AECOM
300 Lakeside Drive
Suite 400
Oakland, CA 94612
aecom.com

To:
Larry E. Bonner, Office Chief,
Office of Environmental Analysis
California Department of Transportation, District 4

cc:
Christoper Pincetich, Branch Chief,
North Counties, Office of Environmental Analysis,
California Department of Transportation, District 4

Inho Kim, Project Manager,
Division of Project Management–North (Marin),
California Department of Transportation, District 4

Project name:
Marin City Second Culvert Project

Project ref:
EA 04-2Y050 / 0423000061

From:
Michael Kay, Environmental Project Manager

Date:
May 28, 2025

Section 4(f) Evaluation Technical Memorandum

Introduction

The California Department of Transportation (Caltrans) proposes to make culvert improvements on U.S. Highway 101 (US 101) in the community of Marin City and unincorporated Marin County, California. The Marin City Second Culvert Project (Project) would construct a new drainage system to convey stormwater from west of US 101 to Richardson Bay in Marin City. The Project would also replace damaged storm drain pipes in the US 101/Donahue Street interchange area and repair uneven pavement on US 101 within the Project area. The Project area is along US 101 from Post Mile (PM) 3.3 to 3.7 and on Donahue Street adjacent to the US 101 southbound on- and off-ramps (see Figures 1 and 2).

AECOM has prepared this Section 4(f) Evaluation Technical Memorandum in support of the Project. This memorandum provides documentation to support determinations required to comply with the provisions of 23 United States Code (USC) 138 and 49 USC 303, hereafter referred to as Section 4(f).

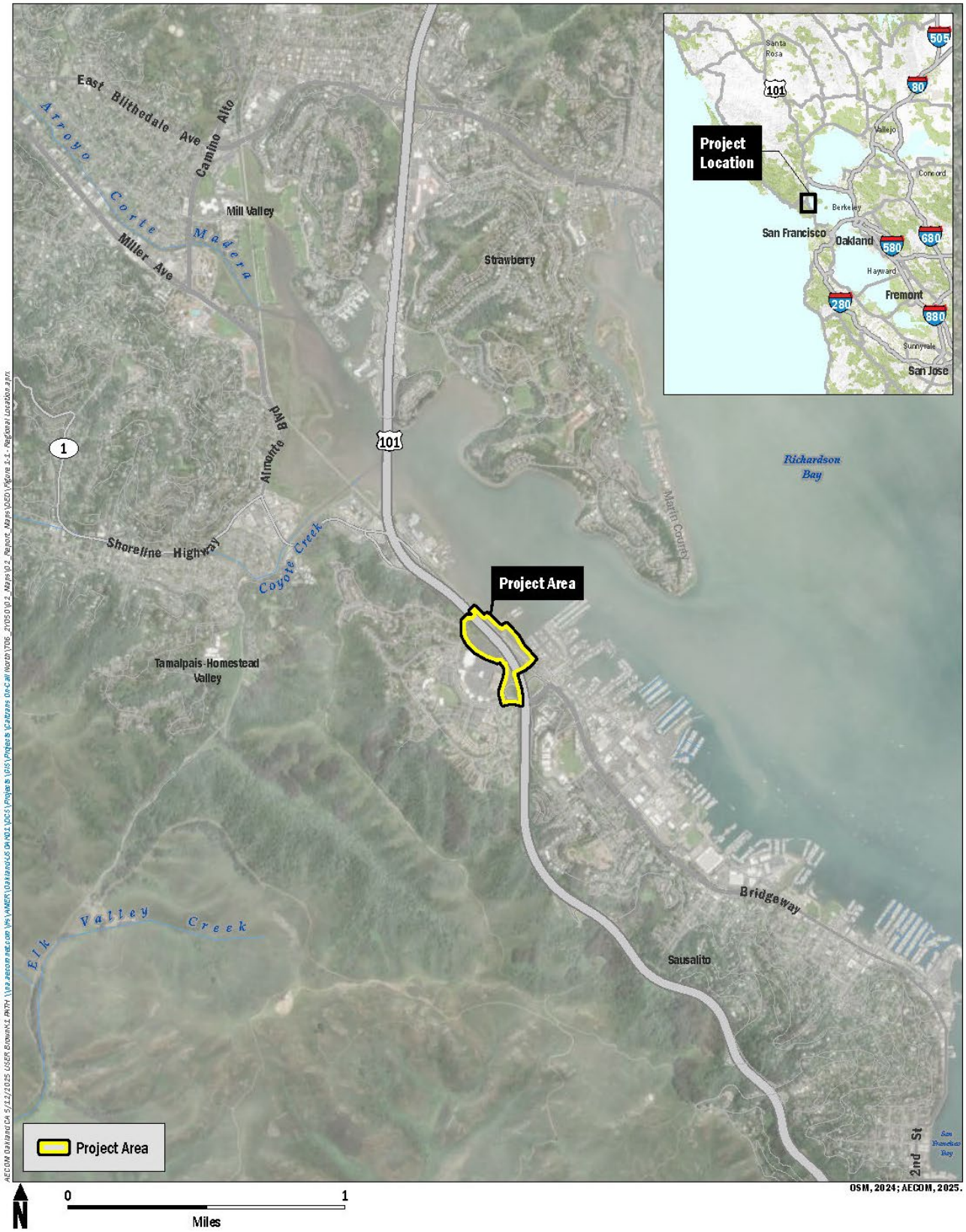

Figure 1. Regional Location

Figure 2. Project Location

Section 4(f) Overview

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside, and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project “requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires coordination with the United States (US) Department of the Interior, and as appropriate, the involved offices of the US Department of Agriculture and the US Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Use of a Section 4(f) Property

Permanent Use

In general, a Section 4(f) "use" occurs when:

- Section 4(f) land is permanently incorporated into a transportation facility (permanent acquisition or permanent easement);
- There is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes as determined by specified criteria (23 Code of Federal Regulations [CFR] 774.13[d]); or
- Section 4(f) land is not incorporated into the transportation project, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use) (23 CFR 774.15[a]).

Temporary Occupancy

A temporary occupancy of a Section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. A temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (e.g., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical impacts on the protected resource or temporary or permanent interference with activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as existed before project construction.
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate the property of a protected resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access, ecological) that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made after taking the following steps:

- Identifying the current activities, features, or attributes of the resource that may be sensitive to proximity impacts.
- Analyzing the potential proximity impacts on the resource.
- Consulting with the appropriate officials having jurisdiction over the resource.

It is important to note that erecting a structure over a Section 4(f) property, and thus requiring an air lease, does not, by itself, constitute a use, unless the effect constitutes a constructive use. Further, an indirect adverse effect under Section 106 of the National Historic Preservation Act (NHPA) to a historic property does not in and of itself result in a constructive use.

De Minimis Impact

A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation, and enhancement measures, results in no adverse effect to the activities, features, or attributes that qualify a park, recreation area, or refuge for protection under Section 4(f). According to 49 USC 303(d), the following criteria must be met to reach a *de minimis* impact determination:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination may be made if Caltrans concludes the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination there must be:
  - Public notice and opportunity for public review and comment, and
  - Concurrence on the effect finding received from the official(s) with jurisdiction over the property.
- For a historic site, a *de minimis* impact determination may be made if, in accordance with the Section 106 process of the NHPA, Caltrans determines that the transportation program or project will have no effect or no adverse effect on historic properties, the official(s) with jurisdiction over the property (e.g., the SHPO) have provided written concurrence on the determination, and

Caltrans has taken into account the views of consulting parties to the Section 106 process, as required by 36 CFR Part 800.

Section 4(f) and Section 106

The consideration of historic sites under Section 4(f) differs from their consideration under Section 106 of the NHPA. The results of the Section 106 process produces a list of historic properties determined to be eligible or listed for inclusion in the National Register of Historic Places (NRHP), and the potential impacts that the proposed project would have on those properties. The historic properties identified through the Section 106 process are then considered in the Section 4(f) evaluation as historic sites. One key difference between the two regulations and processes is that Section 106 requires a consultation process between the federal agency and the SHPO to identify historic properties, evaluate effects, and then consult on ways to avoid, minimize, or mitigate those effects. The Section 4(f) process requires federal agencies to avoid the use of historic sites (which corresponds to the term "historic properties" under Section 106) unless there is no prudent or feasible alternative, and if no prudent and feasible alternative exists, then include all possible planning in the project to minimize harm.

Section 4(f) applies only to programs and projects undertaken by the US Department of Transportation, and only to publicly owned parks, recreation areas, and wildlife refuges, and to historic sites, whether publicly or privately owned. Historic sites are generally those listed on or eligible for the NRHP. For protected historic sites, Section 4(f) is triggered when:

- land from a historic site is permanently incorporated into a transportation facility;
- the project temporarily occupies land from the historic site in a manner that results in adverse impacts to the qualities that made the historic site eligible for the NRHP; or
- no land from a historic site is permanently incorporated into the project, but "proximity impacts" to the historic site are so severe that the qualities that made the historic site eligible for the NRHP are substantially impaired. This is referred to as a "constructive use."

Section 106 is an element of a separate federal statute, the NHPA, that requires any federal agency undertaking a federal project (either by funding or approval) to consider the effects of their project on cultural resources on or eligible for the NRHP, thereby making them "historic properties." Section 106 addresses direct and indirect "effects" of a project on historic properties. Section 106 evaluates "effects" on a historic property, while Section 4(f) protects a historic site from "use" by a project. Even though there may be an adverse effect under Section 106 because of the effects on the historic property, the provisions of Section 4(f) are not triggered unless the project results in an "actual use" (permanent or certain temporary occupancies of land) or a "constructive use" (substantial impairment of the features or attributes that qualified the site for the NRHP) on the historic site.

Most importantly, except in the case of *de minimis* uses, Section 4(f) requires avoidance of a historic site unless there is no feasible and prudent alternative, and if avoidance is not feasible and prudent, requires "all possible planning" to minimize harm to the historic site. This means that all reasonable measures identified to minimize harm or mitigate for adverse effects must be included in the project (23 CFR 774.117). Section 106 does not include a specific requirement for avoidance or minimization of harm, but a Section 106 consultation agreement—a Memorandum of Agreement (MOA)—often involves extensive mitigation activities when adverse effects to historic properties cannot be avoided or minimized. The mitigation measures identified in the MOA are typically those used as the Section 4(f) measures to minimize harm.

Finally, Section 4(f) requires that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, the lead federal agency must choose the alternative that causes the "least overall harm" based on the criteria listed in 23 CFR 774.3(c), which requires a balancing of the following seven factors to determine which alternative causes the "least overall harm":

- Ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- Relative significance of each Section 4(f) property;
- Views of the official(s) with jurisdiction over each Section 4(f) property;
- Degree to which each alternative meets the Purpose and Need for the proposed project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives.

Purpose and Need

Purpose

The purpose of the Project is to reduce flooding and address damaged storm drain pipes in the vicinity of the US 101/Donahue Street interchange.

Need

The proposed Project is needed because drainage demands from the Marin City Pond and surrounding stormwater inflow, including the Phillips Drive drainage system, exceed the capacity of the existing 6-foot-by-4-foot reinforced concrete box (RCB) culvert under US 101 to discharge stormwater from Marin City to Richardson Bay. Continued flooding related to excess demands on the existing culvert, exacerbated by longer periods of inundation as sea levels rise and storm intensity, duration, and frequency increase, will result in additional damage to the drainage systems and US 101.

The US 101/Donahue Street interchange is the single roadway access route for Marin City. In the event of flooding or roadway damage, travel and emergency access can be delayed or disrupted. If no drainage capacity is added to reduce demand on the Marin City Pond and convey stormwater to Richardson Bay, drainage limitations in the pond will continue to contribute to flooding in the US 101/Donahue Street interchange area. Additionally, the storm drain pipes in the vicinity of the Donahue Street intersection with the US 101 southbound ramps are damaged, and over time the damage could lead to pipe collapse and result in roadway damage in the Donahue Street area. Flooding and roadway damage would result in traffic disruptions, safety hazards, damage to infrastructure, and economic consequences to the local community.

Description of Proposed Project

The proposed Project would include the following components:

- New Marin City second culvert and drainage connections
- Damaged storm drain replacements
- US 101 pavement repair

These components are described in more detail below and shown on Figures 3A and 3B.

New Marin City Second Culvert and Drainage Connections

With implementation of the proposed Project, stormwater currently conveyed from the Phillips Drive drainage system to the existing box culvert would be redirected to a new culvert (see Figure 3A). Removing the direct connection between the Phillips Drive drainage system and existing box culvert would reduce backflow to the Marin City Pond and reduce the occurrence of flooding. The new Marin City second culvert would have three sections, as described below from west to east:

- A new pipe culvert between the Phillips Drive drainage system and the western end of a new box culvert under US 101
- A new box culvert, which would be constructed under US 101 at PM 3.65
- A new pipe culvert between the eastern end of the box culvert and Richardson Bay

The 60-inch Phillips Drive pipe culvert that currently connects to the existing box culvert would be rerouted to connect with the new box culvert. The connection to the new box culvert would require the construction of approximately 100 linear feet of new 60-inch pipe between the existing Phillips Drive pipe culvert and the western terminus of the new box culvert, just north of the Marin City Pond. Approximately 18 linear feet of the existing Phillips Drive pipe culvert downstream of the proposed new box culvert connection would be removed, and approximately 225 feet of the existing Phillips Drive pipe culvert to the existing box culvert would be abandoned.

Similar to the existing box culvert at PM 3.60, the new box culvert would be approximately 6 feet wide by 4 feet high, approximately 195 feet long, and made of reinforced concrete in a rectangular (box) shape. As the Project area is underlain by soft Bay Mud, piles would be installed to support the new box culvert and prevent uneven foundation settlement beneath the culvert.

The new box culvert would discharge to Richardson Bay via a new 60-inch pipe culvert that would cross underneath the Mill Valley–Sausalito Pathway. A new endpoint of the pipe culvert (outfall), where the water would be discharged into Richardson Bay, would be constructed. A new headwall would be placed at the culvert outfall. The outfall to Richardson Bay would include a duckbill check valve, which is a system to prevent water in Richardson Bay from backflowing into the culvert when the heights of tides exceed the outfall elevation.

All three sections of the new Marin City second culvert would be constructed using the cut-and-cover method from west to east. In general, the cut-and-cover method involves excavating a trench, installing the new culvert in the trench, and backfilling the excavated area.

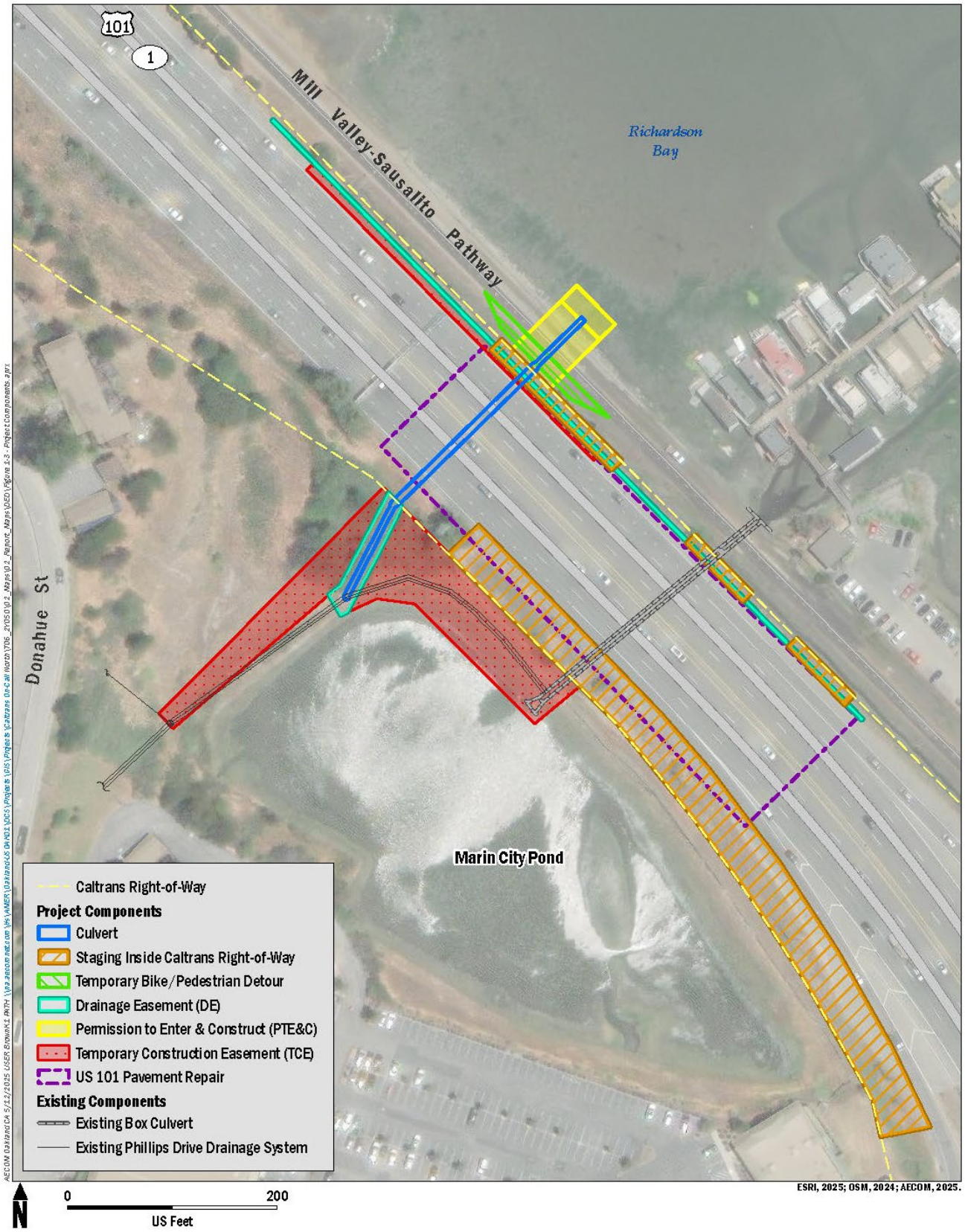

Figure 3A. Project Components (Map 1 of 2)

Figure 3B. Project Components (Map 2 of 2)

The Phillips Drive storm drain connection would be constructed by installing approximately 100 feet of new 60-inch pipe culvert and removing 18 feet of existing 60-inch pipe culvert. Construction crews would excavate a trench in the upland area on the north side of the Marin City Pond to accommodate the new pipe alignment, install approximately 100 feet of new 60-inch pipe along the length of the trench, and backfill the excavated area. Approximately three manholes would be constructed along the new Phillips Drive storm drain connection to complete and maintain the drainage connections. The cut-and-cover method would also be used to remove the 18 feet of existing 60-inch pipe culvert; however, no new pipe would be placed in the trench.

The new box culvert under US 101 is anticipated to be constructed in segments. For each segment, construction crews would excavate a trench across the segment width of US 101, install driven piles to support the new box culvert, place the new culvert on the support piles, backfill the excavation, and reconstruct the roadway pavement. Culvert support piles would be driven into the foundation layer beneath Bay Mud using impact or vibratory hammers to an estimated depth of 50 to 80 feet. Trenchless installation (jack and bore) was considered but found infeasible because of the underlying Bay Mud and need for piles to support the new culvert.

Construction of the new 60-inch pipe culvert connecting to the box culvert and discharging to Richardson Bay would require excavating a trench along its footprint, including across the Mill Valley–Sausalito Pathway, placing the new pipe culvert, backfilling the excavation, and returning the pathway to its original state. Support piles are not anticipated to be needed for the pipe culvert.

A temporary cofferdam may be needed to isolate the construction area for the pipe culvert outfall from Richardson Bay waters. The cofferdam would be installed at low tide and constructed of sheet piles driven into the substrate using vibratory methods. Following construction site isolation and any potential dewatering, the existing riprap on the Richardson Bay embankment would be removed as needed to accommodate construction. Excavation would occur to establish appropriate grades for the culvert outfall's headwall. The headwall would be constructed of cast-in-place concrete. The culvert outfall to Richardson Bay would be fitted with a duckbill check valve. Disturbed areas of the shoreline surrounding the new outfall, consisting of mudflats and riprap, would be restored to pre-Project conditions.

Construction of the new box culvert and the pipe culvert on the east side of US 101 would necessitate lane and shoulder closures on US 101 and a temporary detour of the Mill Valley–Sausalito Pathway. Roadway work may also include the removal of the median barrier, shoulder widening, and overhead sign removal.

Damaged Storm Drain Replacements

The proposed Project would also replace four damaged storm drain pipes within the drainage system at the US 101/Donahue Street interchange. Three sections of 18-inch-diameter pipe totaling approximately 250 feet and one section of 12-inch-diameter pipe of approximately 190 feet would be removed and replaced in-kind at the same line and grade. The length of culvert planned for replacement is located under the developed roadway and shoulder, under the sidewalk on the south side of Donahue Street, and within the interior of the US 101 on-ramp cloverleaf area.

During construction, ground impacts would be limited to an approximately 36-inch-wide trench excavated along the center line of the culvert. Trenching would be conducted using a small excavator. The roadway, shoulder, sidewalk, and disturbed surfaces would be returned to their original states, and the temporarily disturbed landscaping would be restored to pre-Project conditions. Project construction is not expected to result in impacts to driveways or property access along Donahue Street.

US 101 Pavement Repair

The Project would address differential settlement across all lanes of US 101 from PM 3.50 to PM 3.60 (see Figure 3A) by cold planing and overlaying the pavement to ensure a uniform surface pavement and improve the ride quality. Cold planing is a roadway repair method that involves using specialized equipment to remove the surface layer of asphalt pavement to restore it to a uniform texture and grade. It is performed using a heavy-duty machine with a rotating drum equipped with carbide cutters that grind and remove the top layer of asphalt, thereby creating a smooth, even surface. Pavement overlay after cold planning would entail laying out and compacting a new concrete asphalt overlay on the resurfaced roadway.

Section 4(f) Properties

Six recreational resources and one historic resource in the Project area meet the criteria for consideration under Section 4(f) (see Figure 4). Each resource and the potential Section 4(f) "use" is described below.

Use of Section 4(f) Properties

Mill Valley–Sausalito Pathway

The Mill Valley–Sausalito Pathway is a 3.7-mile-long paved multi-use trail that connects Mill Valley with Sausalito. Within the Project area, the pathway is approximately 10 feet wide and runs east of and parallel to US 101 along the west shore of Richardson Bay. The Mill Valley–Sausalito Pathway is part of the San Francisco Bay Trail and is owned and managed by Marin County Parks. The pathway is open 24 hours a day.

Construction of the new pipe culvert under US 101 would require a construction easement along an approximately 75-foot-long portion of the 3.7-mile Mill Valley–Sausalito Pathway within the Project area. However, a temporary detour would be provided to allow for continuous use of the Mill Valley–Sausalito Pathway. The approximately 150-foot-long, 10-foot-wide detour would entail the temporary widening of the western side of the pathway to maintain bicycle and pedestrian access. The detour would be constructed with temporary barriers between the existing pathway and the work zone adjacent to Richardson Bay. The temporary detour would accommodate the same number of users as the existing pathway. A flagger and signage would be used to assist with one-way traffic control for the detour during specific work activities (such as moving equipment, installing cofferdam, etc.) to ensure safe and continued use of the pathway.

The temporary occupancy associated with the construction of the new pipe culvert under the Mill Valley–Sausalito Pathway would be of short duration. The temporary detour for the Mill Valley–Sausalito Pathway would only be required during the two 55-hour partial closures of US 101 that would occur during construction of the proposed Project. This is less than the total time needed to construct the entire Project. The proposed Project would not result in a change in ownership of the Mill Valley–Sausalito Pathway and would not result in permanent adverse physical impacts to the recreational features of the pathway that qualify it for protection under Section 4(f). Once construction activities are completed for the new pipe culvert under US 101 and the pathway, the pathway would be restored to an equivalent or better condition. There would be no permanent impact to the Mill Valley–Sausalito Pathway.

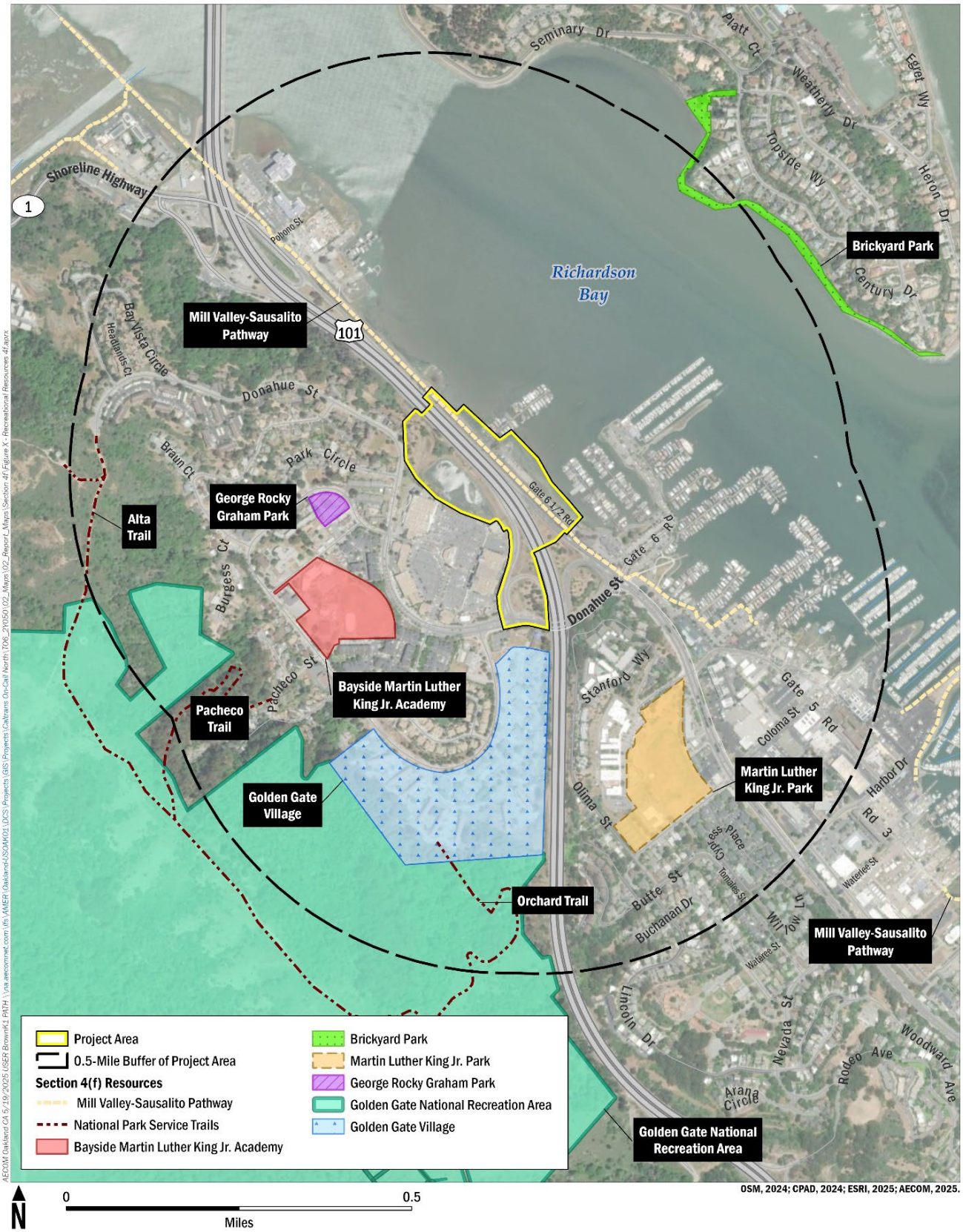

Figure 4. Section 4(f) Resources Within a 0.5-Mile Radius of Project Area

Therefore, the preliminary determination is that, pursuant to 23 CFR 774(d), this temporary occupancy of a 75-foot-long portion of the 3.7-mile-long Mill Valley–Sausalito Pathway associated with the proposed Project would not constitute a Section 4(f) use of the Mill Valley–Sausalito Pathway. Formal concurrence with this determination from Marin County Parks, as the official with jurisdiction over this resource, will be required.

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations

This section discusses parks, recreational facilities, and historic properties found in or next to the Project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, or (3) the proposed Project does not permanently use the property and does not hinder the preservation of the property.

Recreational Resources

Bayside Martin Luther King Jr. Academy

Bayside Martin Luther King Jr. Academy is a public elementary school (Kindergarten through 8th grade) that is part of the Sausalito Marin City School District (California School Directory. 2024). The Academy is at 200 Phillips Drive in Sausalito and has an approximate student population of 108 students. A playground and recreational area at the Academy are available for public use after school hours.

Project construction activities would not require the temporary or permanent acquisition of land from the Academy, nor would construction activities impact the public's use of or access to the Academy's playground and recreational area. During construction, users of the playground and recreational area would not be exposed to proximity impacts related to construction activity (such as noise, air quality, or visual impacts) due to the distance of the playground and recreational area from the Project area (approximately 0.15 mile), intervening topography, and the built environment; the Project area is not visible from the Academy. The proposed Project would not hinder the use of the playground and recreational area at Bayside Martin Luther King Jr. Academy, nor would any proximity impacts result in constructive use. The proposed Project would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

Bayside Martin Luther King Jr. Academy is a Section 4(f) property, but no "use" would occur; the provisions of Section 4(f) do not apply.

Brickyard Park

Brickyard Park is a semi-developed public park on the eastern shore of Richardson Bay opposite the Project area in the community of Strawberry. It is accessible via Seminary Drive and Great Circle Drive and contains a play structure, picnic tables, and benches. Brickyard Park is owned and maintained by the Strawberry Recreation District (Strawberry Recreation District 2025).

Project construction activities would not require the temporary or permanent acquisition of land from Brickyard Park, nor would construction activities impact the public's use of or access to the resource. During construction, users of the park would not be exposed to proximity impacts (including noise, air quality, or visual impacts) related to construction activity due to the distance of the park from the Project area (approximately 0.40 mile) and intervening topography; the park is on the opposite shore of Richardson Bay from the Project area. The proposed Project would not hinder the use of Brickyard Park, nor would any proximity impacts result in constructive use. The proposed Project would not adversely affect the activities, features, and attributes that qualify Brickyard Park for protection under Section 4(f).

Brickyard Park is a Section 4(f) property, but no "use" would occur; the provisions of Section 4(f) do not apply.

George Rocky Graham Park

George Rocky Graham Park is a public park in Marin City. The park features a variety of public use recreational features such as a picnic/barbecue area, open artificial turf lawn/assembly area, stage/pavilion, amphitheater, central plaza, community art, walking and jogging trail, tot lot and children's play area, exercise stations, and landscaping (California State Parks, no date). It is owned and managed by the Marin City Community Services District.

Project construction activities would not require the temporary or permanent acquisition of land from the park, nor would construction activities impact the public's use of or access to the park. During construction, users of the park would not be exposed to proximity impacts (including noise, air quality, or visual impacts) related to construction activity due to the distance of the park from the Project area (approximately 0.10 mile), intervening topography, and the built environment; the Project area is not visible from the park. The proposed Project would not hinder the use of George Rocky Graham Park, nor would any proximity impacts result in constructive use. The proposed Project would not adversely affect the activities, features, and attributes that qualify George Rocky Graham Park for protection under Section 4(f)

George Rocky Graham Park is a Section 4(f) property, but no "use" would occur; the provisions of Section 4(f) do not apply.

Golden Gate National Recreational Area

GGNRA is a US National Recreation Area that consists of over 82,000 acres of ecologically and historically significant landscapes in the San Francisco Bay Area. The Marin Headlands portion of the GGNRA is southwest of the Project area. There are several multi-use trails, visitor amenities, and campgrounds within the Headlands area (National Park Service 2025). The Orchard Trail, Pacheco Trail, and Alta Trail are within 0.5 mile of the Project area. The GGNRA is owned and managed by the US National Park Service.

Project construction activities would not require temporary or permanent acquisition of land from the GGNRA, nor would construction activities impact the public's use of or access to the resource. During construction, users of the GGNRA would not be exposed to proximity impacts (including noise, air quality, or visual impacts) related to construction activity due to the distance of the park from the Project area (approximately 0.35 mile) and intervening topography. The proposed Project would not hinder the use of the GGNRA, nor would any proximity impacts result in constructive use. The proposed Project would not adversely affect the activities, features, and attributes that qualify the GGNRA for protection under Section 4(f)

The GGNRA is a Section 4(f) property, but no "use" would occur; the provisions of Section 4(f) do not apply.

Martin Luther King Jr. Park

Martin Luther King Jr. Park is publicly owned park in Sausalito. The park features a variety of public-use recreational facilities including a large lawn area, a softball field, track area, playground, basketball courts, pickle ball and tennis courts, dog park, and gym. It is owned and managed by the City of Sausalito (City of Sausalito, no date).

The proposed Project would not require the temporary or permanent acquisition of land from Martin Luther King Jr. Park, nor would construction activities impact the public's use of or access to the park. During construction, users of Martin Luther King Jr. Park would not be exposed to proximity impacts (including noise, air quality, or visual impacts) related to construction activity due to the distance of the park from the Project area (approximately 0.25 mile), intervening topography, and the built

environment; the Project area is not visible from the park. The proposed Project would not hinder the use of the property, nor would any proximity impacts result in constructive use. The proposed Project would not adversely affect the activities, features, and attributes that qualify Martin Luther King Jr. Park for protection under Section 4(f)

Martin Luther King Jr. Park is a Section 4(f) property, but no “use” would occur; the provisions of Section 4(f) do not apply.

Historic Resources

Golden Gate Village

Golden Gate Village is an approximately 30-acre public housing development at 101-429 Drake Avenue and 1-99 Cole Drive, Sausalito, in the community of Marin City. Golden Gate Village is listed on the NRHP (California Office of Historic Preservation 2017). Golden Gate Village is significant at the local level under Criterion A: Event, and Criterion C: Design/Construction.

Golden Gate Village was founded in 1942 to provide housing for the employees of the Marinship industrial shipyard at the Sausalito waterfront. Approximately 6,000 individuals, many from the Midwest and Deep South, were recruited to work at the shipyard, building ships and tankers to support the war effort during World War II. After the war ended, some workers and their families continued living in temporary government housing in Marin City. Black families who wished to relocate elsewhere in Marin County were met by restrictive housing policies that prevented them from relocating to housing elsewhere or even purchasing homes. In the 1950s, a federally funded redevelopment plan was put forth for the former Marinship site, and in 1957, the public housing component of the redevelopment plan was designed to provide permanent housing for low- to middle-income residents.

The property consists of 28 apartment housing units, an office and maintenance facility for the Marin County Housing Authority, and an open landscaped campus that includes walkways, common spaces, courtyards, parking areas, and a playground, tennis court, and basketball court. The designers were master architects Aaron G. Green and John Carl Warnecke, and master landscape architect Lawrence Halprin. The building style was strongly influenced by Frank Lloyd Wright, Green’s former employer.

The northern end of Golden Gate Village is just south of Donahue Avenue between Drake Avenue to the west and US 101 to the east. The proposed Project would replace damaged storm drain pipes on Donahue Street just north of the Golden Gate Village playground, tennis court, and basketball court. The disturbed area would be returned to pre-construction conditions.

The proposed Project would not require the temporary or permanent acquisition of land from Golden Gate Village. Temporary construction impacts and long-term operation of the proposed Project would not adversely affect the activities, features, and attributes that qualify Golden Gate Village for protection under Section 4(f).

Golden Gate Village is a Section 4(f) property, but no “use” would occur; the provisions of Section 4(f) do not apply.

References

California Office of Historic Preservation. 2017. Marin City Public Housing Listing in the National Register of Historic Places. https://www.ggvrc.org/ewExternalFiles/Letter%20of%20Recognition.pdf. September 26, 2017. Accessed May 4, 2025.

California School Directory. 2024. Bayside MLK Jr Academy. https://www.cde.ca.gov/schooldirectory/details?cdscode=21654746024889.

California State Parks. No date. Parks for All Californians: Local Park Access Planning and Grants. Rocky Graham Park. https://www.parksforcalifornia.org/project/1491/.

City of Sausalito. No date. Parks and Facilities: MLK Park. https://www.sausalito.gov/Home/Components/FacilityDirectory/FacilityDirectory/98/449.

Marin County Parks. 2025. Mill Valley-Sausalito Pathway. https://www.parks.marincounty.org/parkspreserves/parks/mill-valley-sausalito-pathway.

National Park Service. 2025. Golden Gate National Recreation Area, California. https://www.nps.gov/goga/index.htm.

Strawberry Recreation District. 2025. Brickyard Park. https://strawberry.marin.org/parks.