramp entrance and is in poor condition. A secondary dock is located approximately 130 feet west of the primary dock and is also in poor condition.

ALTA determined the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. The previously recorded site was deemed ineligible for the NRHP or the California Register of Historical Resources because the boat storage and launch facility has no association with the historic development or major industries of the San Pablo Bay region. For this reason, the impact would be less than significant.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation

An archaeological resource is defined by CEQA Section 21083.2 as "an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

a. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information

b. Has a special and particular quality such as being the oldest of its type of the best available example of its type

c. Is directly associated with a scientifically recognized important prehistoric or historic event or person."

No archaeological resources have been identified within the project area based on the results of the record search, literature review, Native American outreach, or archaeological field survey including the evaluation of the geoprobe cores.

ALTA determined the proposed project would not cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. No midden soils or other archaeological deposits were observed during the presence/absence testing of the APE. However, if previously undiscovered cultural resources are unearthed during construction of the proposed project and the material is altered, the impact of an archaeological resource pursuant to CEQA Guidelines Section 15064.5 could occur and the impact could be significant. Implementation of Mitigation Measure CR-1: Cultural Resources Training and Mitigation Measure CR-2: Unanticipated Discovery of Cultural Resources, would reduce the potential impact to less than significant by addressing the requirements and steps MCP would follow if a previously undiscovered resource is found during construction activities and training construction staff about responsibilities to protect discovered resources. For these reasons, implementation of the proposed project would result in a less than significant impact associated with a substantial adverse change in the significance of known archaeological resource with implementation of mitigation.

Mitigation Measure CR-1: Cultural Resources Training

Marin County Parks shall ensure a qualified archaeologist and FIGR Tribal Cultural Monitor conduct a cultural resource training prior to the commencement of any construction activities. Construction team members and MCP staff shall attend. The construction contract shall include the training and record keeping requirements. MCP's Project Manager shall be responsible for ensuring all contractors comply with the training requirements. Training will include (1) the reasons for archaeological and Tribal resource monitoring; (2) regulatory policies protecting archaeological and Tribal resources and human remains; (3) basic identification of archaeological and Tribal resources; and (4) the protocol to follow in case of a discovery of such resources. Construction contractors shall maintain records of employees who have completed the training. At least one trained crew member must be present during all Project construction activities that involve ground disturbance.

Mitigation Measure CR-2: Unanticipated Discovery of Cultural Resources

Marin County Parks shall ensure proper treatment of a previously undiscovered cultural resource is encountered during construction. If previously unidentified cultural resources are encountered during project implementation, alteration of the resources and their stratigraphic context shall be avoided. MCP shall contact FIGR regarding the find, provide an opportunity for a FIGR tribal member to assess the find, and implement recommendations from FIGR regarding treatment of the find. MCP shall also contact a qualified professional archaeologist to evaluate the situation, and project personnel shall not collect cultural resources. Resources

associated with Native peoples include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. MCP shall directly notify the Federated Indians of Graton Rancheria and implement their recommendations.

c) Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation

Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human burial and Section 5097.99 of the Public Resources Code defines the obtaining or possession of Native American remains or grave goods to be a felony. Buried human remains encountered during project implementation, by law, must be reported to the County Coroner. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission (NAHC), who has the statutory authority to mediate agreements regarding the disposition of Native American remains. In cases in which human remains are known or believed to be likely, consultation with the NAHC is initiated early in the planning process so that the consultations with appropriate Native American most likely descendant occurs and agreement regarding the disposition of the remains can be reached. If human remains are discovered and disturbed during implementation of the proposed project, the impact could be significant, and mitigation would be necessary to reduce the potential impact to less than significant levels. Implementation of Mitigation Measure CR-3: Encountering Human Remains, would reduce the potential impact to less than significant by following the process required in the event human remains are uncovered during construction. Additionally, MCP would directly notify FIGR of any inadvertent discovery of cultural or historical resources, human remains, and/or tribal cultural resources and would implement recommendations from FIGR regarding treatment of any finds. For these reasons, implementation of the proposed project would result in a less than significant impact associated with the discovery of human remains with implementation of mitigation.

Mitigation Measure CR-3: Encountering Native American Remains

Marin County Parks shall ensure the following process is followed in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, they shall notify the NAHC within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with Marin County Parks, the disposition of the human remains. Additionally, MCP would directly contact the Federated Indians of Graton Rancheria (FIGR) as the MLD and the County Coroner in the event that

human remains are inadvertently discovered per the request by FIGR on previous projects. MCP shall directly notify the Federated Indians of Graton Rancheria and implement their recommendations.

ENERGY

Table 8: Energy Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b)	Conflict with or obstruct a state or local plan renewable energy or energy efficiency?	☐	☐	☐	☒

Setting

Energy consumption is closely tied to the issues of air quality and greenhouse gas (GHG) emissions, as the burning of fossil fuels and natural gas for energy has a negative impact on both petroleum and natural gas currently supply most of the energy consumed in California. Current energy use within the project area is very minimal. Recreational visitors may use small amounts of gasoline to drive to and from the project area. Similarly, MCP rangers and maintenance staff drive to and from the project area and use petroleum during routine maintenance activities such as mowing and weed whacking. There is no electrical use included in the proposed project. Buck's Landing includes an existing boat ramp providing access to Gallinas Creek for watercraft.

Regulatory Setting

The regulations, policies, and action plans aimed at reducing GHG emissions also promote increased energy efficiency and the transition to renewable energy sources, especially since increased energy efficiency is so closely tied to the State's efforts to reduce GHG emissions and address global climate change The U.S. EPA and the State address climate change through numerous pieces of legislation, regulations, planning, policymaking, education, and implementation programs aimed at reducing energy consumption and the production of GHG.

Energy conservation refers to efforts made to reduce energy consumption to preserve resources for the future and reduce pollution. It may involve diversifying energy sources to include renewable energy, such as solar power, wind power, wave power, geothermal power, and tidal power, as well as the adoption of technologies that improve energy efficiency and adoption of green building practices. Energy conservation can be achieved through increases in efficiency in conjunction with decreased energy consumption and/or reduced consumption from conventional energy sources.

CARB Low Carbon Fuel Standard Regulation

CARB initially approved the Low Carbon Fuel Standard (LCFS) regulation in 2009[74], identifying it as one of the nine discrete early action measures in its original 2008 Scoping Plan to reduce California's

[74] California Air Resources Board (CARB). 2009. California Code of Regulations (CCR), Subchapter 10. Climate Change Article 4. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard. https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2009/lcfs09/lcfscombofinal.pdf Accessed August 2026

GHG emissions. Originally, the LCFS regulation required at least a 10% percent reduction in the carbon intensity of California's transportation fuels by 2020 (compared to a 2010 baseline). On September 27, 2018, CARB approved changes to the LCFS regulation that require a 20% reduction in carbon intensity by 2030.[75] The rules were updated in July 2025 to add stricter feedstock traceability, indirect land use assessments, and updated guidelines to prevent fraud and expand incentives for zero-emission infrastructure.[76] These regulatory changes exceed the assumption in CARB's 2022 Climate Change Scoping Plan, which targeted a 15 percent reduction in transportation fuel carbon intensity by 2045 as one of the primary measures for achieving the state's GHG 2030 target.

CEQA Context

In order to assure that energy implications are considered in project decisions, CEQA Section 21100(b)(3) requires that the potential energy impacts of proposed project be considered, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines provides guidance for assessing the significance of potential energy impacts.

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact

The proposed project would not result in measurable incremental increases in the use of fuel. Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with California Air Resources Board's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary and needed to conduct development activities, it would not be wasteful or inefficient.

Operation of the proposed project would occur as described in the Project Description and would result in energy use from the pier and dock system users driving to and from the project area and from MCP staff to perform regular maintenance. The proposed project is not expected to significantly increase vehicle trips for recreational use of these trails because the proposed project does not include additional parking and under existing conditions, parking is limited to the existing parking area. One existing parking space would be converted to an accessible parking space, and an accessible concrete pathway would provide access to the proposed dock replacement facilities. The proposed new dock system is not likely to attract significantly more people to the area as no additional

[75] California Air Resources Board. 2018. Amendments to the Low Carbon Fuel Standard Regulations Final Regulation Order Subchapter 10. Climate Change Article 4. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard. https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2018/lcfs18/frolcfs.pdf?_gl=1*11fb10a*_ga*OTYwNTMzMjQxLjE3Mzk1NzMxMjQ.*_ga_7M1ZZPXDBL*czE3ODgyMjMwOTgkbzEkZzEkdDE3ODgyMjM0NjYkajckbDAkaDA.&_ga=2.216514128.7578569.1788223099-960533241.1739573124

[76] California Air Resources Board. 2025. Draft On-Road Heavy-Duty Engine and Vehicle Omnibus, Low Carbon Fuel Standard, and Emergency Vehicle Emissions Regulations. https://ww2.arb.ca.gov/rulemaking/2025/orhdomnibus?utm_medium=email&utm_source=govdelivery

parking would be provided. Operation and maintenance activities would be similar to existing conditions, and energy use would not increase compared to baseline conditions. Therefore, implementation of the proposed project would result in no impact associated with wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact

As discussed above, the proposed project would use small amounts of energy during construction of the proposed project. Operation and maintenance activities would be similar to existing conditions, and energy use would not increase compared to baseline conditions. Therefore, the proposed project would not conflict with renewable energy or energy efficiency plans, including goals set forth in Assembly Bill (AB) 32, including Recommended Actions identified by CARB in its Climate Change Scoping Plan.[77] The proposed project would also not conflict with goals and policies contained in the Marin County Climate Action Plan[78]. For these reasons, implementation of the proposed project would result in no impact associated with conflict or obstruct with a state or local plan for renewable energy or energy efficiency.

[77] California Air Resources Board. 2022. *California 2017 Climate Change Scoping Plan.* December 2022. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan.

[78] Marin County Parks. 2020. *Marin County Unincorporated Area Climate Action Plan 2030.* December 2020. https://assets.marincounty.gov/marincounty-prod/public/2024-01/cap-2030_12082020final.pdf.

GEOLOGY AND SOILS

Table 9: Geology and Soils Checklist Questions

	Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
	i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	ii)	Strong seismic ground shaking?	☐	☐	☒	☐
	iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv)	Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?		☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		☐	☐	☐	☒
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?		☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		☐	☐	☐	☒

Setting

The following setting is summarized from the Miller Pacific *Geotechnical Investigation, Marin County Parks Bucks Landing Dock Replacement.*[79] The proposed project area is located within the coast ranges geomorphic province of California. This province is typified by generally northwest-trending

[79] MPEG. 2026. Op. Cit.

ridges and intervening valleys formed as a result of movement along a group of northwest-trending fault systems, including the San Andreas Fault. Bedrock geology within Marin County is dominated by sedimentary, igneous, and metamorphic rocks of the Jurassic-Cretaceous age Franciscan Complex. Sandstone and shale comprise the majority of Franciscan rock types, while less common rocks include chert, serpentinite, basalt, greenstone, and exotic low- to high-grade metamorphic rocks, including phyllite, schist, and eclogite.

The proposed project site is located within a relatively level area on the south side of Gallinas Creek, just west of its confluence with San Pablo Bay. Regional geologic mapping indicates the site is underlain by Franciscan sandstone and shale that extends northward towards Gallinas Creek. Areas east and west of the site are underlain by Bay Mud. Based on subsurface investigation, weathered sandstone and shale bedrock are about 13 to 15 feet below the ground surface, and groundwater elevations fluctuate seasonally, and it appears to correlate with the water / tide levels in Gallinas Creek during the summer and early fall and a couple feet above the creek in winter and early spring.

The project area is located within the seismically active San Francisco Bay Area and could experience the effects of future earthquakes. Within the Bay Area, faults are concentrated along the San Andreas Fault zone. The nearest known Holocene-active faults[80] are the Hayward and San Andreas Faults which are located roughly 6.2 miles northeast, 7.6 miles southwest of the site, respectively. The most recent earthquake prediction modes indicate the highest probability of an earthquake with a magnitude greater than 6.7 originating on any of the active faults in the San Francisco Bay region by 2043 is assigned to the Hayward/Rodgers Creek Fault system. Based on the site reconnaissance, subsurface exploration, and literature review, Miller Pacific Engineering found the main geologic hazards for the project area are strong ground shaking, liquefaction, and settlement.[81] The project area is not located within a mapped Earthquake Fault Zone as defined by the Alquist-Priolo Act of 1972, and there are no known earthquake faults that could result in surface rupture within the project area. The potential for liquefaction is high and strong ground shaking that can trigger liquefaction in soils in saturated conditions. The project area is also located in a tsunami evacuation zone.[82]

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act regulates development in California near known active faults due to hazards associated with surface fault ruptures. There are no Alquist-Priolo earthquake fault zones on the proposed project area.[83]

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[80] The California Geological Survey defines “Holocene-active faults” as on that has had surface displacement within Holocene time (the last 11,700 years).

[81] MTC/ABAG Hazard Viewer Map. 2026. Faults. https://www.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8 Access June 22, 2026

[82] Ibid.

[83] California Geological Survey. 2020. Earthquake Zones of Required Investigation San Francisco North Quadrangle. https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/ Accessed July 2026

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes.[84] The Act directs the U.S. Department of Conservation to identify and map areas prone to the earthquake hazards of liquefaction, earthquake-induced landslides, and amplified ground shaking. The act requires site-specific geotechnical investigations to identify potential seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy within the Zones of Required Investigation.

California Building Code

The California Building Standards Code (Title 24), covers grading and other geotechnical issues, building specifications, and non-building structures.

Marin Countywide Plan

The Marin Countywide Plan regulates development in geologic and seismic hazard zones through its Environmental Hazards and Safety Elements. The Countywide Plan requires geotechnical reports and site-specific evaluations for new construction, and it mandates strict adherence to the latest California Building Code for seismic design to ensure structures withstand ground shaking. The Countywide Plan also incorporates updated vulnerability assessments addressing compounding geologic risks and sea-level rise impacts on bay mud and liquefaction zones.

Geologic Engineering and Geotechnical Review

Miller Pacific Engineering Group (MPEG) completed a geotechnical evaluation for the proposed project *Geotechnical Investigation for the Bucks Landing Dock Replacement Project* in June 2026. The report identifies and addresses potential geotechnical and geologic hazards and includes design recommendations. Miller Pacific reviewed available geologic information to understand and describe the local geologic conditions at and near the proposed project site. They also conducted a subsurface investigation and completed laboratory testing to characterize the subsurface soils and to aid in their geotechnical evaluation and recommendation development. The geotechnical recommendations were incorporated into the design of the proposed project, including compliance with the 2025 California Building Code or subsequent codes, install piles deep to extend below the liquefiable and settlement-prone materials, and designs that account for anticipated sea-level rise.

CEQA Context

A project would normally result in a significant impact to geology and soils if it would result in substantial erosion, expose people to major geologic hazards, or cause a permanent loss of natural geologic resources through substantial changes in topography, land subsidence, or damage to unique geologic or paleontological features.

a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on

[84] California Department of Conservation. California Seismic Hazard Zones. Accessed by: https://www.conservation.ca.gov/cgs/sh/seismic-hazard-zones

other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
No Impact

The project area is not located within a mapped Alquist-Priolo Earthquake Fault Zone as defined by the Alquist-Priolo Act of 1972, and there are no known earthquake faults that could result in surface rupture within the project area.[85]

Implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault. For these reasons, implementation of the proposed project would result in no impact associated with rupture of a known earthquake fault involving risk of loss, injury, or death.

ii) Strong seismic ground shaking?
Less than Significant Impact

Ground shaking is one of the key geologic hazards associated with seismic activity, with some areas more susceptible to strong shaking and potential damage due to their proximity to the fault zone or their underlying soil composition. Soils most susceptible to seismic shaking amplification tend to be younger alluvial deposits, bay mud, and artificial fill found in the lower lying areas around open water including Bolinas, San Pablo, and Richardson bays. The proposed project area is expected to experience very strong to severe ground shaking during large earthquakes on the nearby San Andreas and Hayward-Rodgers Creek faults. Soils within the project area are predominantly dense clayey sand over about 10 feet of compressible bay mud. Strong ground shaking could damage the new pier and walkways. To avoid these impacts, the proposed project has been designed to be consistent with the geotechnical recommendations, and the structures would meet the provisions of the 2025 California Building Code as stated in the project description. For these reasons, implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?
Less than Significant Impact

Liquefaction refers to the sudden, temporary loss of soil strength during strong ground shaking. The loss of soil strength occurs as a result of the build-up of excess soil pore water. Liquefaction most commonly occurs in saturated, loose granular soils. Regional liquefaction hazard maps indicate the project area falls within a zone of moderate susceptibility to liquefaction near Galinas Creek and very low for other areas of the project site based on the soil types present in the project area. [86]

[85] California Geological Survey. 2020 Op. Cit.

[86] MTC/ABAG Hazard View Map – Liquefaction. 2026a. Accessed July 22. https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8.

Subsurface exploration indicates the site is blanketed by 3 to 5 feet of loose to medium dense clayey sand and gravel fill that may be subject to liquefaction when there is flooding or during high tides. The bay mud and bedrock below the surface soils are not susceptible to liquefaction. Therefore, the risk of liquefaction impacting the potential development area is considered low to moderate. [87] MPEG recommended using deep foundations that extend below the liquefiable soils to reduce the risk of damage from potential liquefaction-induced ground movements and these recommendations were incorporated in the design of the proposed project to reduce the potential impact from liquefaction to less than significant levels. With implementation of the recommended deep foundation system, implementation of the proposed project would result in a less than significant impact associated with directly or indirectly causing potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.

iv) Landslides

No Impact

Landslides are the downward movement of materials such as rock, soil, or fill. Debris flows are a rapid downslope movement of thick slurry composed of loose soil, rock, and organic material triggered by prolonged intense rainfall. Weak soils and bedrock on moderate to steep slopes can move downslope due to gravity. Slope instability is often initiated by the application of new loads or loss of toe support. The primary adverse effect of slope instability is damage to structures and improvements.

The project area is mapped as having a mix of areas of surficial deposits near Gallinas Creek and areas of few landslides.[88] The proposed project would not expose recreational users to new landslide potential. For these reasons, implementation of the proposed project would result in no impact associated with risk of loss, injury, or death involving landslides.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact

Erosion is a natural process in which soil and highly weathered rock materials are worn away and then transported by wind and/or water. Soil erosion can become problematic when human intervention causes rapid soil loss and the development of erosional features, such as incised channels, rills, and gullies, that undermine roads, buildings, or utilities. Vegetation clearing and earth-moving activities reduces soil structure and cohesion, resulting in abnormally high rates of erosion, referred to as accelerated erosion. Natural rates of erosion can vary depending on slope, soil type, and vegetative cover. Regional erosion rates are also dependent on tectonics and changes in relative sea level. Soils containing high amounts of silt are typically more easily eroded, while coarse-grained sand and gravel soils are generally less susceptible to erosion.

Soils in the proposed project area are predominantly medium dense clayey sand and clayey gravel fill. Sandy soils on moderately steep slopes or clayey soils on steep slopes are susceptible to erosion

[87] MPEG. 2026. Op. Cit.

[88] MTC/ABAG Hazard Viewer. 2026b. Existing Landslide Areas. https://mtc.maps.arcgis.com/apps/mapviewer/index.html?layers=2e9776fa5c0847b4862b8917a5129c87. Accessed June 2026.

when exposed to concentrated surface water flow. The potential for erosion is increased when established vegetation is disturbed or removed during normal construction activity. The proposed improvements are located immediately adjacent to Gallinas Creek with granular surficial soils that may be prone to erosion or scour. The deep drilling of the piles supporting the pier and elevated walkway would be below the zone of potential erosion; therefore, the structures would not be prone to damage from erosion. The proposed project includes implementation of a suite of standard construction BMPs to protect soil from erosion. In addition, the proposed project would be permitted by Marin County for stormwater management including erosion control measures. The Project Description describes the use of crane maps to prevent compaction and soil erosion when accessing the pier through the tidal marsh if necessary. Construction of the proposed project would require some minor grading in the existing gravel / soil parking lot and no vegetation removal is included in the proposed project. For these reasons, implementation of the proposed project would result in a less than significant impact associated with substantial soil erosion or the loss of topsoil.

c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
Less than Significant Impact

Slope stability can depend on several complex variables, including the geology, structure, and the amount of groundwater present, as well as external processes such as climate, topography, slope geometry, and human activity. Earthquake-induced settlement of soils results when relatively unconsolidated granular materials experience vibration associated with seismic events. The vibration causes a decrease in soil volume as the soil grains tend to rearrange into a denser state. This decrease in volume and consolidation of soil can result in the settlement of overlying structural improvements. Landslides are the downward movement of materials such as rock, soil, or fill and lateral spreading refers to landslides that form on gentle slopes that have a rapid fluid-like flow movement. Subsidence is defined as the sinking of the ground caused by the movement of material beneath the ground's surface. It is most often caused by the removal of water, oil, natural gas, or mineral resources and can also result from natural events such as earthquake, soil compaction, erosion, sinkhole formation, and adding water to fine soils deposited by wind. Liquefaction can result when strong ground shaking, such as during an earthquake, occurs in loose granular soils in saturated conditions. Significant settlement can occur when new loads are placed over soft, compressible clays such as bay muds or loose soils.

The project area is located in an area that could experience earthquakes and very strong ground shaking as a result of a large magnitude earthquake on these nearby faults. The geotechnical engineers found no evidence of recent shallow or deep-seated landsliding was observed during 2026 geotechnical investigation and no evidence of landslides is present at the proposed project site. The geotechnical investigation identified the presence of approximately 10 feet of bay mud at depths of about three to five feet below the ground surface. According to MPEG, the soils appear to have been placed in the 1950s and that primary consolidation of settlement of the existing bay mud is substantially complete[89]. Other fill material on site could potentially settle under new loads. The potential for settlement due to new static loads associated with the proposed project would be

[89] MPEG. 2026. Op. Cit.

moderate to high throughout the proposed project area. MPEG recommended placing pile deep to avoid placement in soft compressible or loose soil, and these recommendations were incorporated into the project design and are described in the Project Description. For these reasons, the proposed project would result in a less than significant impact associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
No Impact

Expansive soils shrink and swell in response to changes in moisture content, driven by clay mineral content that absorbs water and increases volume when wet, then contracts when dry. Generally, the expansiveness relates to the clay content in the soil which enables the soil to absorb water and swell, increasing in volume, when they get wet and then shrink when they dry. These soils often expand in the winter and shrink in the dry summer months. Expansive soils are one of the more problematic soils because the shrinking and swelling in clayey soils can create enough force to cause major damage to building foundations, slabs, patios, and sidewalks.

The surficial fill soils are composed of clayey sands with low expansive potential. Therefore, the risk of damage due to expansive soils is considered low. For these reasons, implementation of the proposed project would result in no impact associated with substantial direct or indirect risks to life or property associated with expansive soils.

e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
No Impact

Implementation of the proposed project would not generate wastewater and would not include the installation or operation of septic tanks or alternative wastewater disposal systems. For these reasons, implementation of the proposed project would result in no impact associated with septic tanks and alternative wastewater disposal systems.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
No Impact

Paleontological resources include fossils of life that existed prior to the start of the Holocene Epoch, approximately 11,700 years ago. The geology of the project area is the Franciscan Complex that dates to the Jurassic Period, approximately 199.6 to 145.5 million years ago. Generally, vertebrate and marine fossils in the Franciscan Complex are extremely rare though micro-fossils, including single-celled organisms, are sometimes found, particularly in cherts.

The Records Search completed as part of the Archaeological Survey Report for the proposed project showed that no recorded fossil sites are located within Marin County, although there are multiple records of invertebrate and plant fossils assigned to the Holocene Epoch. The Franciscan complex,

widespread in coastal California, has produced only small collections of significant fossils, none of which occurred in Marin County. For these reasons, implementation of the proposed project would not directly or indirectly destroy unique paleontological resources or site, or unique geologic features and therefore would result in no impact.

GREENHOUSE GAS EMISSIONS

Table 10: Greenhouse Gas Emissions Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Setting

There is a general scientific consensus that global climate change is occurring and is caused by increased emissions of greenhouse gases (GHGs). Global climate change is the observed increase in average global temperatures, along with other changes in climatic factors such as wind, precipitation, and storm frequency and intensity. Climate change can result from natural factors and processes, but recent trends in global climate change, including the marked increase in global temperatures over the past half-century, are primarily attributable to human activities. By trapping heat in the atmosphere, GHGs, which result from a wide array of human activities such as the burning of fossil fuels and deforestation, are a primary cause of human-induced climate change. Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. There is international scientific consensus that human-caused increases in GHGs have, and will continue to, contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snowpack, increase in sea level rise, more extreme heat days per year, more high ozone days, larger forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts on agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The six gasses that are the principal contributors to GHG emissions are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (NFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_3). While the presence of the primary GHGs in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. CO_2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the GHGs could have on global warming is a combination of the mass of their emissions and their global warming potential. Global warming potential indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO_2. CH_4 and N_2O are substantially more potent GHG than CO_2, with global warming potential of 25 and

310 times that of CO_2, respectively. Total GHG emissions are typically measures in metric tons of CO2 equivalent ($MTCO_2e$).

In 2018, estimated GHG emissions generated by community activities in Marin County's unincorporated areas were approximately 380,318 $MTCO_2e$ (Metric tons of carbon dioxide equivalent), or per capita emissions of approximately 5.5 $MTCO_2e$ for the 68,659 residents in the unincorporated areas.[90] This is a 23 percent decrease from estimated 2005 emissions, which were 493,985 metric tons of CO_2e. Of these total emissions, on-road transportation is the largest sources of emissions at 31 percent.

Regulatory Setting

In California, there are four significant pieces of legislation seeking to address climate change and GHG emissions:

California Global Warming Solutions Act (Assembly Bill, AB32) and Related Legislation

Assembly Bill (AB) 32, the Global Warming Solutions Act, addresses total GHG emissions across the State and throughout different sectors of California's economy, with the goal of reducing emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030. AB 32 required the California Air Resources Board (CARB) to prepare a Scoping Plan containing the main strategies that will be used to achieve reductions in GHG emissions in California. In 2008, CARB adopted its Climate Change Scoping Plan[91], and in 2011 CARB released a supplement to the Scoping Plan.[92] CARB released an update to the Climate Scoping Plan in 2014.[93] In 2017, CARB issued the second update to the Scoping Plan, the 2017 Climate Change Scoping Plan Update. The primary objective of the 2017 Scoping Plan Update was to identify the measures needed to achieve the mid-term GHG reduction target for 2030, for example reduce emissions by 40 percent below 1990 levels by 2030.[94]

Plan Bay Area 2040

The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375) was adopted to connect the GHG emissions reductions targets established in the Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles, excluding emissions associated with goods movement, by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles travelled (VMT) and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 regions in California managed by a metropolitan planning organization (MPO). The Plan includes two main elements; the Sustainable Communities Strategy (SCS) and the Regional Transportation Plan (RTP). A Plan update in 2017 projects household and employment growth in the Bay Area over the next 24 years, provides a roadmap for accommodating expected growth, and connects it all to a transportation

[90] Marin County. Marin County Unincorporated Area Climate Action Plan 2030. December. https://assets.marincounty.gov/marincounty-prod/public/2024-01/cap-2030_12082020final.pdf.

[91] California Air Resources Board (CARB). 2009. Climate Change Scoping Plan – A Framework for Change. Endorsed by ARB Sacramento, CA. May http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm

[92] CARB. 2011. Scoping Plan Functional Equivalent Document.

[93] CARB. 2014. First Update to the Climate Change Scoping Plan. Sacramento, CA. May

[94] CARB. 2017. 2017 Climate Change Scoping Plan. Sacramento, CA. December

investment strategy focused on moving the Bay Area toward key regional goals for the environment such as state GHG reduction goals, economy, and social equity.

Senate Bill 97

SB 97 requires consideration of climate change in all environmental assessments under CEQA and explicitly ordered the evaluation of GHGs during environmental reviews for discretionary projects. SB 97 requires CEQA lead agencies to consider mitigation measures for significant GHG impacts and hazardous project locations.

Senate Bill 32 and Assembly Bill 1279

SB 32 was signed into law in 2016. It requires the state to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030. The CARB oversees implementation and compliance. AB 1279, The California Climate Crisis Act mandates net-zero GHG emissions as soon as possible, but no later than 2045, and an 85% reduction in emissions below 1990 levels by that year.

The CARB is tasked with the implementation of AB 32 through the development of a Scoping Plan, which is to be updated every five years. CARB produced its third update to the Scoping Plan in 2022.[95] The Scoping Plan identifies natural and working *(i.e., agricultural)* lands as a critical component to the State's climate change strategy and notes their potential to be both a source and a sink for GHG emissions. In recent years, natural and working lands in California have experienced significant carbon loss, primarily as a result of wildfire. The Scoping Plan states that the objective for natural lands to promote their role as a carbon sink while minimizing GHG and other emissions associated with factors such as management and wildfire.

GHG emissions are also regulated by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD 2022 CEQA Guidelines provide standards for analyzing a project's potential impact on GHG emissions and thresholds of significance for operational emissions.[96] The BAAQMD 2017 Clean Air Plan also addresses climate change and GHG emissions. For natural and working lands, the Clean Air Plan focuses primarily on increasing carbon sequestration on lands natural lands.[97]

Marin County Climate Action Plan

The Marin County Climate Action Plan 2030 provides GHG reduction goals and measures, with the overall target of reducing emissions to 40 percent below 1990 levels by 2030.[98]

Marin County Low Carbon Concrete Ordinance

Marin County's Low Carbon Concrete ordinance reduces greenhouse gas emissions from concrete used in construction, while maintaining building safety and performance. The ordinance is codified in

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[95] California Air Resources Board. 2022. California 2017 Climate Change Scoping Plan. December 2022. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan.

[96] Bay Area Air Quality Management District (BAAQMD). CEQA Air Quality Guidelines, April 2022. https://www.baaqmd.gov/?sc_itemid=CDA5FAE5-BBDC-4337-A10C-5648BCD2D71F

[97] Bay Area Air Quality Management District (BAAQMD). Final 2017 Clean Air Plan, Spare the Air, Cool the Climate, April 19, 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en.

[98] Marin County. 2020. Unincorporated Area Climate Action Plan 2030. December. https://www.marincounty.gov/departments/executive/sustainability/climate-action-plan/climate-action-plan-2030

Marin County Building Code, Chapter 19.07 and applies to most concrete poured in unincorporated Marin.

CEQA Context

A project would normally result in a significant impact on greenhouse gas emissions if it results in a significant increase in greenhouse gas emissions or conflicts with a plan, policy or regulation intended to reduce greenhouse gas emissions.

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
Less than Significant Impact

The proposed project would result in minor GHG emissions during both construction and operation of the project. Construction of the proposed project would use heavy equipment which would release criteria pollutant emissions. Emissions would also result during construction from contractors and MCP employees driving to and from the site each day. GHG emissions associated with construction would be limited as a result of the proposed project's limited duration and the small scale of the proposed improvements.

Marin County uses the screening criteria and process provided in the 2022 BAAQMD CEQA Guidelines[99] to evaluate the proposed project's potential GHG emissions impacts. The first step in this process is to evaluate whether the proposed project meets the screening criteria defined in the 2022 BAAQMD CEQA Guidelines. If the proposed project meets all screening criteria, the impact is considered to be less than significant and further detailed analysis of potential project emissions is not required. The BAAQMD CEQA Guidelines do not have specific screening criteria for a project identical to the proposed project; however, Table 4-1 of those guidelines entitled "Single Land Use Construction and Operational Criteria Air Pollutant and Precursor Screening Levels" shows that, for a "city park," the criteria for pollutant screening size would be 175 acres for operations and 10 acres for construction.

The proposed project would disturb a maximum of 0.96 acres, which is below the screening criteria identified for work within a city park. Implementation of the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

As no threshold has been established for construction-related GHG emissions, construction emissions for a proposed project are compared to the BAAQMD 2022 CEQA Guidelines bright line threshold for operations, which is 1,100 metric tons of CO_2e per year. Implementation of the proposed project would generate approximately 95.7 metric tons of CO_2e during the construction season in 2027,[100] which would be below the significance threshold of 1,100 metric tons of CO_2e per year. The proposed project would not include significant haul truck activity resulting from demolition, simultaneous occurrence of more than two construction phases, simultaneous construction of more

[99] Bay Area Air Quality Management District (BAAQMD). CEQA Air Quality Guidelines, April 2022. https://www.baaqmd.gov/?sc_itemid=CDA5FAE5-BBDC-4337-A10C-5648BCD2D71F

[100] California Emissions Estimator Model (CalEEMod). Version 2022.1.1.43. Accessed August 2026

than one land use type, extensive site preparation, or material transport greater than 10,000 cubic yards. For these reasons, construction activities associated with implementation of the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Operation of the proposed project would occur as described in the project description and would result in GHG emissions from regular maintenance. GHG emissions associated with operation and maintenance would include vehicle trips to and from the site from MCP staff to patrol the site and for regular maintenance. The trail would be patrolled and maintained by existing staffing and the frequency of patrols would not increase as a result of the project. Overall maintenance is expected to remain the same as currently happens and GHG emissions would not increase compared to baseline conditions. For these reasons, on-going operation and maintenance activities associated with implementation of the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Implementation of the proposed project would not significantly increase vehicle trips for recreational use of the boat launch facilities. The proposed project creates an accessible parking space where parking already exists and does not include any new parking, so visitation would remain limited by available on-street parking on public roadways. Visitor use of the project area for public recreation would continue similar to existing conditions, as the proposed project does not include any parking or other amenities and any increased use is anticipated to be minor and largely proportional with regional population growth. These guidelines would apply to a new city park or an addition of acreage to an existing park and therefore do not apply to the proposed project, as the proposed project replaces existing degraded facilities. Therefore, while a potential minor increase in use of the project area is anticipated, it is not expected to be substantial due to limited available parking and would not generate greenhouse gas emissions that could result in a significant impact on the environment. For these reasons, visitor use associated with implementation of the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
No Impact

AB 32, the Global Warming Solutions Act, addresses total GHG emissions across the State and throughout different sectors of California's economy, with the goal of reducing emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030.

The proposed project with the decommissioning and the reconstruction of the pier and dock would improve public access. None of the measures identified in the CARB Climate Change Scoping Plan are directly applicable. The GHG emissions from implementation of the proposed project would not exceed the applied BAAQMD threshold. Therefore, while the measures are not directly applicable to the proposed project, the project would still support the overarching goals of the GHG reduction goals set forth in AB 32 and in the 2017 Scoping Plan Update. The project would also not conflict with goals and policies contained in the Marin Countywide Plan and Climate Action Plan.

Marin County's Low Carbon Concrete ordinance reduces greenhouse gas emissions from concrete used in construction, while maintaining building safety and performance. The proposed project would include use of concrete for the reconstructed pier and along the on-grade walkway. The construction contractor would be required to comply with the ordinance by purchasing and using concrete mixes from the County's list of prequalified concrete mixes and discussed in the Project Description under Other Construction Best Management Practices.

For these reasons, implementation of the proposed project would result in no impact associated with conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

HAZARDS AND HAZARDOUS MATERIALS

Table 11: Hazards and Hazardous Materials Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	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, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

Hazardous substances are materials designated in government codes and regulations or that exhibit certain characteristics such as being toxic, corrosive, flammable, reactive, or explosive. A non-hazardous substance can become a hazardous waste if during its normal use it comes to meet the definition of a hazardous material or hazardous substance.

The project area is located on the northeastern border of San Rafael, adjacent to the south fork of Gallinas Creek, which empties into San Pablo Bay. Gallinas Creek flows along the northern boundaries of the project site eventually emptying into San Pablo Bay. Transitional wetlands and brackish seawater marsh cover a portion of the project site. Land rises sharply to the west and southwest to San Pedro Mountain, which forms a physical separation between the site situated at San Pablo Bay and the Highway 101 corridor to the south and southwest. The majority of the land encompassing the project area consists of steep, forested hills, which form the southern boundaries of the project area.

Development at Buck's Landing can be traced to the infrastructure associated with the Remillard Brick Company, established in 1879.[101] The Remillard Brick Company owned various portions of land along Gallinas Creek, notable in map imagery, to extract the raw materials used for brick production.[102] The Remillard Brick Company reportedly operated on portions of the proposed project site along San Pablo Bay and Gallinas Creek from approximately 1874 until 1885, when brickyard operations ceased. Remillard reportedly subsequently sold the property in 1906. The site was converted to a marina and dry dock known as Buck's Launch in 1957. From the 1950s through the 1980s, this area served a variety of uses, including, but not limited to, a private residence, a boat launch, miscellaneous storage, a concession stand, and a "Flying A Marin Gas" fueling station. Later, it housed driveshaft and landscaping businesses, as well as roofing, tree service, boat building, and trucking companies. The lot served as parking for a variety of boats, trailers, and cars. These various businesses and associated activities ended sometime in the early 1990's. Most recently, it served as a private marina and snack bar until 2015. Currently, Buck's Landing is managed by MCP and remains an active hub for fishing and water recreation for the local community.

Evidence of historical site use was discovered by EBA during Underground Storage Tank (UST) removal activities and subsequent over-excavation of fuel hydrocarbon (FHC) impacted soils that occurred at the proposed project site in 1990 and 1994, respectively.[103] These cleanup efforts included removal of two 500-gallon USTs that stored gasoline. Water sample analyses indicated the presence of FHCs, which lead to the removal of soils to clean up the site with the removal of the hazardous materials.

Regulatory Setting

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) regulates the disposal of hazardous wastes under the Resource Conservation and Recovery Act (RCRA). The U.S. EPA maintains lists of

[101] ALTA. 2026. Op. Cit.

[102] EBA Engineering. 2019. Buck's Landing Phase I Environmental Site Assessment.

[103] EBA. 2019. Op. Cit.

federally regulated hazardous wastes which are generally characterized as ignitable, corrosive liquid, reactive, and toxic.

Under Section 311(j)(1)(C) of the Clean Water Act, 33 U.S.C. 1251, the U.S. EPA has the authority to regulate non-transportation-related onshore facilities to prevent the discharge of oil into or upon the navigable waters of the United States or adjoining shorelines.[104] (U.S. EPA 2020).

U.S Department of Transportation (U.S DOT)

Under Section 311(j)(1)(C) of the Clean Water Act, 33 U.S.C. 1251, the U.S. DOT has the authority to regulate transportation-related onshore facilities to prevent the discharge of oil into or upon the navigable waters of the United States or adjoining shorelines.[105]

California Department of Toxic Substance Control

The California Department of Toxic Substance Control (DTSC) regulates the disposal of non-RCRA hazardous waste in California.[106] California has adopted hazardous waste listings similar to the RCRA hazardous waste lists. Waste classified as hazardous is managed for safe and protective handling for storage, transportation, treatment, and disposal.

Marin County Certified Unified Programs Agency (CUPA)

California Senate Bill 1082 of 1993 established the unified hazardous waste and hazardous materials management regulatory program (Unified Program) for the State of California. The Marin County Department of Public Works, Waste Management Division administers the Marin County Certified Unified Programs Agency (CUPA). The CUPA consolidates the administration, permits, inspections, and enforcement activities of hazardous materials and hazardous waste programs, including but not limited to those of the U.S. EPA, the California Environmental Protection Agency (CalEPA), the California Office of Emergency Services (Cal OES), the DTSC, and the State Water Resources Control Board (SWRCB).[107] Aboveground storage of petroleum products is regulated by the Marin County CUPA per Chapter 7.84 – Certified Unified Program Agency (CUPA) Aboveground Storage of Petroleum Products of the Marin County Municipal Code.

Studies

Phase I Environmental Site Assessment

EBA Engineering prepared a Phase I Environmental Site Assessment Buck's Landing in 2019 to assess the possible contamination of the project area with hazardous or toxic substances or wastes. The EBA report also summarized Phase I Environmental Site Assessments conducted in 2011 and 2015, and limited Phase II Environmental Site Assessment in 2015. The 2019 site evaluation and report conform to the American Society of Testing Materials (ASTM) Standards for Phase I E 1527-13 for Phase I Site Assessments. It evaluates the historic and current uses, hazardous material databases, historic photos, and other relevant materials. The findings indicate the physical address

[104] U.S. Environmental Protection Agency (U.S. EPA). 2020. "Spill Prevention, Control, and Countermeasure (SPCC) Reference Materials." Accessed November 18, 2020 at https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations/spill-prevention-control-and-countermeasure-10 .

[105] ibid

[106] 22 CCR §66261 Definition of Hazardous Waste

[107] County of Marin. 2020. Department of Public Works. "CUPA." Accessed November 18, 2020. https://www.marincounty.org/depts/pw/divisions/public-services/cupa.

is listed on many hazardous material databases. Most of the listings refer to the leaking underground storage tank (LUST) case associated with the historical operations at Buck's Landing. Hazardous materials were removed along with the impacted soils in the 1990's and all cases are closed. The EBA assessment presents the work that was conducted regarding cleanup of the hazardous materials on the property.

CEQA Context

A project would normally result in a significant impact on hazards and hazardous materials if the project would expose people and/or the environment to hazards or hazardous materials.

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Less than Significant Impact

Small quantities of fuel, lubricants, and other similar construction materials that can be hazardous would be used during construction. There may be potential for releases to occur during construction that could affect construction workers, recreational users, and the environment.

Construction activities would be mandated to adhere to existing federal, state, and local laws and regulations that govern the transport, use, storage, handling, and disposal of hazardous materials to reduce the potential hazards associated with these activities. Implementation of the proposed project would involve the temporary transport, storage, and use of diesel fuels for dock replacement that could expose construction workers, the public, and the environment to hazardous materials in the event diesel fuel escapes the fuel transfer tanks, which would be the primary method of diesel fuel containment. The potential for the escape of diesel fuels would be reduced by the secondary containment method, the plastic bins, and the installation of fuel spill wattles in the plastic bins. California Occupational Safety and Health Administration (CalOSHA) is responsible for developing and enforcing workplace safety standards, including the handling and use of hazardous materials. The U.S DOT and the California DOT (Caltrans) regulate the transportation of hazardous materials. The transport, use, and storage of diesel fuel is subject to existing federal, State, and local regulations, including those enforced by the U.S. EPA, U.S. DOT, CalEPA, and the Marin County CUPA. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release.

Operation of the existing pier and dock does not involve routine transport, use, storage, and/or disposal of hazardous materials, including fuels, solvents, paints, and adhesives. MCP would use a limited amount of hazardous materials at the project area during routine maintenance from the use of motorized equipment for weed and vegetation control, maintenance, and routine patrols during operation of the project. The vehicles that MCP may use in the project area contain hazardous materials, including gasoline, lubricants, and other solutions. MCP would not store any hazardous materials in the project area.

The transport, use, storage, handling, and disposal of hazardous materials for the proposed project would be adequately controlled through existing regulatory requirements and the potential impact during construction and operation of the proposed project; therefore, implementation of the proposed project would result in a less than significant impact associated with creation of a significant hazard

to the public or the environment through the routine transport, use, or disposal of hazardous materials. No mitigation would be required.

b) Would the Project 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?
Less than Significant Impact

As discussed above under question a), the proposed project would involve construction and operation activities that use limited quantities of hazardous materials, such as gasoline, diesel fuel, oils, and lubricants, and other similar chemicals. Diesel fuel would be used to power the barge and other construction equipment used in construction and demolition activities. Diesel fuel would be delivered by truck to the construction site and not stored in tanks; however, if diesel fuel storage is required at the proposed project site, diesel fuel would be stored in U.S. DOT-approved fuel transfer tanks equipped with automatic shut-off pump handles as is required by law. Regulations require fuel transfer tanks be placed within a secondary containment system to prevent spills into adjacent waters of the U.S. Nonetheless, the construction activities could temporarily increase the potential for accidental release of hazardous materials into the environment, including into Gallinas Creek. However, as described above, the temporary transport, storage, and use of diesel fuel associated with the proposed project would be subject to existing federal, state, and local regulations.

The prior hazardous materials associated with the USTs and the contaminated soils were removed in the 1990's; therefore, there are no known buried hazards remaining at the site that could be released during construction or operation of the proposed project. For these reasons, implementation of the proposed project would result in a less than significant impact associated with creation of 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.

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
No Impact

Buck's Landing includes an existing boat launch, dock, and parking lot. The closest school to the proposed project is the Venetia Valley School located 1.5 miles to the southwest at 177 North San Pedro Road, San Rafael. Terra Linda High School is located 2.95 miles away to the southwest. Although unlikely, implementation of the proposed project could result in the release of hazardous materials from routine transportation or use of hazardous materials such as oils, lubricants and other fluids required for construction and/or operation equipment. Since the proposed project is located more than ¼ mile from a school, there is a very low potential for a spill to affect the school. Construction and operation activities associated with implementation of the proposed project would be subject to federal, state, and local laws and regulations governing hazardous materials and all applicable policies would be implemented. For these reasons, implementation of the proposed project would result in no impact associated with the emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) Would the Project 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, would it create a significant hazard to the public or the environment?
No Impact

EBA Engineering prepared a Phase I Environmental Site Assessment Buck's Landing in 2019 to assess the possible contamination of the project site with hazardous or toxic substances or wastes. As part of the site evaluation, EBA contacted Environmental Data Resources, Inc (EDR) to conduct a comprehensive Federal, state and local environmental records search for the project site and properties within a one-mile radius of the project site boundary. The purpose of the database search was to identify potential exposure to the project site from various environmental concerns and/or hazardous materials releases. The report includes a comprehensive listing of federal, state and local government environmental databases searched and the results are included in an EDR Radius Map Report. According to the EDR Radius Map Report, Buck's Landing/Buck's Launching is listed in many databases. Most of the listings refer to the leaking underground storage tank (LUST) case associated with the historical operations at Buck's Landing, which included two 500-gallon underground storage tanks (USTs) used for the storage of leaded gasoline. However, based on a review of available information, EBA concluded the locations of the former USTs and over-excavation area were just outside of the project site's northern-most boundaries, on the offsite parcel adjacent to the docks.

The two buried tanks were removed, and the surrounding contaminated soils were removed, and the San Francisco Bay Regional Water Quality Control Board granted a case closure in 1995. EBA presented results of a 2015 limited Phase II Environmental Site Assessment. The results of the 2015 study indicated that limited soil and groundwater investigation indicate that groundwater with elevated concentrations of total petroleum hydrocarbons and benzene historically reported during over-excavation activities in 1994, has attenuated to below regulatory screening levels and does not appear to represent a threat to human health and safety or the environment. The 2015 findings indicated no further action was warranted. The Phase II ESA report was submitted to the Marin County Office of Waste Management for review and the agency concurred with the conclusions and recommendations and did not require any additional investigation. For these reasons, implementation of the proposed project would result in no impact associated with creation of a significant hazard to the public or the environment due to its location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e) 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
No Impact

The airports nearest to the project area are the public Gnoss Field Airport in Novato, which is over 9.5 miles north and the private San Rafael Airport, located about a mile to the west. The project area is not included in an airport land use plan. The San Rafael Airport is privately owned general aviation airport managed exclusively for the use and benefit of its members; it is not a general public use airport. No aviation hazards would result from the proposed project as the pier and dock would be replaced in the same location. There are no aviation hazards associated with the proposed project and no airfields in the project area. For these reasons, implementation of the proposed project would

result in no impact associated with creation of a safety hazard or excessive noise for people residing or working in the project area.

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
No Impact

The project area is located within an adopted emergency response plan or emergency evacuation plan area. The site is located in the San Rafael evacuation zone SNR E573. The evacuation route for this area follows N San Pedro Road to Highway 101.[108] [109] Project construction and operation of the new pier and boat dock would occur within Buck's Landing owned and operated by MCP. Neither construction nor operation of the proposed project would interfere or impair implementation of the ingress or egress to the site along Buck's Landing Road or N San Pedro Road. For these reasons, implementation of the proposed project would result in no impact associated implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Figure HH-1 shows the City of San Rafael Evacuation Zone and Know Your Way Out

g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?
No Impact

Buck's Landing is located in a Moderate Fire Hazard Severity Zone.[110] The property is in Local Responsibility Area (LRA).[111] The proposed project would involve the replacement of a pier and dock and would not affect wildfire hazards in the area. For these reasons, implementation of the proposed project would have no impact associated with the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

[108]City of San Rafael. 2026. San Rafael Wildfire Evacuation Maps. https://www.cityofsanrafael.org/evacuationmaps/ Accessed August 26.

[109]Fire Safe Marin. SNR E572 Know your way out. https://storage.googleapis.com/proudcity/sanrafaelca/2026/04/21eb0e5e-snr-e572.pdf Accessed July 2026.

[110]CalFire. 2025. Fire Hazard Severity Zones in Local Responsibility Area, as Recommended by the State Fire Marshal. https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9 Accessed August 26.

[111]Local Responsibility Area (LRA) means the financial responsibility of preventing and suppressing wildfires is primarily the responsibility of a Local agency. In this case, it is Marin County Fire Department.

HYDROLOGY AND WATER QUALITY

Table 12: Hydrology and Water Quality Checklist Questions

	Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
	i)	result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
	ii)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☐	☒
	iii)	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
	iv)	impede or redirect flood flows?	☐	☐	☐	☒
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		☐	☐	☐	☒

Setting

Buck's Landing is located within a 37-acre property located on the south bank of Gallinas Creek east of Santa Venetia and west of China Camp State Park. Gallinas Creek is a 5.6-square-mile watershed in eastern Marin County. It flows from the Marin County Civic Center to San Pablo Bay. The project

area is located approximately a quarter mile from the confluence with San Pablo Bay, and it is located along a tidally influence reach of Gallinas Creek. The project area along the lower reaches of Gallinas Creek supports expansive tidal marsh and mudflats with cordgrass and salt marsh. The San Pablo Bay Wildlife Area is located at the northern bank of the confluence of Gallinas Creek and the Bay, and the Santa Venetia Marsh is located along the southern bank upstream of the proposed project area.

The main channel of Gallinas Creek flows through the Santa Margarita Valley, which has been heavily modified. Downstream of Highway 101, the creek is tidally influenced and forms a network of sloughs contained within man-made levees. The north fork slough is adjacent to McInnis Park. The south fork slough originates downstream of the Marin County Civic Center and wraps around Santa Margarita Island Open Space Preserve and the community of Santa Venetia. The two channels connect at Santa Venetia Open Space Preserve near McInnis Park, and the proposed project is located below the confluence of the north fork and south fork.

Marin County Flood Control District has two flood control zones within the Gallinas Creek watershed. Zone 6: San Rafael Meadows is located upstream of the project area. Zone 7: Santa Venetia is located within the Gallinas Creek watershed and includes navigational dredging in part of the creek channel and adjacent parcels.[112] The Marin County Department of Public Works Flood Control District periodically dredges Gallinas Creek, including the reach of Gallinas Creek through the proposed project site. The last dredge episode occurred in 2022, according to the San Francisco Bay Eelgrass Impact Assessment tool.[113] See Figure 3 in the Project Description.

Gallinas Creek was listed on the California Clean Water Act Section 303(d) list of impaired water bodies for diazinon.[114] Gallinas Creek is included in the San Francisco Bay Urban Creek Diazinon Total Maximum Daily Loads (TMDL).[115] The TMDL is designed to identify sources of diazinon and sets forth actions that would improve water quality. The U.S. EPA removed Gallinas Creek from the 303(d) list when the TMDL was completed and approved.

The proposed project is located in the marine waters of the San Francisco Bay Hydrologic Region. The proposed project area is located with in Novato Valley Groundwater Basin (Basin 2-30) as defined by any local water agency.[116] The California Water Boards characterized the Novato Valley Groundwater Subbasin (2-30). No Groundwater Management Plan (GMP) has been prepared as the subbasin is considered low priority in the Sustainable Groundwater Management Act (SGMA). There are no public water supply wells located within the basin. Groundwater in the Novato Valley Subbasin is high in calcium bicarbonate, and groundwater in the tidal areas of the basin has higher levels of

[112] Marin County Flood Control District. 2026. Flood Control Zone Map. https://storage.googleapis.com/proudcity/marinwatershedprogramca/2025/01/FCZ_all_CountyLocationMap_202106.jpg Accessed on June 2026

[113] https://gis.data.cnra.ca.gov/apps/BCDC::san-francisco-bay-eelgrass-impact-assessment-tool/explore, accessed May 2026

[114] Diazinon is a toxic pesticide historically used in urban settings.

[115] San Francisco Bay Regional Water Board. 2005. Adopted Basin Plan Amendment Diazinon. November. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/TMDLs/urbancrksdiazinon/approvedbpa.pdf

[116] California Department of Water Resources. 2026 California's Groundwater: Bulletin 118 – Update 2025 (CalGW Update 2025). March. https://water.ca.gov/programs/groundwater-management/bulletin-118

sodium chloride and total minerals than groundwater farther away from San Pablo Bay. Brackish water intrusions into the groundwater from tidal fluctuations are a main concern in the area around San Pablo Bay and can degrade groundwater quality. Groundwater recharge occurs principally as infiltration from streambeds and from direct percolation of precipitation that falls in the basin.[117]

Studies

Moffatt & Nichol Basis of Design Report

Moffatt & Nichol (M&N) complete a Basis of Design Report for the Buck's Landing Dock Replacement Project in 2025.[118] The report notes that Gallinas Creek's primary water source is tidal flow from San Pablo Bay. The tides in San Pablo Bay are mixed semidiurnal, meaning there are two unique low and high tides each day. M&N used tidal datums reported by NOAA Station ID 9415052, Gallinas Creek CA. The report evaluated tides and water levels to determine the appropriate design based on anticipated low and high tide levels. The Design High Water (DHW) and Design Low Water (DLW) values used for this proposed project were +9.0 ft NAVD88 and -1.0 ft NAVD88, respectively. The design for high water was based on the predicted annual high tide plus sea level rise (SLR) to accommodate for the 1.6 feet of SLR, which is an intermediate-high prediction for 2060 and an intermediate prediction for 2080 based on information from the California Sea Level Rise Science Task Force, California Ocean Protection Council, California Ocean Science Trust.[119]

Miller Pacific Geotechnical Investigation

Miller Pacific Engineering Group (Miller Pacific) completed a geotechnical evaluation for the proposed project, *Geotechnical Investigation Marin County Parks Bucks Landing Dock Replacement*[120]. The report identifies and addresses potential geotechnical and geologic hazards and includes design recommendations. Miller Pacific reviewed available geologic information to understand and describe the local geologic conditions at and near the proposed project site. They also conducted a subsurface investigation and completed laboratory testing to characterize the subsurface soils and to aid in their geotechnical evaluation and recommendation development and addressed soil erosion potential of the project area. The design recommendations were incorporated into the proposed project design

Regulatory Setting

Federal Clean Water Act Section 404

The United States Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. Under the CWA, the U.S. EPA sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB). The CWA authorizes the U.S. EPA to regulate water quality in California by controlling the discharge of pollutants to water bodies from point and non-point sources through the National Pollution Discharge Elimination System (NPDES). In Marin County, as with the rest of the Bay Area, NPDES permits are administered by the San Francisco Bay Regional Water Quality Control Board (RWQCB Region 2), a division of the State Water Resources Control Board.

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[117] California Department of Water Resources. 2025. Op. Cit.

[118] Moffat & Nichol. 2026. Basis of Design Report Buck's Landing Dock Replacement Project. July.

[119] California Sea Level Rise Science Task Force, California Ocean Protection Council, California Ocean Science Trust. 2024. California Sea Level Rise Guidance . Science & Policy Update . California : California Ocean Protection Council (OPC) . https://www.oceansciencetrust.org/in-practice/2024slrguidance. Accessed on July 2026

[120] MPEG. 2026. Op. Cit.

NPDES permits are adopted to address the water quality and flow-related impacts of stormwater runoff. It is a comprehensive permit, which regulates activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. It also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit's implementation. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Smaller projects are also required to manage stormwater and protect water quality using erosion and sediment control measures.

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)
Section 10 of the Rivers and Harbors Act of 1899 states, "That the creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States. There are exceptions granted by the federal government.

California Porter-Cologne Water Quality Control Act and State Water Resources Control Board
State law governing water quality regulation in California, and applies to surface waters, wetlands, and ground water, as well as regulation of both point and nonpoint sources of pollution. The Porter-Cologne Act implements provisions of the CWA, such as the NPDES permitting program, through the nine Regional Water Quality Control Boards, which issue permits for point source discharges. The SWRCB and the nine regional boards protect water quality and allocate surface water rights in California. Marin County, including the proposed project area, is under jurisdiction of the San Francisco Bay Region RWQCB Region 2.

CEQA Context

a) **A project would normally result in a significant impact to hydrology or water quality if it would substantially degrade water quality, contaminate a public water supply, substantially degrade or deplete groundwater resources, interfere substantially with groundwater recharge, encourage activities that result in the use of large amounts of water, use water in a wasteful manner, or cause substantial flooding. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**
Less than Significant Impact

Construction activities in Marin County are permitted by federal, state, and local agencies with the responsibility and authority to protect water quality. The Army Corps of Engineers and the RWQCB Region 2, regulate water quality in California by controlling the discharge of pollutants to water bodies. NPDES permits are adopted to address the water quality and flow-related impacts of stormwater runoff. The RWQCB issues NPDES permits dischargers of municipal and industrial stormwater runoff and operators of large construction sites. It is a comprehensive permit that regulates activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and

municipal operations. It also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit's implementation. As part the RWQCB Region 2 permit, an Erosion and Sediment Control Plan would be required for review and approval before building or construction permits can be issued. This document would articulate the measures necessary to meet water quality permit requirements including erosion control, sediment control, and good housekeeping best management practices.[121] All measures in the Erosion and Sediment Control Plan would be implemented during implementation of the proposed project.

Potential sources of pollutants that may enter Gallinas Creek from the proposed project include incidental releases of oil, grease, and metals from construction equipment used in dismantling the existing pier and dock and constructing the facility. Sediments from grading activities could discharge to Gallinas Creek. Discharge of minor amounts of concrete during the cast-in-place installation of the two platforms proposed for the pier replacement could occur. The proposed project would include implementation of the Best Management Practices (BMPs) and Environmental Protection requirements for water quality protection listed in the Construction Section of the Project Description and all the measures in the project-specific permits. Implementation of the measures would protect water quality through the following actions including implementation of temporary sediment-control measures and stabilization of areas where construction has disturbed soil, prevention of pollution through working training and immediate response to inadvertent spills and constructing only during allowable work windows. The Project Description also includes the mandated use of turbidity curtains during pile removal and pile installation to limit turbid water to the area immediately surrounding the pile work. The pile installation method is described in the Project Description. Pile drilling methods would require removal of spoil material, such as mud and ground bedrock, removed from the hole drilled to place each pile. The spoil material and any water in the hole would be placed into a containment facility to allow the material to settle out of the water before discharge back into Gallinas Creek to ensure compliance with discharge requirements and to protect water quality. Once the water is sufficiently clean to discharge, the spoil material would be hauled off site. Implementation of the proposed project as described in the Project Description, including all associated BMPs and implementation of the conditions and requirements in all the project-specific permits would protect water quality during construction of the proposed project, and the proposed project would not violate any water quality standard or waste discharge requirements, and the impact would be less than significant.

b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
No Impact

The project area lies within the Novato Valley Groundwater Subbasin, Basin 2-30. Regional groundwater use in the subbasin is limited due to low yield and quality constraints, and local public water supply in Novato relies primarily on imported surface water rather than groundwater extraction.

[121] Marin Countywide Stormwater Pollution Prevention Program (MCSTOPPP). 2015. Construction Erosion and Sediment Control Plan Application Package. https://mcstoppp.org/2020/03/construction-projects/

The proposed project would not involve installation of wells, groundwater extraction, or any facilities requiring significant water consumption beyond minor dust control or during other construction activities. Implementation would not use groundwater during construction or operation, and no new impervious surfaces other than the accessible parking stall and the at-grade pathway between the accessible parking stall and the restrooms are proposed. The 1,400 square feet of new concrete associated with the parking stall and walkway would be placed within the existing gravel and soil parking lot. No buildings would be constructed. No change to infiltration rates or groundwater recharge patterns at the site or subbasin scale is anticipated. There would be no change to groundwater recharge. For these reasons, implementation of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the Novato Valley Groundwater Subbasin. Implementation of the proposed project would result in no impact associated with groundwater supply or recharge.

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?
Less than Significant Impact

The proposed project would replace the existing pier and dock system along Gallinas Creek and would primarily take place over water and within an existing parking lot and as such, the proposed project would not alter the site drainage. The existing parking area would remain. The potential for erosion resulting from construction activities, erosion, and siltation are discussed in detail above under Hydrology and Water Quality Checklist Item a). Implementation of construction BMPs in the Project Description and measures in the Erosion and Sediment Control Plan developed during permitting and implemented during project construction would address potential erosion and sedimentation issues during construction. Post-construction erosion control would stabilize the site after the restoration work to prevent erosion and siltation. For these reasons, implementation of the proposed project would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Implementation of the proposed project would result in less than significant impacts associated with erosion or siltation from altered drainage patterns.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
No Impact

The proposed project would replace the existing pier and dock system along Gallinas Creek and would primarily take place over water and within an existing parking lot. The proposed project would not include any new impervious surfaces. The new pathway would be constructed through the existing parking lot. The pathway would not increase peak flow velocities based on the size of the feature and the terrain. The existing parking area is currently a mixture of asphalt, gravel, soil, and vegetation. The overall conditions would not change as a result of the project. For these reasons, implementation

of the proposed project would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff resulting in flooding on- or off-site. Implementation of the proposed project would result in no impact associated with increased surface runoff or flooding.

iii) Create or contribute runoff which would exceed capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?
No Impact

The proposed project would not change the basic drainage pattern that exists at the project area or vicinity because only minor grading would be necessary and no stormwater drainage systems are present in the project area. Additionally, the grading would not connect new impervious areas to any storm-drain network. There would be no impact on stormwater drainage systems.

iv) Impede or redirect flood flows?
No Impact

The proposed project would replace the existing pier and dock system along Gallinas Creek and would primarily take place over water and within an existing parking lot. The new pier and dock were designed to accommodate increased water elevations associated with future sea level rise and would not impede or redirect flood flows. The proposed boardwalk from the accessible parking stall to the pier would be on piles and would not impede or redirect flood flows, nor would the at-grade pedestrian path through the parking lot. The at-grade walkway would not affect flood flows because water would flow over it. For these reasons, implementation of the proposed project would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. Implementation of the proposed project would result in no impact associated with impedance or redirection of flood flows.

d) Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
No Impact

Buck's Landing on North San Pedro Road is located within a FEMA Special Flood Hazard Area (Zone AE) on FIRM Panel 06041C0294E[122] and is considered a high-risk flood area[123]. A portion of the proposed pier and the dock in Gallinas Creek are within the same FEMA FIRM panel but are within Flood Zone VE, which is a high-risk coastal designation where properties are exposed to both rising floodwaters and destructive storm-driven waves of 3 feet or higher[124]. This designation requires designs to allow for water and waves to pass underneath. The proposed pier and dock design as

[122] FEMA 2026. National Flood Hazard Layer FIRMette. https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.

[123] MPEG. 2026. Op. Cit.

[124] FEMA. 2026 Op. Cit.

presented in the project-specific Basis of Design Report[125] illustrates that the design reflects the flood risk and inundation potential of the site.

Seiche and tsunamis are short duration, earthquake-generated water waves in large, enclosed bodies of water and the open ocean, respectively. The extent and severity of a seiche or tsunami would be dependent upon ground motions and fault offset from nearby active faults. The project area is located at elevations of about 0 to 7 feet above sea level along Gallinas Creek, immediately adjacent to San Pablo Bay. Tsunami hazard mapping of the project area indicates the project area is located within an area that is susceptible to tsunami inundation.[126] Therefore, the likelihood of inundation by seiche or tsunami is high. However, the planned improvements consist of exterior flatwork, raised boardwalks, piers, and floating docks, which are not likely to be significantly impacted by inundation or increase the risk of inundation.

Operation of the proposed project would not include use or storage of chemicals or pollutants. Therefore, there would be no risk of release of pollutants due to project inundation. Construction materials would be managed in accordance with Water Quality Construction-phase BMPs in the project description and implementation of requirements and conditions in the permits issued by federal, state, and local agencies to reduce the risk of pollutants during construction. For these reasons, implementation of the proposed project would not risk the release of pollutants due to inundation by flood, seiche, tsunami, or mudflow and would result in no impact associated with release of pollutants due to project inundation.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?
No Impact

The proposed project area is within the boundaries of the San Francisco Bay Basin Water Quality Control Plan (Basin Plan),[127] administered by the San Francisco Bay Regional Water Quality Control Board, and within the Las Gallinas Valley Sanitation District and Marin Water service areas.

The Basin Plan is the San Francisco Bay Regional Water Quality Control Board's master water quality control planning document. It designates beneficial uses and water quality objectives for Waters of the State, including surface waters and groundwater, and establishes programs of implementation to achieve those objectives. The proposed project would be subject to Clean Water Act Section 401 Water Quality Certification and/or a Report of Waste Discharge from the San Francisco Bay RWQCB. The proposed project would implement Construction BMPs identified in the Project Description, which in part, address water quality protection, in addition to any conditions or requirements included in the any of the federal, state, and local permits. For these reasons, implementation of the proposed project would not conflict with or obstruct implementation of the Basin Plan.

[125] Moffat & Nichol. 2026. Basis of Design Report Buck's Landing Dock Replacement Project. July 2026.

[126] California Geological Survey, "Tsunami Inundation Map for Emergency Planning, State of California ~ County of Marin, San Rafael Quadrangle, San Quentin Quadrangle", July 1, 2009.

[127] California Regional Water Quality Control Board, San Francisco Bay Region. Op. Cit.

There is no groundwater basin plan and no groundwater monitoring program within the Novato Valley Groundwater Subbasin, and the proposed project would have no impact on groundwater resources. For these reasons, implementation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and would result in no impact associated with conflict with or obstruction of a water quality control plan or sustainable groundwater management plan.

LAND USE AND PLANNING

Table 13: Land Use and Planning Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Setting

The proposed project area is located in unincorporated Marin County. The property has a General Plan Designation of RC - Recreational Commercial and SF5 – Low Density Residential and zoning designations RCR-BFC – Resort and Commercial Recreation, Bayfront Combining District and A2-B2 – Agriculture Limited. The proposed project area also lies within the Baylands Corridor. The applicable land use and zoning classifications are defined as follows:

- **Resort and Commercial Recreation (RCR)** land use category is established to provide for resorts, lodging facilities, restaurants, and privately owned recreational facilities, such as golf courses and recreational boat marinas.[128]
- **Low Density Residential (SF5)** Land use category is established for single family and multi-family residential development in areas where some public urban services are available and where properties are not typically constrained.[129]
- **Resort and Commercial Recreation (RCR)** zoning designation is intended to create and protect resort facilities in pleasing and harmonious surroundings with emphasis on public access to recreational areas within and adjacent to developed areas.[130] The combing district, Bayfront Conservation (BFC), is intended to regulate land and water uses, to; prevent destruction or deterioration of habitat and environmental quality, prevent further loss of public access to and enjoyment of the bayfront, preserve or establish view corridors to the bayfront, ensure that potential hazards associated with development do not endanger public health and safety, and maintain options for further restoration of former tidal marshlands.[131]

[128] Marin County. 2026. Marin Countywide Plan section 3.4-43 Community Development. July 2026. https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf

[129] Marin County. 2026. Marin Countywide Plan section 1.5-3 Plan Implementation. July 2026. https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf

[130] Marin County. Municipal Code. Section 22.12.020.H. https://library.municode.com/ca/marin_county/codes/municipal_code?nodeId=TIT22DECO_ARTIIZODIALLAUS_CH22.14SPPUCODI_22.14.050MILOSICODIST. Accessed July 2026.

[131]

- **Agriculture Limited (A2)** identifies agriculture areas suitable for commercial agricultural operations[132] and similar compatible uses and the combing district B2 establishes development standards with regards to minimum lot sizes, setback requirements, height maximums, and floor area ratio.[133]
- **Baylands Corridor** was established to protect important Baylands and large adjacent undeveloped uplands along the San Pablo and San Francisco bays. The Baylands Corridor protects important tidelands and adjacent undeveloped uplands to prioritize land for restoration and open space acquisition.

Buck's Landing operated as a private boat launch, storage yard, and roadside bar for over 70 years. It has provided boat and vessel access to the San Pablo Bay since the 1950s. MCP now owns and manages Buck's Landing to provide public access to Gallinas Creek and to San Pablo Bay for watercraft through an existing boat ramp and dock complex, although currently the dock complex is closed to the public due to unsafe conditions. Buck's Landing's location makes it a useful connection point between other boat access facilities in San Pablo Bay, including Black Point six miles to the north and China Camp three miles to the southeast. Buck's Landing is located approximately 0.2 miles upstream of San Pablo Bay. Surrounding land uses included the Santa Venetia Marsh, a residential neighborhood, a San Francisco Bay National Estuarine Research Reserve, the CDFW-managed San Pablo Bay Wildlife Area, and McInnis Park. The areas around the dock and parking lot are characterized by mudflat habitat and sensitive plant communities, including bulrush and Pacific cordgrass.

Regulatory Setting

Marin Countywide Plan

The Marin Countywide Plan provides policies for land use and development in unincorporated Marin County.[134] The proposed project would be located in the Baylands Corridor, Bayfront Conservation Zone, and within a Wetland Conservation Area. The Countywide Plan also addresses policies that pertain to water-related land uses, public access to waterways, biological resources, and visual resources. It also includes policies around responding to sea level rise.

Bay Conservation and Development Commission (BCDC)

The San Francisco Bay Plan is BCDC's comprehensive plan for the Bay and its shoreline.[135] The Bay Plan guides BCDC's planning work and its review of projects through its Regulatory program. BCDC cannot approve a permit for a project that is not consistent with the Bay Plan. The Bay Plan includes findings and policies that provide for protection of Bay resources, review of development proposals

[132] Marin County. Municipal Code. Section 22.08.020. https://library.municode.com/ca/marin_county/codes/municipal_code?nodeId=TIT22DECO_ARTIIZODIALLAUS_CH22.14SPPUCODI_22.14.050MILOSICODIST. Accessed July 22, 2026.

[133] Marin County. Municipal Code section 22.14.050. https://library.municode.com/ca/marin_county/codes/municipal_code?nodeId=TIT22DECO_ARTIIZODIALLAUS_CH22.14SPPUCODI_22.14.050MILOSICODIST. Accessed July 22, 2026.

[134] County of Marin. (2007). Op. Cit.

[135] San Francisco Bay Conservation and Development Commission. 2025. San Francisco Bay Plan. State of California. July. Available at SF BCDC Bay Plan. https://www.bcdc.ca.gov/wp-content/uploads/sites/354/2025/05/SanFranciscoBayPlan_ADA.pdf

in BCDC's jurisdiction, and the design of public access. Under the McAteer-Petris Act, BCDC may amend the Bay Plan over time to address regional needs.

BCDC regulates all pile-supported and floating structures within the tidal waters of the San Francisco Bay. The agency dictates how and when "fill" can be placed. The proposed project would include replacing pilings, a pier, and a dock. BCDC mandates strict environmental and design guidelines.

CEQA Context

A project would normally result in a significant impact to land use and planning if it would conflict with the adopted land use and zoning regulations or if it would disrupt or divide the physical arrangement of an established community.

a) Would the Project physically divide an established community?
No Impact

Implementation of the proposed project would occur exclusively within existing Buck's Landing property owned and operated by MCP. None of the proposed activities include construction of features that would physically divide an established community. For this reason, implementation of the proposed project would not physically divide an established community.

b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
No Impact

The proposed project is located within the extent of the existing Buck's Landing boat ramp and dock. The existing and intended land use of the proposed project area is to provide public access to Gallinas Creek via the existing boat launch ramp and proposed dock system replacement. Implementation of the proposed project would not change or otherwise affect land use designations, zoning, or existing use of the project area. The proposed project would be consistent with the Resort and Recreational Commercial and Low Density Residential designations and Baylands Corridor overlay included in the Marin Countywide Plan, as well as the Resort and Commercial Recreation and Agriculture Limited classifications in the County of Marin Municipal Code.

The proposed project would be subject to permitting and approval from BCDC. Therefore, the proposed project is subject to policies and regulations described in the San Francisco Bay Plan. The proposed project would minimize fill to only that necessary for reconstructing the pier and dock for public access. It would not conflict with the policies and regulations, and there would be no impact from non-compliance with BCDC policies.

The County of Marin does not currently have a habitat conservation or natural community conservation plan. The project area lies within CDFW's North Bay Baylands Regional Conservation Investment Strategy Plan (RCIS) designed to encourage regional planning for species and habitat

conservation and enhancement[136]. The RCIS is not a regulatory document and does not create or modify regulatory requirements or CEQA standards. For these reasons, implementation of the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

[136] CDFW. 2024. North Bay Baylands Regional Conservation Investment Strategy. April. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213481&inline.

MINERAL RESOURCES

Table 14: Mineral Resources Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The State Mining and Reclamation Act of 1975 requires that counties adopt policies to protect certain state-designated mineral resource sites from land uses that preclude or inhibit mineral extraction needed to satisfy local market demand on a timely basis. The purpose of the act is to ensure that construction materials are available to all areas of the state at a reasonable cost. The California State Department of Conservation Division of Mines and Geology has designated eight sites in Marin County as having significant mineral resources for the North Bay region.[137] Of the eight mineral resource sites designated in Marin County, four should be considered for removal from State listing because they have been purchased for public open space, are already subdivided and used for residential purposes, or are highly environmentally sensitive. Of the eight sites, two sites are located within a Marin County Open Space Preserve, including Ring Mountain and Mount Burdell Open Space Preserve. There are no mineral resources in the proposed project area.[138]

CEQA Context

A project would normally result in a significant impact on mineral resources if a loss of known mineral or of a locally important mineral resources recovery area occurred from implementation of the project.

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact

The proposed project would replace the existing dock and gangway system and construct an accessible pathway connecting an improved accessible parking stall. It would not include mineral extraction and would not impact a known mineral resource. For these reasons, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

[137] County of Marin. 2023. Marin Countywide Plan, section 3.7-1 Mineral Resources. January https://assets.marincounty.gov/marincounty-prod/public/2026-02/cwplan_2023_updated_2026.pdf.

[138] California Department of Conservation (DOC). 2026. Parrish, John G. California Geological Survey Special Report 205-Plate 1A. https://maps.conservation.ca.gov/cgs/minerals/?page=Mineral-Land-Classification.

b) Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
No Impact

The project area is not identified as a locally important mineral recovery site, and implementation of the proposed project would not include mineral extraction or impact a known mineral resource. For these reasons, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

NOISE

Table 15: Noise Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c)	For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

Noise is defined as unwanted sound, and sound is compression waves that can travel through air, earth, and water. Sound is measured in decibels (dB), with zero dB corresponding to the lowest threshold of human hearing and 120 to 140 dB corresponding to the threshold of painful sound. Each 10 decibels reflect a 10-fold increase in noise intensity. Sound waves travel at different frequencies. Decibels are measured using different scales, and because sound drops off with distance, all sound measurements are reported with distance from the source.

There are several methods of characterizing sound. The A-weighted decibel scale, noted as dBA, is cited in most noise criteria. Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period, noted as Leq, which represents a single value of a constant sound level for the duration of the measurement period. Ldn represents a 24-hour A-weighted equivalent sound level with a nighttime adjustment of increased 10dB between 10:00 p.m. and 7:00 a.m. to account for increased sensitivity to noise during the nighttime. Community noise equivalent level, noted as CNEL, is the average A-weighted noise level during a 24-hour day that includes an evening weighting of 5 dB between 7:00 p.m. and 10:00 p.m. and a nighttime weighting of 10 dB between 10:00 p.m. and 7:00 a.m.

Human response to sound and noise is subjective and can vary greatly from person to person, depending on a variety of factors including the intensity, frequency, and pattern of the sound, the background or ambient sound present without the unwanted sound, and the activity of the individual when the unwanted sound occurs. Noise can interfere with concentration, communication, and sleep

and at high levels, can result in hearing damage. According to the U.S. Department of Housing and Urban Development's 1985 Noise Guidebook,[139] permanent physical damage to human hearing can begin with prolonged exposure to noise levels higher than 85 to 90 dBA. Prolonged noise exposure in excess of 75 dBA increases body tensions, which can affect blood pressure, functions of the ear, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. To avoid adverse effects on human physical and mental health in the workplace or in communities, the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) requires the protection of workers from hearing loss when the noise exposure equals or exceeds an 8-hour time-weighted average of 85 dBA.[140] Table Noise-1 shows typical noise levels associated with common activities.

Table Noise-1: Common Outdoor and Indoor Sound Levels

Common Outdoor Sound Sources	Sound Level in dBA	Common Indoor Sound Sources
Commercial Jet Flyover at 1,000 feet Concrete Mixer at 50 feet Gas Lawnmower at 3 feet	90 +	Rock Band
Diesel truck at 50 feet	80 - 90	Loud Television at 3 feet
Gas Lawnmower at 100 feet Noisy Urban Area	70 - 80	Garbage Disposal at 3 feet Vacuum Cleaner at 10 feet
Commercial Area	60 - 70	Normal Speech at 3 feet
Quiet Urban Daytime Traffic at 300 feet	40 - 60	Large Business Office Dishwasher in Adjoining Room
Quiet Rural and Suburban Nighttime	20 - 40	Library / Bedroom at Night
	10 - 20	Broadcast / Recording Studio
Threshold of Hearing	0	Threshold of Hearing

Source: Illingworth & Rodkin. Terrestrial Noise Memo, August 2026 and Technical Noise Supplement (TeNS), Caltrans, November 2009.

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. Theoretically, the sound level of a point source attenuates, or decreases, by 6 dB with each doubling of distance from a point source. Sound levels are also affected by certain environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and attenuation by barriers. Outdoor noise is also attenuated by the building envelope so that sound levels inside a residence are from 10 to 20 dB less than outside, depending mainly on whether windows are open for ventilation or not.

[139] U.S. Department of Housing and Urban Development. *The Noise Guidebook*. May 1985.

[140] Occupational Safety & Health Administration, 2011. Regulations, Standards 29 CFR, Occupational Noise Exposure 1910.95.

When more than one point source contributes to the sound pressure level at a receiver point, the overall sound level is determined by combining the contributions of each source. Decibels, however, are logarithmic units and cannot be directly added or subtracted together. Under the dB scale, a doubling of sound energy corresponds to a 3 dB increase in noise levels. For example, if one noise source produces a sound power level of 70 dB, two of the same sources would not produce 140 dB – rather, they would combine to produce 73 dB.

The ambient noise level, including background or pre-project noise levels, is defined as the noise from all sources near and far and usually refers to the noise level that is present before a noise source being studied is introduced. In very quiet environments, virtually any change in local activities would cause an increase in noise levels and a loss of "peace and quiet." Such increases may be considered significant by residents in these areas, even if the measured increase is small. In louder environments, the total noise level changes very little unless the new noise source is nearly as loud or louder than the existing background noise.

Underwater Sound and Effects on Marine Life

Sound in the underwater environment is similar to sound in air. However, water as a medium supports the propagation of sound even better than air as a medium. In water, the attenuation is less than in air. This means that sound propagates over longer distances underwater than in air. It also propagates much faster. Underwater sounds can be expressed in several different physical quantities, such as acoustic energy in joules, power in watts, intensity in watts per unit area, and pressure in pascals or micro pascals. The most common method in which underwater sounds are expressed is in terms of a relative unit of decibels (dB). Several sound level metrics are used to evaluate the effects of underwater sounds on aquatic life, such as peak sound pressure (Peak), root-mean-square (RMS) SPL, sound exposure level (SEL), and cumulative sound exposure (cSEL).

Impact pile driving that is conducted in or near waterways can generate high levels of underwater sound pressure that have the potential to injure or kill fish. A hammer repeatedly transfers a large mechanical impulse directly to the pile. The short-duration, high-amplitude pressure pulses through the water. The impulsive character is particularly important for marine mammal and fish exposure. The proposed project would use a rotary drilling installation method for the piles. A rotary drill removes soil/rock rather than repeatedly striking the pile. The resulting vibration is usually lower amplitude and more continuous. If the drilling occurs inside a steel casing/pile, the casing can provide additional acoustic shielding. NOAA documentation describes rock-socket drilling, the installation for the proposed project, as an intermittent, non-impulsive broadband source and notes that it is expected to produce lower levels than typical pile driving.[141]

Marine animals rely on sound to acoustically sense their surroundings, communicate, locate food, and protect themselves underwater. The various animal species that live underwater each have their own specific hearing sensitivity and frequency range. A number of factors affect the response of marine mammals to sounds in their environment including the sound level and other properties of the sound, including its novelty; physical and behavioral state of the animal; and prevailing acoustic

[141] National Marine Fisheries Service (NMFS). 2017. Request for Letter of Authorization under the Marine Mammal Protection Act for the Demolition/Replacement of Pier 32/Demolition of Pier 10 at Navel Submarine Base New London Groton, Conn. file:///C:/Users/carrie/Downloads/NOAA-NMFS-2018-0047-0001_content.pdf Accessed August 2026.

characteristics and ecological features of the environment in which the animal encounters the sound. Acoustic criteria intended to protect fish from harm and mortality from pile driving activities were adopted by Caltrans, Federal Highway Administration, the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the NOAA Fisheries Northwest and Southwest Regions in 2008. These "interim injury criteria" are now routinely used to evaluate the effects of impact pile driving sound on fish.

Existing Noise Environment

Existing noise levels at most of the MCP's preserves are similar to that found in rural areas of Marin County, except where preserves abut developed residential areas or major transportation facilities such as U.S. Highway 101. Near residential areas or roadways, noise levels within preserves would be dominated by those sources. For other areas, noise levels within and adjacent to preserves typically range from 40-60 dBA during daytime, and from 20-40 dBA at night.

The existing noise environment near Buck's Landing is primarily defined as open bay and roadways. Though the project area is located well away from a major population area and is bordered to the north, south and east by undeveloped open space, there are existing noise sensitive residential uses to the west and southwest of the site. There are five residences [142] within 165 to 815 feet of the project area, which are defined as sensitive noise receptors.

Figure Noise-1: Project Site Relative to Closest Noise Sensitive Uses

Gallinas Creek is present to the north of the project area. As described in the Biological Resources Section of this document, the following special-status wildlife species are present in Gallinas Creek and occupy habitat in the tidal marshes surrounding the proposed project site. These species are managed under the jurisdiction of the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and the National Marine Fisheries Service. These species are sensitive to terrestrial or underwater sound:

- California Ridgway's rail (*Rallus obsoletus obsoletus*)
- California black rail (*Laterallus jamaicensis cotruniculus*)
- green sturgeon – southern Distinct Population Segment (DPS) (*Acipenser medirostris*)

Noise Studies

Illingworth & Rodkin completed a Terrestrial Noise Memo and an Underwater Sound Memo to inform the CEQA evaluation.[143] [144] The Terrestrial noise impact assessment presents an evaluation of the effects of airborne sound levels on noise sensitive receptors in the project area resulting from the reconstruction of the Buck's Landing pier and dock and addresses potential noise impacts resulting from demolition, site preparation, and construction activities associated with the proposed project. The assessment considered noise standards established by the Federal Government, the State of California, and Marin County, noise levels for proposed reconstruction activities estimated from

[142] A sensitive noise receptor (or noise-sensitive receiver) is any location, land use, or facility where people live, sleep, learn, or heal, making occupants highly susceptible to the adverse effects of noise pollution.

[143] Illingworth & Rodkin. 2026b. Terrestrial Noise Memo. August.

[144] Illingworth & Rodkin. 2026c. Underwater Noise Memo. August

published sources, and the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) version.1.1 to calculate construction noise impacts during each project work phase.

The Underwater Sound Memo presents an evaluation of the effects of underwater sound levels on state and federally listed fish species resulting from reconstruction of the Bucks Landing dock in Marin County, California. It evaluates the underwater sounds that could be generated during drilling operations to install the piles using guidance provided by the California Department of Transportation,[145] along with appropriate source sound levels, and thresholds provided by Caltrans[146] and the Fisheries Hydroacoustic Working Group (FHWG). The memo provides a prediction about the extent of underwater sounds that could affect marine mammals' behavior.

Regulatory Setting

The Federal Government, the State of California, and Marin County have established regulatory criteria that are applicable in this assessment. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Zoning Code standards, or applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

Federal Government

The Federal Transit Administration (FTA) has identified construction noise thresholds in the *Transit Noise and Vibration Impact Assessment Manual*,[147] which limit daytime construction noise to 80 dBA Leq at residential land uses.

Airborne Noise Thresholds for Birds

In 2016 the California Department of Transportation (Caltrans) established guidance for determining the significance of airborne construction noise on wildlife, which describes four general categories of noise-related effects on birds: permanent hearing damage, temporary threshold shift (TTS), masking of vocalizations, and behavioral or physiological disturbance.[148] To evaluate these potential effects, the guidance provides interim noise thresholds for continuous and intermittent construction noise. The guidance identifies that most bird species, including California Ridgway's rail and California black rail, rely heavily on acoustic communication within the 1–6 kHz frequency range, which makes them vulnerable to sounds that masks calls or interferes with mate selection, territorial defense, and predator detection. The thresholds address this effect as a 3 dB increase in sound at this critical frequency range when the resulting ambient levels exceed 60 dBA. Sound masking is not expected in quieter environments below 60 dBA.

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[145] Caltrans (California Department of Transportation). 2020. Technical Guidance for the Assessment of Hydroacoustic Effects of Pile Driving on Fish. 2020 Update. Report No. CTHWANP-RT-20-365.01.04, Division of Environmental Analysis. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-manual-a11y.pdf. Accessed September 30, 2025.

[146] Caltrans (California Department of Transportation). 2024. Hydroacoustic Technical Advisory – Hydroacoustic Impact Assessment for Pile Driving Research and Application of Best Available Science, Hydroacoustic Research and Best Available Science, TAH-22-01. April. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-technical-advisory-ally.pdf.

[147] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September.

[148] Caltrans. 2016. Technical Guidance for Assessment and Mitigation of the Effects of Traffic Noise and Road Construction Noise on Birds. June. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/noise-effects-on-birds-jun-2016-a11y.pdf

The Caltrans guidance notes that intermittent, high-intensity construction noise, such as pile driving, may be more disruptive than continuous traffic noise due to its unpredictability. Because birds typically detect construction noise at shorter distances than humans, the overall A-weighted level temporary threshold shift level of 93 dBA is considered to be a conservative indicator of potential impact.

Marin Countywide Plan

The Marin Countywide Plan Section 3.10, Noise, of the Built Environment Element of the Marin Countywide Plan describes issues related to noise and provides a goal, policies, and programs regarding protection from excessive noise. Policy NO-1.3 Regulate Noise Generating Activities, require measures to minimize noise exposure to neighboring properties, open space, and wildlife habitat from construction-related activities, yard maintenance equipment, and other noise sources, such as amplified music. NO-1.i Regulate Noise Sources. Sections 6.70.030(5) and 6.70.040 of the Marin County Code in order to establish allowable hours of operation for construction-related activities.

Marin County Code

The County's Code provides noise provisions for construction hours. The portions of the Code that are relevant for this project are as follows:

6.70.030 (5) Construction Activities and Related Noise.

a. Hours for construction activities and other work undertaken in connection with building, plumbing, electrical, and other permits issued by the Community Development Agency shall be limited to the following:

   - Monday through Friday: 7 a.m. to 6 p.m.
   - Saturday: 9 a.m. to 5 p.m.
   - Prohibited on Sundays and Holidays (New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.)

b. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the Community Development Agency from 8 a.m. to 5 p.m. Monday through Friday only.

c. Special exceptions to these limitations may occur for:

   - Emergency work as defined in M.C.C 22.130.030, provided written notice is given to the Community Development Director within 48 hours of commencing work.
   - Construction projects of City, County, State, other public agency, or other public utility.
   - When written permission of the Community Development Director has been obtained, for showing of sufficient cause.
   - Minor jobs (e.g., painting, hand sanding, sweeping) with minimal/no noise impacts on surrounding properties.
   - Modifications required by the review authority as a discretionary permit condition of approval.

CEQA Context

A project would normally result in a significant impact to noise if it would substantially exceed or increase the ambient noise levels for adjoining areas or if it exceeded the noise levels recommended in an adopted plan or noise ordinance. Noise impacts are assessed by first determining which project components would generate noise and then comparing the anticipated noise levels with existing noise levels from other sources in the project area and with past land uses practices on the property.

a) Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
Less Than Significant Impact with Mitigation

Construction of the proposed project would not result in a temporary increase in ambient noise levels in the vicinity of the project site that would be in excess of the Marin County standards nor conflict with other applicable local, state, or federal standards. The proposed project would not result in a permanent increase in ambient noise levels in the project vicinity, since no changes to the operational activities or hours of operation of the Buck's Landing facility are proposed.

Temporary Increase in Noise Levels for Human Sensitive Receptors

Noise standards that apply to the project area are established by the Marin County Code. The Marin County Noise Ordinance 3431 is incorporated into the Marin County Code Sections 6.70.030(5) and 6.70.040 regarding construction activities and related noise, and penalties for violations. Under this code, construction activities are limited to Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 9:00 a.m. to 5:00 p.m. The ordinance does not allow construction on Sundays or holidays. The Project Description includes a series of construction-period best management practices that require the proposed project to follow the Marin County Noise Ordinance 3431 to ensure compliance during implementation of the proposed project.

Implementation of the proposed project would require construction Monday through Friday, from 7:00 a.m. to 6:00 p.m., and may require Saturday construction between 9:00 a.m. and 5:00 p.m. Construction would require a maximum of three months to complete. Noise generated during implementation of the proposed project would be from construction equipment needed to demolish the existing pier and dock, prepare the site, and construct the replacement pier and dock along with the raised and at grade walkways. The equipment needed to construct the proposed project is listed in the Project Description and was used to evaluate potential noise impacts.

Though the proposed project site is located well away from a major population area and is bordered to the north, south, and east by undeveloped open space, there are existing noise sensitive residential uses to the west and southwest of the site. There are five residences within 815 feet of the proposed project area boundary. The closest residence is 165 feet away, see Figure Noise-1.

Noise from project construction activities depends on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise-sensitive receptors. Illinworth & Rodkin evaluated noise levels by assuming all pieces of equipment used in each phase would operate concurrently to determine combined noise levels from the center of construction to the property lines of adjacent

noise receptors. The noise levels ranged from 58 to 72 dBA_{Leq} for demolition and site preparation activities and from 63 to 70 dBA_{Leq} for the pier and dock construction and for the raised walkway construction. Work in the parking lot and constructing the concrete walkway would range from 62 to 74 dBA_{Leq}. Noise levels from project construction activities would not exceed the FTA 80 dBA_{Leq} residential criteria at the property line of the closest sensitive receptor for any phase of the proposed project, including pile installation. For these reasons, implementation of the proposed project would result in a less than significant impact associated with generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the proposed project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

No noise resulting from proposed project construction activities would require mitigation to meet the requirements of the Marin Countywide Plan and the Marin County Code to limit construction noise impacts within the County. However, in keeping with the intent of the Marin Countywide Plan and Marin County Code the following construction-period BMPs would be included in the project construction plans and are included as a BMPs in the Project Description to be included as part of the proposed project.

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 5:00 p.m. on Saturdays. No construction shall occur on Sundays or holidays.
- All construction activity shall be conducted to minimize the noise impact at the adjacent property boundaries wherever possible.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists. Hydraulically or electrically powered equipment shall be selected, and pneumatically powered equipment will be avoided where feasible.
- No unnecessary idling of internal combustion engines. All equipment shall be turned off if not in use for more than 5 minutes.
- Neighbors located adjacent to the project area shall be notified of the construction schedule in writing.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint, for example, starting too early or bad muffler, and implement reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

Operation of the boating access would remain, and the noise associated with the established use of the site would have negligible impacts on noise. The proposed project would not result in a permanent increase in ambient noise levels in its vicinity compared to existing conditions.

Temporary Increase in Noise Levels for Wildlife Sensitive Receptors

As discussed in the Biological Resources Section of this document, the tidal marshes located immediately to the east and west of the proposed project site support habitat for both the California Ridgway's rail and the California black rail. All undeveloped and undisturbed portions of the project site, and the native marsh surrounding it, are considered to be potential habitat for the California Ridgway's rail and the California black rail. These bird species are shy and elusive and are highly sensitive to noise and human disturbances. Demolition and construction would result in noise that may disrupt non-breeding behavior if rails are present near the project area during construction. Continuous construction noise above 93 dBA may cause temporary threshold shift (TTS) or the loss of hearing as a result of exposure to sound over time.[149] Potential effects from noise-producing activities may include behavioral or physiological disturbance, masking of vocalizations, and/or TTS.

Installation of the raised boardwalk piles using pile driving methods would exceed the 93 dBA noise threshold for area approximately 18 to 37 feet from the construction activities, including areas around the raised and on-grade walkways and around the pier and dock installation.[150] As discussed in the Biological Resources Section, there is sufficient unaffected habitat both east and west of the proposed project area where the rails could move to avoid the construction noise. The maximum distance where noise would exceed 93 dBA would be 37 feet and the birds can use the tidal marsh immediately east. The area of temporary increase in noise to levels that could alter non-nesting behavior in tidal marsh habitat is limited, and birds would temporarily move away from the noise and construction activities to the undisturbed marsh lands for suitable cover and foraging habitat. For these reasons, the temporary increase in noise during construction would have a less than significant impact of wildlife sensitive receptors.

Temporary Increase in Underwater Noise Levels

Construction of the proposed project would require decommissioning of the existing pier and dock, including removal of wooden piles from Gallinas Creek. Decommissioning would occur primarily during low tide conditions using heavy equipment to pull the piles and cutting the piles below the mudline if the pile breaks during construction. A total of 10 new 24-inch steel piles would be installed using drilling rather than using an impact hammer to reduce the underwater noise levels. A drilling rig would be used from 6 to 8 hours a day for a period of a week.

Available information indicates that fish may be injured or killed when exposed to high levels of underwater sound pressure waves generated from use of impact hammers.[151][152] To assess the potential effects of pile driving with an impact hammer, the NMFS uses a dual metric criterion of 206 dB or one micropascal (µPa) peak sound pressure level for any single strike and an accumulated SEL of 187 dB or one µPa to correlate physical injury to fish from underwater sound. The size, shape, and material from which the piles are constructed all affect the underwater sound levels generated by pile driving. To avoid potential noise and sound impacts on marine species, the proposed project

[149] Caltrans. 2016. Op. Cit.

[150] Illingworth & Rodkin. 2026b. Terrestrial Acoustic Noise Memo. August 2026.

[151] National Marine Fisheries Service (MNFS). 2025a. Op. Cit.

[152] Caltrans (California Department of Transportation). 2024. Hydroacoustic Technical Advisory – Hydroacoustic Impact Assessment for Pile Driving Research and Application of Best Available Science, Hydroacoustic Research and Best Available Science, TAH-22-01. April. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/hydroacoustic-technical-advisory-ally.pdf

would use drill installation methods rather than percussion pile driving to install the 10 piles in and near water piles. Studies indicate that pile drilling activities during construction result in SPL ranging from 121.0 to 184.5 dB re 1 µPa.[153]

b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?
No Impact

Groundborne vibration or noise generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration or noise may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. Groundborne vibration or noise can be a problem in situations where the primary airborne noise path is blocked, such as in the case of a subway tunnel passing near homes or other noise-sensitive structures. Construction equipment and activities have the potential to result in varying degrees of temporary groundborne vibration or noise, the amount is dependent on the specific construction equipment used and the specific construction activity being conducted.

There are no adopted state or local policies or standards for groundborne vibration. The average person is quite sensitive to ground motion, and the human body can detect levels as low as 0.02 inch per second when background noise and vibration levels are low. Vibration intensity is expressed as peak particle velocity (PPV), the maximum speed at which the ground moves while it vibrates. Since ground shaking speeds are very slow, PPV is measured in inches per second. The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts.[154] According to the FRA, fragile buildings can be exposed to groundborne vibration PPV levels of 0.5 inch per second without experiencing structural damage. Caltrans recommends that extreme care be taken when sustained pile driving occurs within 25 feet of any building, or within 50 to 100 feet of a historic building or a building in poor condition, and neither of these conditions exist in the project area.[155] Groundborne vibration from construction activities that involve “impact activities,” primarily pile driving and use of a hoe ram to break concrete, could produce detectable or significant vibration at nearby sensitive buildings and sensitive receptors unless the project includes proper mitigation. Caltrans has also indicated that in most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures.

Implementation of the proposed project would require use of large construction equipment including an excavator, loader, compactor, cement truck, cement mixers, and roller compactor. Many of these would induce groundborne vibration or noise. There are several outbuildings located on the site, none are inhabited and the buildings are located across the parking lot from the existing and proposed pier. The closest residential property boundary from the center of Buck’s Landing is 165 feet away;

[153] Journal of Environmental Protection, Vol. 3 No. 10. (Dazey. E; McIntosh, B, Brown, S, and Dudzinki, K). 2012. Assessment of Underwater Anthropogenic Noise Associated with Construction Activities in Bechers Bay, Santa Rosa Island, California. Pages 1286-1294.

[154] U.S. Department of Transportation. Federal Transit Administration. Transit Noise and Vibration Assessment Manual. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

[155] Caltrans. 2013. Transportation and Construction Vibration Guidance Manual. September 2013.

however, the residence on the property is approximately 515 feet from the closest pile driving location. For these reasons, groundborne vibration from construction activities would have no impact on sensitive buildings or sensitive receptors and implementation of the proposed project would result in no impact associated with the generation of excessive groundborne vibration or groundborne noise levels.

c) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?

No Impact

The airports nearest to the project area are the public Gnoss Field Airport in Novato, which is over 9.5 miles north and the private San Rafael Airport, located about a mile to the west. The project area is not included in an airport land use plan. The San Rafael Airport is privately owned general aviation airport managed exclusively for the use and benefit of its members; it is not a general public use airport. The use is infrequent and takeoffs and landings during construction would not expose workers on the project to excessive noise levels. For these reasons, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels associated with a private airstrip, an airport land use plan, or within two miles of a public use airport.

POPULATION AND HOUSING

Table 16: Population and Housing Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Setting

Buck's Landing is a 37-acre property located on the south bank of Gallinas Creek east of Santa Venetia. The property is 2.3 miles northeast of the Marin County Civic Center along North San Pedro Road and about a quarter-mile from China Camp State Park's western boundary. Buck's Landing's location makes it a useful connection point between other boating facilities in San Pablo Bay, including Black Point six miles to the north and China Camp three miles to the southeast. Buck's Landing is located approximately 0.2 miles upstream of San Pablo Bay.

The Santa Venetia Marsh Preserve is located approximately 1,800 feet upstream of Buck's Landing along Gallinas Creek, and a residential area is located immediately west of the proposed project site. A San Francisco Bay National Estuarine Research Reserve is located between Buck's Landing and China Camp State Park to the east along the shore of the San Pablo Bay. A portion of the CDFW-managed San Pablo Bay Wildlife Area is located across Gallinas Creek to the north, and McInnis Park is located about 5,000 feet to the northwest. The site is located in the Gallinas Valley Countywide Plan Area in the Marin Countywide Plan and within the Marin Countywide Plan Baylands Corridor.

CEQA Context

A project would normally result in a significant impact to population and housing if it would cause substantial population growth or would remove existing housing.

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
No Impact

Buck's Landing is used for water-based recreation purposes, including recreational watercrafts. The site had been privately owned for about 70 years, and the site was used as a roadside bar, a brickyard, and a boat storage facility. It has provided boat and vessel access to the San Pablo Bay since the 1950s. MCP now owns and manages Buck's Landing to provide public access to Gallinas

Creek and San Pablo Bay for watercraft through an existing boat ramp and dock complex. The proposed project would continue the current use. The proposed project does not include new homes or businesses, nor infrastructure that would support new homes or businesses, such as the expansion of parking facilities, or the extension of roads or utilities. Implementation of the project would not result in the need for new permanent workers or otherwise induce population growth. For these reasons, implementation of the proposed project would have no impact associated with the inducement of substantial unplanned population growth in an area, either directly, such as by proposing new homes and businesses, or indirectly, such as through extension of roads or other infrastructure.

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?
No Impact

There is no housing on the parcels where the project area is located. For this reason, implementation of the proposed project would have no impact associated with the displacement of existing people or housing or necessitate the construction of replacement housing.

PUBLIC SERVICES

Table 17: Public Services Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☐	☒
	Police protection?	☐	☐	☐	☒
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other public facilities?	☐	☐	☐	☒

Setting

The proposed project is located at Buck's Landing Boat Launch Facility. Buck's Landing is a 37-acre property located on the south bank of Gallinas Creek east of Santa Venetia. The property is 2.3 miles northeast of the Marin County Civic Center along North San Pedro Road and about a quarter-mile from China Camp State Park's western boundary.

The Santa Venetia Marsh Preserve is located 1,800 feet upstream of Buck's Landing along Gallinas Creek, and a residential area is located immediately west of the proposed project site. A San Francisco Bay National Estuarine Research Reserve is located between Buck's Landing and China Camp State Park to the east along the shore of the San Pablo Bay. A portion of the CDFW-managed San Pablo Bay Wildlife Area is located across Gallinas Creek to the north, and McInnis Park is located about 5,000 feet to the northwest. The site is located within the Marin Countywide Plan Baylands Corridor. These areas are often prioritized by Marin County for restoration and open space acquisition.[156]

The project area includes two parcels. The main parcel is zoned Recreational Commercial and falls within the Resort and Commercial Recreation, Bayfront Combining District. The second parcel is zoned Low Density Residential, Agriculture Limited. A pier and boat dock are present, but they are unusable because of safety concerns and have been closed by MCP. The proposed project would

[156] Marin County. 2023. Op. Cit.

remove the pier and dock and replace it in the same location and would serve the same purpose. The proposed project supports and continues the use of the site for recreational access.

The San Rafael Fire Department provide fire protection and emergency response services to the Buck's Landing area. Law enforcement and police protection services are provided by the Marin County Sheriff's office. Buck's Landing is served by the San Rafael City Schools; however, there are no residences at Buck's Landing.

CEQA Context

A project would normally result in a significant impact public services if it would result in the need for new or additional public services in order to maintain acceptable service ratios, including response times and other performance objectives.

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No Impact

Implementation of the proposed project would replace an existing pier and boat dock for recreational watercraft at Buck's Landing. MCP owns and operates the facility. The existing use of the facility would continue. Buck's Landing would be closed to the public for the duration of the two-month construction period. Implementation of the proposed project would not increase emergency response demands during construction or operation of the facility. Existing emergency access would be maintained during implementation and operation of the proposed project.

The proposed project would include a new accessible parking stall in the existing parking lot near the pier. Installation of the new walkways would provide visitor access to an existing portable restroom, accessible picnic table, and an accessible parking stall across the parking lot. The proposed project would not include new housing, commercial, or industrial development that could result in the need for new or improved public services such as fire protection, police protection, schools, parks, or other public facilities. For these reasons, implementation of the proposed project would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities.

Because the proposed project does not include residential, commercial, or institutional development, it would not affect school capacities under San Rafael City Schools, nor would it require new parkland or recreational facilities beyond those proposed for this project. The replaced pier and dock are located at Buck's Landing, which is within the existing park/open space system owned and managed by MCP and would not create a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities in either jurisdiction. For these reasons, no impact on public services would occur.

RECREATION

Table 18: Recreation Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Setting

The proposed project is located at Buck's Landing, which is a 37-acre property located on the south bank of Gallinas Creek east of Santa Venetia. MCP owns and manages Buck's Landing for recreational watercraft public access to Gallinas Creek and San Pablo Bay. The existing wooden pier, dock, guide piles, and gangway are all dilapidated and have reached the point of structural failure. MCP signage at the site notes the use of the pier and dock are prohibited. Parking is unmarked within the existing gravel / soil parking lot. There is no designed accessible parking near the pier, and there is no designated path of travel between the existing pier or surrounding area and the portable restroom.

The property is 2.3 miles northeast of the Marin County Civic Center along North San Pedro Road and about a quarter-mile from China Camp State Park's western boundary. The Buck's Landing's location makes it a useful connection point between other watercraft facilities in San Pablo Bay, including Black Point six miles to the north and China Camp three miles to the southeast. Buck's Landing is located approximately 0.2 miles upstream of San Pablo Bay. Implementation of the proposed project would provide a trailhead for the Bay Area Water Trail.[157]

The property is located in the Baylands Corridor within the Marin Countywide Plan, and Marin County policies for the Baylands Corridor serve to prioritize land for restoration and open space acquisitions.[158] Marin County purchased the property in phases in 2020 and 2023 to maintain public access to Gallinas Creek for visitors and local residents. The site had been privately owned for about 70 years, and the site was used as a roadside bar, a brickyard, and a boat storage facility. MCP land management helps protect surrounding marshlands that support habitat for salt marsh harvest mouse, California Ridgway's rail, and California black rail.

[157] https://sfbaywatertrail.org/. Accessed September 23, 2026.

[158] Marin County. 2023. Op. Cit.

To achieve the project purpose and objectives, the proposed project would decommission and remove the existing pier, dock, gangway, and piles and replace the structures to provide safe and reliable access to launch watercraft to Gallinas Creek while restricting visitors from the surrounding marshland. The new pier and dock would also provide visitors with the opportunity to launch their watercraft without walking through mudflats to reach Gallinas Creek during low tide conditions.

The proposed project is consistent with the land use and zoning designations in the Marin Couty Code and the Marin Countywide Plan. Continued management of the site would be consistent with the Baylands Corridor requirements and all other guiding management documents.

CEQA Context

A project would normally result in a significant impact to recreation if it would conflict with the established recreational uses of the project area.

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact

Implementation of the proposed project would support existing uses at Buck's Landing. The existing parking lot would continue to provide parking spaces for visitors to enjoy the area and to launch watercraft. The proposed project would provide safe and reliable access to launch watercraft to Gallinas Creek while keeping visitors out of the surrounding marshland and other sensitive habitat around Buck's Landing. Implementation of the proposed project would result in a net improvement for sustainability, durability, and continued use of the pier and boat dock by visitors. Implementation of the proposed project would not change the existing use patterns.

The proposed project would improve the facility for accessibility by providing accessible parking and accessible access to the pier and dock along with facilities to allow access to watercraft from the replacement dock. Any increase in visitation to the facility would remain limited by available parking in the existing parking lot, no new parking is proposed, and existing parking would not be striped or otherwise delineated. New parking areas would typically induce increased visitation. Published recreation-use studies consistently identify parking availability and parking capacity as primary determinants of visitor volume. Weitowitz et al.[159] found that visitor numbers increase with parking capacity and concluded that "one of the main determinants of both overall visitor numbers and their distribution within sites is therefore likely to be the availability of on-site parking." Larson et al.[160] similarly identified parking lots as a key predictor of visitation rates. Newton et.al.[161] found that parking availability was the most important transportation-related factor influencing visitor decisions and that managers can use parking capacity to regulate visitor access. Because the proposed project would not alter the primary access constraint that regulates visitor volume, substantial increases in overall visitation are not expected. Signage associated with the proposed project would guide visitors to park

[159] Weitowitz, et.al. 2019. Parking provision at nature conservation sites and its implications for visitor use. June.

[160] Larson, et.al. 2018. Accessibility drives species exposure to recreation in a fragmented urban reserve network. March.

[161] Newton et. al. 2021. If I can find a parking spot: A stated choice approach to Grand Teton National Park visitors' transportation preferences.

only within the gravel / soil parking area and to inform visitors of the sensitivity of the surrounding areas. No new off-site facilities would be needed to accommodate visitors as a result of the proposed project. For these reasons, implementation of the proposed project would result in no impact associated with increasing the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated.

b) Would the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?
No Impact

As discussed above under a), implementation of the proposed project would not require construction or expansion of new recreational facilities. The proposed project would replace a dilapidated wooden pier and dock that previously provided access to Gallinas Creek for visitors. It would also create an accessible parking stall, a boardwalk from the parking stall to the new pier, and a walkway between the parking stall to the existing restroom and picnic facility. The new pier and dock would provide the opportunity for visitors to launch their watercraft without walking through mudflats to reach Gallinas Creek during low tide conditions.

Implementation of the proposed project would not trigger the need for more recreational facilities at Buck's Landing or at any of the surrounding areas, and the proposed project improves conditions at an existing facility. For these reasons, implementation of the proposed project would have no impact associated with recreational facilities or the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

TRANSPORTATION

Table 19: Transportation Checklist Questions

	Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b)	Conflict with or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☒
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

Setting

The proposed project is located at 665 North San Pedro Road along Gallinas Creek near Santa Venetia at the existing Buck's Landing Boat Launch Facility. North San Pedro Road is a rural road with a posted speed limit of 30 miles per hour (mph). There are no formal pedestrian or bicycle facilities, although North San Pedro Road serves primarily recreation-based traffic and is frequently used by bicyclists. The nearest bus stop is located at North San Pedro Rad and Garden Avenue/Jefferson Avenue in Santa Venetia. The bus stop is approximately two miles southwest of the project area. The proposed project is located down an unpaved driveway connecting to the existing parking lot and boat ramp. The driveway approach flares where it meets North San Pedro Road, allowing drivers to position themselves in the direction of traffic when turning right, or perpendicular when turning left.

Studies

W-Trans Transportation Impact Study

W-Trans prepared a *Draft Focused Transportation Impact Study* to evaluate impacts associated with the Buck's Landing Dock Replacement Project.[162] The study area consisted of North San Pedro Road in the immediate vicinity of the project driveway. Conditions during the weekday and weekend p.m. peak periods were evaluated. The study included traffic counts obtained on Friday, February 21, 2026, and Saturday February 22, 2026, providing weekday and weekend afternoon peak data on fair weather days. Results reported 850 vehicles on Friday and 870 vehicles on Saturday within the immediate vicinity of the project driveway on North San Pedro Road. W-Trans presented their findings of a collision analysis on the segment of North San Pedro Road in the vicinity of the proposed project access driveway.

[162] W-Trans. 2026. Focused Transportation Impact Study. March.

Regulatory Setting

Marin County Congestion Management Program

The Transportation Authority of Marin (TAM), as the Congestion Management Agency for Marin County, is required by State law to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions.[163]

Marin County Emergency Operations Plan

The Marin County Emergency Operations Plan was developed to prepare for and respond to emergencies.[164]

Marin Countywide Plan

The Marin Countywide Plan dictates that all major development projects must address and minimize the impact of construction-related traffic through mandatory, site-specific planning before breaking ground. The County often requires development and implementation of construction traffic control plans. The Countywide Plan also includes policies that require construction activities maintain safe and continuous emergency vehicle access. Policy DES-5.1 in the Marin Countywide Plan, 2007, calls for ensuring that roadways, parking areas, and pedestrian and bike movement are functionally appropriate to the areas they serve, and Policy TR-2.2 calls for new development to provide trails or roadways and paths for use by bicycles and/or on-street bicycle and pedestrian facilities.

CEQA Context

Effective January 01, 2020, CEQA documents are required to utilize the vehicle miles traveled (VMT) methodology to analyze transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Automobile delay, represented by level of service (LOS) analysis, does not constitute a significant effect on the environment though it can still be utilized as an augment to the required VMT analysis. Other considerations include conflict with programs, plans, ordinances, or policies that address circulation systems including transit roadway, bicycle, and pedestrian facilities; an increase in hazards due to road geometry or project design features; and inadequate emergency access.

a) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
No Impact

A review of the applicable policies the County of Marin and TAM indicate that there are no policies with which the proposed project would conflict. The Marin Countywide Plan and Marin County's Congestion Management Program contain policies to encourage non-vehicle modes of travel, and the proposed project would be consistent with these plans. Marin Countywide Plan Policy DES-5.1 to ensure streetscape compatibility ensures roadways, parking areas, and pedestrian and bike

[163] Transportation Authority of Marin. 2021. 2021 Congestion Management Program Final Draft Report. September. https://www.tam.ca.gov/wp-content/uploads/2021/10/036-051_Final-Draft-2021-Marin-County-CMP.pdf

[164] County of Marin. 2026. Operational Area Emergency Operations Plan

movement are functionally and aesthetically appropriate to the areas they serve.[165] Given the rural nature of the project area and surrounding area, there are no existing facilities for pedestrians beyond the proposed project elements connecting the parking lot to proposed facility enhancements. The Marin County Unincorporated Area Bicycle and Pedestrian Master Plan identifies North San Pedro Road as an existing Class III bike route, indicating that the segment to the west of the proposed project site is planned to have Class II bicycle lanes in the future.[166] Bicycles currently share the road with auto traffic. No transit facilities are located within the vicinity of the project area, and the proposed project would not alter existing conditions where the existing driveway connects to North San Pedro Road. The proposed project is not anticipated to generate pedestrian or bicycle demand external to the project site due to its primary usage as a boat launch facility. For these reasons, implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

b) Would the Project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact

CEQA Guidelines Section 15064.3, subdivision (b) describes the criteria for analyzing transportation impacts associated with the proposed project's projected increase in VMT. This refers to the amount and distance of automobile travel attributable to a project. A recommended approach for determining the significance of VMT impacts is outlined by the California Office of Planning and Research (OPR) in its publication *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). OPR suggests VMT significance thresholds for several land use types, indicating jurisdictions may develop their own thresholds for additional land use types. W-Trans evaluated the proposed project under OPR's recommended VMT thresholds as Marin County has not adopted VMT significance thresholds. Screening criteria in the OPR's Technical Advisory includes screening criteria that may serve as a method to determine a project would have a less than significant impact on VMT. The proposed project falls under the screening criteria for small projects, generating fewer than 110 new vehicle trips per day. The W-Trans traffic study estimated existing VMT trip generation levels for Buck's Landing using standard rates published by the institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 12th edition, 2025.*[167] Using rates established for "Public Parks" and an approximate park size of three acres, the study estimated an average of nine trips on weekdays and 23 trips on Saturdays under existing conditions. The proposed project would include upgrades to an existing recreational facility and is expected to reflect use consistent with prior conditions, resulting in no increase to existing daily vehicle trips generated. The proposed project would convert one parking space in the existing parking lot near the pier to an accessible space. The proposed project would not include elements such as active recreation areas that could potentially increase trip generation levels. For these reasons, implementation of the proposed project is not expected to result in an increase of VMT, public transit, or non-motorized travel.

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[165] County of Marin. 2023. Op. Cit.

[166] Marin County. 2018. Unincorporated Area Bicycle and Pedestrian Master Plan. https://publicworks.marincounty.gov/documents/mc-unincorporated-bicycle-pedestrian-plan-2018/

[167] Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory. California Governor's Office of Planning and Research. 2018.

The level and types of recreational use of the project area after implementation of the proposed project are expected to remain essentially the same as existing use patterns. The proposed project would not increase the number of visitors at the site at any one time, and the visitation depends on available parking, and implementation of the proposed project is not expected to result in an increase in non-motorized travel. For these reasons, implementation of the proposed project would result in no impact associated with a conflict or inconsistency with CEQA Guidelines Section 15064.3, subdivision (b).

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
Less than Significant Impact with Mitigation

Implementation of the proposed project would not include any modifications to public roadways and would improve the existing parking and dock facilities at Buck's Landing. The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue near the project area. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports, and during the 10-year period of October 1, 2015, through September 30, 2025. There was one reported collision approximately 0.2 miles to the west of the project area and one 0.25 miles to the east. Both crashes involved solo drivers running off the road, which may be attributable to the road's winding alignment. There were no collisions near or related to the driveway leading to the project area.

W-Trans evaluated the sight distance at the proposed project driveway to analyze potential hazards with regard to sharp curves and dangerous intersections. Evaluation was conducted using criteria contained in Caltrans' *Highway Design Manual* (HDM). Parameters include recommended distances and visibility conditions between intersections, streets, driveways, and corners, that vary based on vehicle speed and whether the vehicle will be crossing traffic. Vehicle speeds were collected and analyzed during traffic volume surveys, reporting the 85th percentile speed at 24 mph in the eastbound direction and 25 mph in the westbound direction. Based on HDM parameters, corner site distance looking toward the east should reach 234 feet, and 265 feet looking to the west. Field measurements indicate sight distance to the east is 212 feet and 222 feet to the west.

Further consideration was given to potential for the proposed project to cause a safety impact related to sight-distance constraints. The publication *Guidelines for Geometric Design of Low-Volume Roads, Second Edition,* American Association of State Highway and Transportation Officials (AASHTO), 2019, provides guidance for roadways of 2,000 daily vehicles or less. North San Pedro Road has daily volumes of 850 to 870 vehicles near the project area and would fall within the range for guidelines applying to low-volume roads. The publication states existing intersection improvements on low-volume roads may retain sight distance conditions unless there is evidence of a site-specific crash pattern related to intersection sight distance[168]. As previously noted, no reported collisions have occurred in the past ten years within the vicinity of the project driveway. Given the AASHTO guidance for low-volume roadways, lack of proposed changes to the driveway intersection with North San

[168] American Association of State Highway and Transportation Officials (AASHTO). 2019. Guidelines for Geometric Design of Low-Volume Roads, Second Edition.

Pedro Road, expectation that the proposed project would not increase vehicle turning maneuvers into or out of the driveway, and lack of demonstrated safety concerns, it is expected that the proposed project would not adversely affect safety.

The Caltrans Highway Design Manual also includes recommended parameters for stopping sight distance, which pertains to advancing drivers being able to see stopped vehicles or obstacles on the roadway ahead. The recommended stopping sight distance for 25 mph speeds is 150 feet. This parameter would be met in both directions of travel on North San Pedro Road at the proposed project driveway. W-Trans suggested vegetation trimming at the corner of North San Pedro Road and the proposed project driveway to increase the sight lines and to post a sign to prohibit parking on the shoulder of North San Pedro Road during construction. Vegetation trimming and "no parking" signage was added to the Project Description and would be completed as part of the project. Vegetation trimming would increase the site distance on North San Pedro at the proposed project access driveway and posting a "No Parking" sign during construction would provide the necessary sight distance for safe access. For these reasons, the impact would be less than significant.

d) Would the Project result in inadequate emergency access?
Less than Significant Impact

Emergency access vehicles would be able to access the project area via North San Pedro Road and the project driveway. The proposed project would not include changes to North San Pedro Road or driveway access and is not expected to increase traffic volumes. Emergency vehicle response times are expected to be unaffected by implementation of the proposed project. For these reasons, the proposed project is expected to have a less than significant impact on emergency access.

TRIBAL CULTURAL RESOURCES

Table 20: Tribal Cultural Resources Checklist Questions

	Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?	☐	☒	☐	☐
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Setting

Assembly Bill 52 (AB 52) is a CEQA amendment approved September 24, 2014, provides California Native American tribes on the Native American Heritage commission (NAHC) list the right to consult with a CEQA lead agency prior to the release of a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report for a project if they have requested AB 52 consultation. AB 52 also established the Tribal Cultural Resources section of the CEQA Checklist, requires CEQA lead agencies to consider tribal cultural values when assessing project impacts and mitigation, and requires formal notice to tribes who request it and meaningful consultation. AB 52 specifies that a project that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requests in writing to the lead agency, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Consultation is defined as the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall

also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance.

Public Resources Code (PRC) Section 21074 defines tribal cultural resources as either of the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    - Included or determined to be eligible for inclusion in the CA Register of Historic Resources.
    - Included in a local register of historical resources as defined in PRC Section 5020.1(k).[169]
    - A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c).[170] In applying the criteria set forth in PRC Section 5024.1(c), for the purposes of this paragraph, the Lead Agency shall consider the significance of the resource to a California Native American tribe.
    - A cultural landscape that meets the above criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of size and scope of the landscape.
    - A historical resource described in PRC Section 21084.1, [171] a unique archaeological resource described in PRC Section 21083.2(g),[172] or a non-unique archaeological resource as defined in PRC 21083.2(h)[173] if it conforms with the criteria of subdivision (a).

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[169] Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

[170] A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

[171] A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

[172] As used in this section, "nonunique archaeological resource" means an archaeological artifact, object, or site which does not meet the criteria in subdivision (g). A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects.

[173] As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those

While CEQA evaluates potential impacts on a physical aspect, tribal cultural resources can also include intangible attributes such as their association with historical events, oral history, customs, and traditions. Both tangible and intangible should be considered, evaluated, and managed together.

Regulatory Setting

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

Native American Heritage Commission

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001 (NAGPRA)

Codified in the California Health and Safety Code Sections 8010–8030, the California NAGPRA is consistent with the federal NAGPRA. Intended to “provide a seamless and consistent state policy to ensure that all California Indian human remains and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Marin Countywide Plan

Marin County protects tribal resources through specific policies and consultation procedures integrated into the Marin Countywide Plan. Marin County complies with AB 52 and SB 18, requiring formal notification and early consultation with California Native American tribes, such as the Federated Indians of Graton Rancheria (FIGR), during the CEQA processes. The Countywide Plan

resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

includes Policy HAR-1.1 Preserve Historical and Archaeological Resources, which would require archaeological surveys to identify archaeological and historical resources within proposed project areas.

Assembly Bill 52

The requirements specified in AB 52 are discussed in the setting section above. MCP met the consultation requirements as discussed in the AB 52 Consultation Section below.

AB 52 Consultation

AB 52 consultation for the proposed project is discussed in the Cultural Resources Section of this document. MCP completed Native American tribal outreach and invited both the Federated Indians of Graton Rancheria (FIGR) and the Guidiville Rancheria of California (GRC) to consult about the proposed project. FIGR requested formal consultation, and the Tribe provided a tribal monitor to participate in the cultural resource evaluation completed on April 14, 2026. GRC did not request consultation. Although FIGR has not responded to the two requests to set a meeting date to further consult on the proposed project, MCP would continue to consult with the Tribe throughout implementation of the proposed project. The additional consultation would include advance notification of ground-disturbing activities so that a tribal monitor could be provided if FIGR desires to do so, notification of any cultural resources or human remains inadvertently discovered during project implementation, and implementation of recommendations from FIGR regarding treatment of tribal cultural resources or human remains inadvertently discovered during project implementation.

Studies

Cultural and Historical Resources Study

ALTA Archaeological Consulting (ALTA) completed an *Archaeological Study Report* (ASR) for the proposed project.[174] It included a cultural resources literature search completed at the Northwest Information Center of the California Historical Resources Information System (CHRIS) on March 24, 2026, an initial Native American Consultation with the NAHC, and an archaeological survey of the project area. A review of the Sacred Lands file for information on Native Americal cultural resources and a request for a list of Native American contacts in the area was submitted to the NAHC on March 18, 2026, with a response received on March 26, 2026. A search of the Sacred Lands File returned a negative result. A Tribal monitor of FIGR participated in the archaeological survey on April 14, 2026, during which the monitor reviewed geotechnical borings and walked the project area with an archaeologist from ALTA. The survey entailed a cultural resources inventory of the Area of Potential Effect (APE), approximately 0.2 acres. Archaeological monitoring of geocoring excavation was conducted on the same day. Ground surface visibility was generally fair due to exposed terrain and fairly sparse low-growing vegetation. Exposed mineral soils were inspected for evidence of cultural materials, and monitoring of geocoring activity was conducted to identify buried cultural deposits.

No cultural resources were found within the study area. Therefore, no resource-specific recommendations were included in the ASR. The ASR includes a description of the process to follow should buried or previously unrecognized archaeological deposits or materials be inadvertently exposed during any construction activity. It recommends work in the immediate area of the find be halted until a qualified archeologist can evaluate the finds and provide recommendations for further

[174] ALTA Archaeological Consulting. Op. Cit.

treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.

CEQA Context

A project would normally result in a significant impact to tribal cultural resources if it would adversely change the significance of a tribal cultural resource, including those identified by tribes.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less than Significant Impact with Mitigation

PRC Section 21074 defines tribal cultural resources and PRC Section 5020.1(k) defines the local register of historic resources, both of which are included in the Setting section of this Tribal Cultural Resources section.

No cultural resources, artifacts, or historic resources/or properties that are listed on federal, state, or local inventories within or abutting the project area as confirmed during the Presence/Absence Testing completed by ALTA. MCP invited FIGR and GRC to consult on the proposed project pursuant to AB 52 but did not receive a response from GRC. FIGR responded via email requesting consultation under CEQA, and MCP met with the Tribal Historic Preservation Officer (THPO) on April 16, 2026.

The ALTA ASR found the proposed project would not cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Although no known or previously discovered cultural resources were discovered within the proposed project area, discovery of an unanticipated cultural resource or encountering Native American remains during construction could result in a significant impact. Implementation of Mitigation Measure CR-1: Cultural Resources Training, CR-2: Unanticipated Discovery of Cultural Resources and Mitigation Measure CR-3: Encountering Native American Remains, with the mitigation language described in the Cultural Resources section of this CEQA Checklist, would be implemented. Mitigation Measure CR-1 addresses the requirements and steps MCP would follow if a previously undiscovered resource is found during construction activities and Mitigation Measure CR-2 addresses the process required in the event a human skeleton is uncovered during construction. Therefore, implementation of the proposed project with the two mitigation measures would not result in a substantial adverse change in the significance of a tribal cultural resource cultural landscape listed or eligible for listing on the California Register of Historical Resources. Additionally, MCP would directly notify FIGR of any inadvertent discovery of cultural or historical resources, human remains, and/or tribal cultural resources.

For these reasons, implementation of the proposed project, with implementation of proposed mitigation measures CR-1, CR-2, and CR-3 included in the Cultural Resources section, would result in a less than significant impact associated with a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074.

b) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.
Less than Significant Impact

PRC Section 21074 defines tribal cultural resources, and PRC Section 5024.1(c) defines the criteria used to determine if a resource can be considered for listing on the California Register of Historical Resources, both of which are included in the Setting section of this Tribal Cultural Resources section.

On February 17, 2026, a request was sent to the State of California's NAHC by MCP seeking information from the Sacred Lands File and the names of Native American individuals and groups. The results of the Sacred Lands File were received on February 23, 2026, and reported a negative result for the project area. Through letters dated February 25, 2026, MCP staff provided notification of the proposed project to FIGR and GRC. The consultation letters notified tribes of the proposed project and informed them that Alta Archeological Consulting would be conducting a cultural and historical resources survey of the study area. Of the tribes contacted, MCP received requests to consult from FIGR.

In an email dated March 25, 2026, FIGR acknowledged receipt of the notification and requested a formal consultation and that a representative be present during the scheduled fieldwork on April 14, 2026. A representative of FIGR was present for the fieldwork on that date. MCP provided FIGR with potential dates for a consultation on April 1, 2026, with no response from the tribe. MCP followed up to schedule a consultation on September 2, 2026. A MCP provided the finalized cultural resources study to both FIGR September 8, 2026.

MCP will continue to consult with FIGR throughout implementation of the proposed project, which would include advance notification of ground-disturbing activities so that a tribal monitor could be provided if FIGR desires to do so, notification of any cultural resources or human remains inadvertently discovered during project implementation, and implementation of recommendations from FIGR regarding treatment of cultural resources or human remains inadvertently discovered during project implementation. For the reasons implementation of the proposed project would result in a less than significant impact associated with a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is resource

determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

The MCP would directly notify FIGR of any inadvertent discovery of cultural or historical resources, human remains, and/or tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Table 21: Utilities and Service Systems Checklist Questions

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Setting

The proposed project is located at Buck's Landing, which is a 37-acre property located on the south bank of Gallinas Creek east of Santa Venetia. MCP owns and manages Buck's Landing for watercraft public access to Gallinas Creek and San Pablo Bay. Marin County purchased the property in phases in 2020 and 2023 to maintain public access to Gallinas Creek for visitors and local residents. The site had been privately owned for about 70 years, and it included a roadside bar, a brickyard, and a boat storage facility.

Water is supplied to the property by municipal service from Marin County. The Buck's Landing Phase I ESA notes the presence of a septic system on the site near the main building.[175] The septic system is outside the proposed project area. PG&E provides electricity to the site via overhead lines and natural gas via underground utility piping. EBA did not identify any other aboveground or underground

[175] EBA Engineering. 2019. Op. Cit.

utilities.[176] Large transmission towers are present on the northeastern portion of the project site, which cross San Pablo Bay.

CEQA Context

A project would normally result in a significant impact on utilities and service systems if it would exceed or conflict with existing standards, service capacities, and/or entitlements. Potentially significant impacts on utilities and service systems have been evaluated by determining new or altered services that would be required to implement the proposed project.

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

No Impact

The proposed project consists of demolition of the existing dilapidated pier and boat dock, replacement with a new pier and boat dock, and installation of an accessible parking stall and an accessible walkway. Implementation of the proposed project would require site preparation activities in the existing parking lot including minor grading for preparation of the area at the new accessible parking stall and along the walkway through the parking lot; however, implementation of the proposed project would not require relocation, construction, or expansion of any utility or public service facility as the existing utilities are not located within the project footprint, and the proposed project does not include installation of new utilities. For these reasons, implementation of the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects. No impact would occur.

b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact

Implementation of the proposed project may require water be imported by tank trucks during construction for dust control or for concrete work. Visitor use of the replaced pier and dock, existing portable restroom and picnic tables would not require regular and on-going water supply. Implementation of the proposed project would not create new demands for water supply and would not include or require any drinking fountains, irrigation, or water facilities. For these reasons, implementation of the proposed project would result in no impact associated with the sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

c) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact

[176] ibid

There is a portable restroom present at Buck's Landing. There are no water facilities available at Buck's Landing, and none are included in the proposed project. Implementation of the proposed project does not include new restrooms that would increase projected demand for wastewater treatment. For these reasons, implementation of the proposed project would result in no impact associated with adequate wastewater treatment capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact

Implementation of the proposed project would generate solid waste from the demolition of the existing wooden pier, gangway, and dock. The estimated quantity of solid waste is approximately 566 cubic feet or about 21 cubic yards. The material would be trucked off-site to the Redwood Landfill, located in Novato, or to another approved disposal site. Redwood Landfill is permitted to receive 2,310 tons per day of waste material and has a design capacity of 26.1 million cubic yards.[177] The volume of construction-related solid waste would not affect landfill capacity. Implementation of the proposed project would comply with applicable county, state, and federal regulations regarding solid waste disposal. For these reasons, implementation of the proposed project would result in no impact associated with generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact

As discussed in item (d), implementation of the proposed project would generate solid waste, primarily associated with demolition of the pier and dock, which would be removed to the Redwood Landfill, located in Novato. The anticipated volume of construction-related solid waste is 566 cubic feet, or 21 cubic yards, and would not affect landfill capacity. Implementation of the proposed project would comply with applicable county, state, and federal regulations regarding solid waste disposal. For these reasons, implementation of the proposed project would result in no impact associated with compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

[177] Waste Management. 2026. https://www.wm.com/us/en/facilities/redwood-landfill-and-recycling-center/about-us. Accessed July 2026.

WILDFIRE

Table 22: Wildfire Checklist Questions

	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Setting

The industry standard for wildfire risk is based on two zones: Wildland Urban Interface (WUI) and Fire Hazard Severity Zones (FHSZ). The Public Resources Code 4201-4204 directs the California Department of Forestry and Fire Protection (CalFire) to map fire hazard within State Responsibility Areas (SRA) based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as FHSZ, classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone. CalFire has mapped areas of high wildfire hazards throughout California, including Marin County. Under the authority of Government Code 51175-89, CalFire makes recommendations of Very High Fire Hazard Severity Zones in Local Responsibility Areas (LRA) based on the same hazard model used for the State Responsibility Area (SRA) for areas that meet the criteria for the Very High classification. Upon adoption by local ordinance, these areas confer on similar fire safety regulations as those required in SRA FHSZ zones.

The proposed project area is mapped in the Local Responsibility Area with a moderate fire severity hazard rating.[178] Buck's Landing is not located within the WUI zone as indicated in the County of Marin Community Wildfire Protection Plan (CWPP).[179] The neighborhood adjacent to the project area is designated as a wildland urban interface area.

Regulatory Setting

Marin Wildfire Prevention Authority, Community Wildfire Protection Plan Update (CWPP)

Marin County implements fire prevention procedures to reduce the likelihood of maintenance or construction activities igniting fuels and to reduce the likelihood of fire spread in the unlikely event of an ignition. These procedures are modeled after 2025 California Wildland-Urban Interface Code, Title 24, Part 27 and include general requirements to support vegetation removal, access restrictions and ignition source control.[180]

The Marin County CWPP provides a science-based assessment of wildfire hazards and threats to homes in the WUI of Marin County, California.[181] The Marin CWPP was published in 2016 and updated in 2020. It is being updated in 2026. This Marin CWPP was developed through a collaborative process involving Fire Safe Marin, Marin County fire agencies, county officials, county, state, and federal land management agencies, and community members. The purpose of the CWPP is to provide fire agencies, land managers, and other stakeholders in Marin County with guidance and strategies to reduce fire hazards and the risk of catastrophic wildfires in the WUI, while promoting the protection and enhancement of the county's economic assets and ecological resources.

CEQA Context

A project would normally result in a significant impact on wildfire if it is located in or near state responsibility areas or lands classified as a very high fire hazard severity zone and would increase wildfire risk, increase air pollution concentration from wildfire due to topographic features or prevailing winds, increase risk to people or structures form post-wildfire flooding or landslides, or conflict with an adopted emergency response plan or emergency evacuation plan.

a) Would the Project impair an adopted emergency response plan or emergency evacuation plan?

No Impact

The proposed project area is located within an adopted emergency response plan area and has an emergency evacuation plan through Fire Safe Marin. The neighborhood is Zone SNR E572 on the Fire Safe Marin evacuation map.[182] Buck's Landing and adjacent areas are directed to evacuate

[178] CA State Geoportal Fire Hazard Severity Zone Viewer. https://gis.data.cnra.ca.gov/apps/CALFIRE-Forestry::fire-hazard-severity-zone-viewer/explore. Accessed July 22, 2026.

[179] Urban Wildland Interface & Evacuation Routes. https://marincounty.maps.arcgis.com/apps/webappviewer/index.html?id=688f506cfb144067826bb35a062b0f0a . Accessed July 22, 2026.

[180] ICC Digital Codes, 2025 California Wildland-Urban Interface Code, Title 24, Part 7, Appendix A: General Requirements. https://codes.iccsafe.org/content/CAWUIC2025P1/appendix-a-general-requirements

[181] Fire Safe Marin. 2020. Marin Community Wildfire Protection Plan. December. https://firesafemarin.org/wp-content/uploads/CWPP_2020_Final.pdf

[182] Fire Safe Marin. SNR E572 Know your way out. https://storage.googleapis.com/proudcity/sanrafaelca/2026/04/21eb0e5e-snr-e572.pdf. Accessed July 2026.

utilizing North San Pedro Road toward Highway 101. Construction of the proposed project would not require closure of any public roadways, and the boat launch facilities would be closed for the duration of the construction permit. Emergency vehicle and park ranger access would remain open to the existing parking lot in the proposed project area during construction. Operation of the new pier and boat dock would not involve roadway closures of any kind. For these reasons, implementation of the proposed project would result in no impact associated with impairment an adopted emergency response plan or emergency evacuation plan.

Figure Hazards-1 shows the Fire Safe Marin Evacuation Route for Buck's Landing and surrounding neighborhoods.

b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
Less than Significant Impact

Implementation of the proposed project would not exacerbate wildfire risks in the area. The dock system would continue to be utilized for outdoor recreation. No structures or amenities would be developed that could potentially exacerbate wildfire risks and implementation of the proposed project is not expected to result in a significant visitation increase. For these reasons, implementation of the proposed project would result in a less than significant impact associated with exacerbation of wildfire risks that would thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
No Impact

The proposed project includes the addition of an accessible parking stall and an accessible concrete walkway connecting the existing parking area to the proposed dock system improvements. Minimal grading would be required to connect the 4- to 5-foot path to the proposed pier and dock. There are no water sources, power lines or other utilities within the project area and none are proposed as part of the proposed project. The proposed project does not include any structures or other facilities that would be flammable or otherwise increase the wildfire risk. Implementation of the proposed project would not increase emergency response demands. For these reasons, implementation of the proposed project would result in no impact associated with the installation or maintenance of associated infrastructure, such as roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact

As described in the Hydrology and Water Quality section of this CEQA Checklist, implementation of the proposed project would not adversely affect the flow of drainage within the project area or result in other drainage changes. The proposed project does not include any structures or other facilities that would be at risk due to post-fire slope instability. Use of the project area would be similar to existing conditions and would not result in increased wildfire risk. For these reasons, implementation of the proposed project would result in no impact associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

MANDATORY FINDINGS OF SIGNIFICANCE

Table 23: Mandatory Findings of Significance Checklist Questions

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past, current, and probable future projects.)?	☐	☒	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation

The proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat for fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a special-status plant or animal, or eliminate important examples of major periods of California history or prehistory.

Potentially significant construction-related impacts on special-status species would be reduced to less than significant levels with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4. These measures would protect special-status plants and wildlife during the proposed construction

activities. The mitigation measures would address special-status plants through surveys and avoidance measures; protect salt-marsh harvest mouse and Suisun shrew through requirements to relocate individuals out of harm's way during construction and preventing mice or shrew from re-entering the work site through use of exclusion fencing; prevent the spread of invasive species through contractor requirements and monitoring; and protect wetlands through use of exclusion fencing or other avoidance means such as use of crane mats to protect wetland plants. Potentially significant construction-related impacts on cultural resources would be reduced the less than significant levels if previously undiscovered resources are uncovered during construction. Mitigation Measures CR-1, CR-2 and CR-3 provide the processes to follow should an unanticipated cultural resource or human remains are uncovered.

California Ridgway's and California black rails would be protected through work period restrictions designed to avoid work during critical nesting periods for the species as discussed in the Project Description. Green sturgeon would be protected through use of turbidity curtains and other water quality BMPs and through the use of drilling methods for installation of in-water piles and through pile installation during low tide, to create underwater noise lower than levels that adversely affect fish.

For these reasons, with the protection measures included in the Project Description and the mitigation measures identified in this document, implementation of the proposed project would result in a less than significant impacts associated with the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past, current, and probable future projects.)

Less than Significant

The proposed project would remove a dilapidated existing wooden pier and dock and install a new pier and dock to provide sustainable and reliable public access to Gallinas Creek and San Pablo Bay. The new dock would be in the same location, but the pier would be longer to provide access to Gallinas Creek at all tide levels. The pier would be extended to provide access through the entire tide cycle and restrict visitors from walking through sensitive mudflat habitat to launch non-motorized vessels during low tide times. The impacts of the proposed project would all be construction-period, short-term impacts. Active construction is estimated at two months with the decommissioning, pier and dock construction, and accessible walkway construction.

There are several potential future projects located in, along, or adjacent to the Gallinas Creek near the project area. Several projects that do involve work in the creek or the surrounding marsh: upgrading of an existing outlet pipe at Santa Venetia Pump Station No. 2 located 1 mile west; abandonment of a pipe at Pump Station No. 5, located just over a mile west; upgrade of an outfall pipe and other improvements at Pump Station No. 4 located a half mile west; McInnis Marsh Beneficial Dredge Sediment Reuse and Tidal Wetlands Restoration, located north and across

Gallinas Creek; which would include dredging of South Fork Gallinas Creek, immediately upstream. None of these projects has a known implementation schedule at this time, most are still in the planning or early design stage.

Marin County Water Conservation and Flood Control District (District) is proposing to construct a sheet pile floodwall along the top of the existing earthen levee from #55 Meadow Drive near the western edge of the Santa Venetia Marsh Preserve to Pump Station 5 just east of 825 Vendola Drive to provide protection for the Santa Venetia neighborhood from the 100-year flood. The total length of the floodwall would be about 7,800 feet and the maximum width would be about 14 inches. Implementation will occur in phases, and construction will take place within the May to October work window. The CEQA Initial Study and Mitigated Negative Declaration are complete, and the potential significant environmental impacts were found to be reduced to less than significant levels and no significant and unavoidable impacts were determined.

All of the projects in the area would involve some level of disturbance of the creek and/or the disturbance within tidal marsh. Each have the potential for impacts on biological resources, hydrology, and water quality and some include the establishment of “work windows” to avoid breeding and nesting season for special status species or they include mitigation measures that require protocol-level surveys and establishment of appropriate buffers to avoid impacts when working within marsh habitat.

The proposed project’s impacts in all resource areas are determined to be less than significant or would be reduced to less than significant levels within incorporation of the mitigation measures identified in the analyses. In accordance with CEQA Guidelines Section 15130(a), because the proposed project would not result in a significant standalone impact on any resource, and because its localized incremental contribution would not be cumulatively considerable when viewed in conjunction with other past, present, or foreseeable future projects in the Gallinas Creek and surround marshland areas, the proposed project’s contribution to cumulative impacts is less than significant. For these reasons, implementation of the proposed project would not result in impacts that are individually limited, but cumulatively considerable.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact

The proposed project would not cause substantial adverse effects on human beings. The proposed project construction could result in short-term construction-related impacts. The proposed project could have potentially significant impacts on biological resources, cultural and tribal resources, and transportation. Mitigation measures have been identified to reduce these potential impacts to less than significant levels. Construction-period Best Management Practices are also included in the Project Description to ensure compliance with California laws and Marin County policies and regulations associated with stormwater runoff, construction noise, and air quality requirements. All other temporary impacts discussed would be less than significant without mitigation. For these reasons, implementation of the proposed project would result in less than significant environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

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