

Oakland, CA 94612
United States
T +1.510.251.2888
www.jacobs.com

Subject Draft State Route 131 Post Mile 1.90/2.10 Storm Damage Repair Project (04-3AA90) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

Prepared For: Brooklyn Klepl/California Department of Transportation, Office of Environmental Analysis

Prepared By: Zachary Cornejo/ICF International Inc.; Joza Burnam/Jacobs

Date December 15, 2023

1. Introduction

ICF International Inc. and Jacobs prepared this Section 4(f) Evaluation Technical Memorandum (TM) for the California Department of Transportation (Caltrans) in support of the State Route 131 (SR 131) Post Mile (PM) 1.90/2.10 Storm Damage Repair Project (Project) California Environmental Quality Act Exemption/National Environmental Policy Act Categorical Exclusion. This TM provides the documentation to support determinations required to comply with the provisions of United States Code (U.S.C.) Title 23, Section 138, and 49 U.S.C. 303, hereafter referred to as Section 4(f).

This TM has been prepared in accordance with the legislation established under the U.S. Department of Transportation Act of 1966 (23 U.S.C. 138 and 49 U.S.C. 303). Additional guidance was obtained from Federal Highway Administration’s Technical Advisory T6640.8A (FHWA 1987) and *Section 4(f) Policy Paper* (FHWA 2012).

1.1 Section 4(f) Overview

Section 4(f), codified in federal law in 49 U.S.C. 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)-protected resources include publicly owned parks; recreational areas of national, state, or local significance; publicly owned school playgrounds, wildlife, or waterfowl refuges; or lands from a historic site of national, state, or local significance.

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned park land, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a 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 the following apply:

- 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.

If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

1.2 Section 4(f) Use Definitions

When a project is adjacent to or on a property protected under Section 4(f), the impacts of the proposed project must be evaluated. Section 4(f) defines the impact level by types of “use.” These “uses” occur when any of the conditions discussed in the following subsections are met.

1.2.1 Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

1.2.2 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project’s proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property 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.

1.2.3 Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts on a Section 4(f) property may trigger the application of Section 4(f). *Code of Federal Regulations* (CFR) Title 23, Section 774.13(d), defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct or constructive use for the purposes of Section 4(f):

- The duration is temporary (that is, the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- The scope of work is minor (that is, the nature and magnitude of the changes to the Section 4(f) properties are minimal).
- No permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property are anticipated.
- The property is restored to the same or better condition that existed prior to the project.

- Agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions is documented.

1.2.4 *De Minimis* Impact Determinations

When impacts on a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project, or the project would have “no adverse effect” on the property in question. The State Historic Preservation Officer and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties where the project results in “no adverse effect.”
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreation or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the State Historic Preservation Officer is required.

2. Project Description

The State Route 131 PM1.90/2.10 Storm Damage Repair Project (Project) is in the Town of Tiburon, Marin County, California. Caltrans proposes to stabilize the roadway along SR 131 where cracks and surface distress were observed at approximate PM 1.90 and 2.10. To stabilize the roadway, the Project would install a 100-foot soldier-pile lagging wall downslope of the eastbound lane at SR 131 PM 2.10 (**Figures 1 and 2**). In addition to roadway stabilization work, the Project would replace approximately 775 linear feet of existing metal beam guardrail (MBGR) at the site with Midwest Guardrail System (MGS) and replace failed corrugated piping within the SR 131/Stewart Drive intersection (**Figure 3**). Within the Project footprint, SR 131 is a major arterial roadway that connects the Town of Tiburon and City of Belvedere to the SR 131/U.S. Highway 101 interchange. The roadway consists of two lanes within the Project footprint bordered by recreational facilities to the south and west, and by single-family residences to the north and east (**Figures 1 and 2**).

The purpose of the Project is to stabilize cracks and distresses in the roadway along SR 131 at PM 1.90/2.10 to prevent any further deterioration of the roadway.

The Project need is to improve the permanent restoration of the roadway from poor to good. Roadway cracks as well as downslope movement have been observed on the eastbound lane of SR 131 at PM 1.90/2.10 during Caltrans inspections. The proposed work would prevent further deterioration, costly future repairs, and extend the service life of the road.

2.1 Project Components

The Project would stabilize the roadway with the installation of a soldier-pile wall, upgrade guardrails to current standards, and replace drainage systems within the Project footprint. Proposed Project components would be upgraded and constructed to meet the current *Highway Design Manual* standards (Caltrans 2022). **Figure 3** depicts the Project components and footprint along SR 131 from PM 1.90 to PM 2.10.

2.1.1 Stabilize Roadway

During previous assessments of the Project site, cracks and surface distress were observed at SR 131 PM 1.90/2.10. The Project would construct an approximate 100-foot-long soldier-pile lagging wall downslope of SR 131 PM 1.90/2.10 in the eastbound direction to stabilize the cracking roadway. The depth of the wall is estimated at 26 feet, and approximately 17 soldier piles placed 6 feet apart would be needed to support the wall. The existing downslope embankment at the proposed soldier-pile wall location is 1:1 (vertical to horizontal). The wall design would be finalized during the final design phase following completion of geotechnical investigations and would include elements of soldier piles, soil nails, or lagging designs.

2.1.2 Upgrade Guardrails

Approximately 775 feet of existing MBGR within the Project footprint would be upgraded to MGS along the eastbound shoulder of SR 131, between PM 1.90 and 2.10, to meet the current standard.

2.1.3 Replace Drainage Systems

At Stewart Drive (PM 2.05), a 58-foot-long, 36-inch-diameter corrugated metal pipe has a failed invert and will require replacement. Removal of the existing pipe and installation of the new pipe will require excavating a trench approximately 60 feet long, approximately 7 feet wide, and up to 12.5 feet deep within and along SR 131. After installation of the new pipe the trench will be backfilled. Existing pavement surfacing removed as part of the trench excavation will be replaced. Additionally, the type and location of existing utilities that may be encountered and require protection are not known at this time.

2.1.4 Schedule

Construction is expected to begin in June 2025 and take approximately 100 working days to construct, or one construction season. The Project is not anticipated to involve night work. Weekend work would potentially occur.

2.2 Right-of-Way

The Project would be located primarily within existing Caltrans right-of-way (ROW) along SR 131; however, the Project would require the acquisition of approximately 0.14 of an acre Temporary Construction Easements (TCE) within Marin County Assessor Parcel Number 055-071-02.

3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile-radius area around the Project footprint was evaluated to determine whether any Section 4(f) resources are within the Project vicinity and whether the proposed Project would “use” these properties (Figure 4). Multiple parks, recreational facilities, open spaces, and/or other public spaces with recreation use were identified within a 0.5-mile radius of the Project footprint. One of these facilities has been identified within or directly adjacent to the Project footprint, and a detailed description of this resource is presented in Section 3.1. Additionally, the potential for the Project to indirectly affect a second property is reviewed in Table 1. No Section 4(f) impacts are anticipated for the remaining Section 4(f) resources located within the 0.5-mile Project vicinity and outside of the Project footprint, and these are presented in Appendix A.

Table 1. Section 4(f) Resources Directly and Indirectly Affected by the Project Footprint and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource – Agency with Jurisdiction	Post Mile	Resource Type	Nature of Proposed Construction	Dimension of “Use” (acres)	Preliminary Section 4(f) Use Determination
Blackie’s Pasture Park – Town of Tiburon Parks Division	PM 2.00	City Park	A TCE would be required within the park property during construction at SR 131 PM 2.00 to construct the proposed soldier-pile retaining wall along the eastbound shoulder and within the park.	Approximately 0.14 acre or 6,000 square feet of TCE	<i>De minimis</i>
Richardson Bay Lineal Park – Town of Tiburon Parks Division	PM 1.90 through PM 2.10	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property and the Tiburon Linear Trail, including the construction of a soldier-pile wall, guardrail replacements, and drainage improvements.	Not applicable	No Use

3.1 Park and Recreation Resources

3.1.1 Blackie’s Pasture Park – Town of Tiburon Parks Division

Blackie’s Pasture Park is a 15.5-acre area that includes multi-purpose trails, picnic areas, shoreline access, grass fields, a wildflower exhibition garden, statues, historical interpretation signage along the Old Rail Trail, and public restroom facilities. Blackie’s Pasture Park is bordered by SR 131 (PM 1.60) and Greenwood Beach Road to the west, the SR 131 and the SR 131/Trestle Glen Boulevard intersection (PM 1.85) to the north, SR 131 (PM 2.05) and McKegey Green City Park to the east, and Richardson Bay to the south. The park provides a variety of recreation opportunities which include picnicking, hiking, wildlife watching, and open play areas that require minimal improvements such as pathways, benches,

picnic tables, or restrooms (Town of Tiburon 2023). Public parking for Blackie's Pasture Park is provided through a public parking lot located along SR 131 at PM 1.72. The Project footprint is located along the eastern boundary of Blackie's Pasture Park at SR 131 PM 2.00.

3.2 Historic Properties

Caltrans prepared a Section 106 screening memo for a separate project in July 2023 that included the Project footprint (Caltrans 2023a). Since the entire Project footprint was included in the analysis completed in July 2023, a separate analysis was not necessary for the proposed Project. Additionally, the Section 106 Screening Memo (Caltrans 2023a) determined that there are no known cultural resources present within or adjacent to the Project footprint and that the proposed Project has no potential to affect known historic properties. Since no historic properties or sites were identified within or adjacent to the Project footprint, the proposed Project would not result in any impacts to historic properties under Section 4(f).

4. Impacts on Section 4(f) Properties

4.1 Park and Recreation Resources

4.1.1 Blackie's Pasture Park – Town of Tiburon Park Division

IMPACT: As shown in **Figure 3** and **Figure 5**, the proposed Project would include portions of the Blackie's Pasture Park property at SR 131 PM 2.00. The Project would require a 0.14-acre (6,000-square-foot) TCE from Blackie's Pasture Park, within the vegetated downslope embankment along eastbound SR 131 and northeast of the Tiburon Linear Trail. The TCE would be required within Blackie's Pasture Park property to access and construct the soldier pile wall proposed along the eastbound SR 131 shoulder at PM 2.00. The Project would also introduce construction activities directly adjacent to the Blackie's Pasture Park along its eastern boundary between SR 131 PM 1.90 and 2.10, including guardrail replacement, soldier pile construction, and drainage work. The introduction of these construction activities adjacent to Blackie's Pasture Park are anticipated to temporarily affect the visual, air quality and noise environments at the park throughout the duration of construction. Additionally, while access along SR 131 would be maintained throughout construction, the proposed implementation of lane closures and traffic control along the highway would have the potential to temporarily affect access to Blackie's Pasture Park during the duration of Project construction.

The establishment of a 0.14-acre (6,000-square-foot) TCE within Blackie's Pasture Park would be required for Caltrans access and construction needs associated with Project construction. The Project would not permanently affect Blackie's Pasture Park or its recreational attributes following the completion of construction. The affected portion of the Blackie's Pasture Park is entirely composed of an existing embankment that parallels eastbound SR 131 and is characterized by ruderal grassland vegetation. A picnic bench and landscaped seating area is located near the bottom of the embankment that would be included within the Project footprint; however, these facilities are not anticipated to be affected by Project construction. No public trails or park recreation resources are located within the TCE. Construction within Blackie's Pasture Park would require a temporary construction zone be established around the work area where the TCE is proposed; however, access to Blackie's Pasture Park, and to the pathways and facilities within the park, would be maintained throughout construction.

Proposed construction activities associated with the Project would temporarily affect the noise, air quality, and visual environment within the Project footprint and the immediately surrounding areas by altering views, and increasing airborne dust, noise, and vibrations at the Blackie's Pasture Park property. These impacts would be temporary, would cease upon completion of construction, and would not affect the permanent operation of the resource. Construction-related noise, dust, and visual impacts are not anticipated to substantially impede recreation use of the affected areas of Blackie's Pasture Park because of the proximity and amount of traffic disturbance that currently exists along SR 131.

PRELIMINARY USE DETERMINATION: *De minimis*. Although construction of the proposed Project would result in temporary impacts on Blackie's Pasture Park and the establishment of a 0.14-acre (6,000-square-foot) TCE, the impact would be minor and would qualify as a *de minimis* impact. In terms of recreational value, recreation resources within the affected portion of Blackie's Pasture Park are limited to the existing vegetated embankment along eastbound SR 131 (PM 2.00). As discussed in Section 4, a temporary construction zone would be required around the work area where the TCE is proposed; however, access to Blackie's Pasture Park, and to the pathways and facilities within the park, would be maintained throughout construction.

The remaining area that makes up the approximately 15.5-acre Blackie's Pasture Park would remain open and accessible for existing recreation and park uses throughout construction. The temporary impacts on Blackie's Pasture Park would be limited to the construction phase of the Project and would include effects to the noise and visual environment of the areas immediately adjacent to SR 131 and the Project footprint, due to the presence of construction equipment and activities. Access to Blackie's Pasture Park and SR 131 would be maintained throughout construction and operation of the Project. The Project would require the introduction of lane closures and traffic control along SR 131 to complete construction activities within the Project footprint; however, a transportation management plan would be designed to maintain access to properties along SR 131 throughout Project construction. These construction effects are not anticipated to last for the full duration (100 working days) of construction.

The establishment of the 0.14-acre (6,000-square-foot) TCE within Blackie's Pasture Park is not anticipated to adversely affect the activities, features, or attributes that qualify the park for protection under Section 4(f). Blackie's Pasture Park would remain open and accessible for recreation and park uses during Project construction, and the proposed Project construction impacts on the affected area of the park are not anticipated to substantially affect the use of these resources during Project construction. Project features (PFs) and avoidance and minimization measures (AMMs) identified in Section 5 would be implemented to minimize potential impacts on the existing uses of the Section 4(f) property within the affected areas.

4.2 Conclusion

In conclusion, implementation of the proposed Project would result in minimal encroachments onto portions of protected Section 4(f) resources, which constitute a use of Section 4(f) properties. The proposed Project would establish a 0.14-acre (6,000-square-foot) TCE within Blackie's Pasture Park. Additionally, the proposed Project would introduce temporary access, airborne dust, noise, and visual impacts to the Project footprint that have the potential to directly and indirectly affect the two recreational resources identified in **Table 1**. Temporary impacts on the Section 4(f) properties that would result from Project construction would be minimized through the implementation of the PFs and AMMs described in Section 5. The proposed Project would improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. The final Section 4(f)

determination would be made following the public comment period; however, because of the minimal area affected by the proposed TCE, the temporary nature of the proposed construction activities, and inclusion of measures to minimize harm to and restore affected areas, the Project is anticipated to qualify for *de minimis* use of the Blackie's Pasture Park.

5. Measures to Minimize Harm to Section 4(f) Resources

Measures necessary to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) are considered before making a *de minimis* determination. Although the affected resources include developed recreational facilities within their limits, these facilities are not within the area affected by the proposed Project, and the effects of the Project would be temporary and limited to the duration of Project construction. Any impacts on developed recreational facilities within the recreation resources discussed in Section 4 would be considered temporary and would result from effects on the air quality, noise, and visual environment as a result of the presence of construction equipment and activities. The following PFs and AMMs would be implemented to minimize potential impacts on the existing uses of the Section 4(f) properties.

5.1 Project Features

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when construction work is close to vegetation.
- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.
- **PF-AES-43, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond the direct view of the motoring public and residential properties to the extent feasible.
- **PF-AQ-1, Control Measures for Construction Emissions of Fugitive Dust.** Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans Resident Engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.
- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturers' specifications. In addition, solar-powered traffic control lights would be used if feasible.
- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:

- Measures in the special provision may include a temporary noise barrier and other methods (that is, scheduling), including the following:
 - Equip internal combustion engines with manufacturer-recommended mufflers that are in good condition. Do not operate an internal combustion engine within the Project footprint without the appropriate muffler.
 - Do not idle construction equipment unnecessarily.
 - Maximize the distance between stationary noise-generating construction equipment, such as air compressors and portable power generators, and noise-sensitive receptors.
 - Locate staging and storage areas away from residential areas.
 - Use quieter alternative methods of equipment.
 - If feasible, use solar or electricity as a power source instead of diesel generators.
 - Ensure all construction equipment conforms to Section 14-8.02, Noise Control, of the latest Caltrans *Standard Specifications* (Caltrans 2018).

5.2 Avoidance and Minimization Measures

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction impacting tree roots.
- **AMM-AES-2, Revegetating.** Trees or vegetation removed during construction would be replaced or compensated via in lieu fee. Consultation with the Office of Biological Science and Permits, the Office of Environmental Analysis, as well as the Office of Landscape Architecture would be necessary regarding potential tree or vegetation loss, avoidance, and replacement.
- **AMM-AES-3, Reseeding.** Disturbed areas would be revegetated with a regionally appropriate native seed mix following construction.
- **AMM-NOI-1, Construction Noise Levels:** The following measures would be implemented to reduce noise levels during construction where feasible:
 - The Contract Specifications would include a Special Provision requiring Noise Monitoring and Control, which would provide public outreach or a communication plan for residents, businesses, and others regarding upcoming construction-related activities and Project schedule.
 - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.
 - Avoid unnecessary idling of internal combustion engines.
 - Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.

- Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Use “quiet” air compressors and other “quiet” equipment where such technology exists.
- Allow no construction equipment to be delivered and dropped off before 6:00 a.m.
- Maintain all internal combustion engines properly to minimize noise generation.

6. Coordination

In accordance with California Environmental Quality Act Section 15300, Caltrans plans to prepare a categorical exemption for the proposed Project and, therefore, is exempt from the requirement to publicly circulate an environmental document for the Project. However, before finalizing the *de minimis* impact determination in this TM, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the findings during a 7-day public review period from December 15, 2023, through December 22, 2023. Public notices will include newspaper advertisements published in the *Marin Independent Journal* and notices of availability of this TM on the [Caltrans Project website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>). During the public review period, the public will be afforded the opportunity to review potential effects of the Project on the protected activities, features, and attributes of Blackie’s Pasture Park. Once the public review period is closed on December 22, 2023, Caltrans will include responses to comments received on this TM and will publish the Final Section 4(f) TM for public viewing. The Final Section 4(f) TM will then be included into the Final Categorical Exemption/Categorical Exclusion document.

Prior to making Section 4(f) approvals, coordination with the Town of Tiburon Parks Division, the agency with jurisdiction over the affected Blackie’s Pasture Park property, is required. Caltrans will request concurrence by this agency on the *de minimis* finding under Section 4(f) after an opportunity for public review and comment concerning the effects of the Project.

7. List of Technical Studies and References

California Department of Transportation (Caltrans). 2018. [Standard Specifications](#). State of California, California State Transportation Agency, Department of Transportation, Sacramento, California. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/f00203402018stdspecs-a11y.pdf>.

California Department of Transportation (Caltrans). 2022. [Highway Design Manual](#). Seventh Edition. July 1. <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>.

California Department of Transportation (Caltrans). 2023a. *Office of Cultural Resource Studies (OCRS) Section 106 Summary Memo for the Capital Maintenance Project, From Postmiles 0.0 to 4.4, On SR 131, In Marin County*. July 28.

California Department of Transportation (Caltrans). 2023b. *State Route 131 Capital Preventive Maintenance Project, Draft Initial Study with Proposed Mitigated Negative Declaration*. September 22.

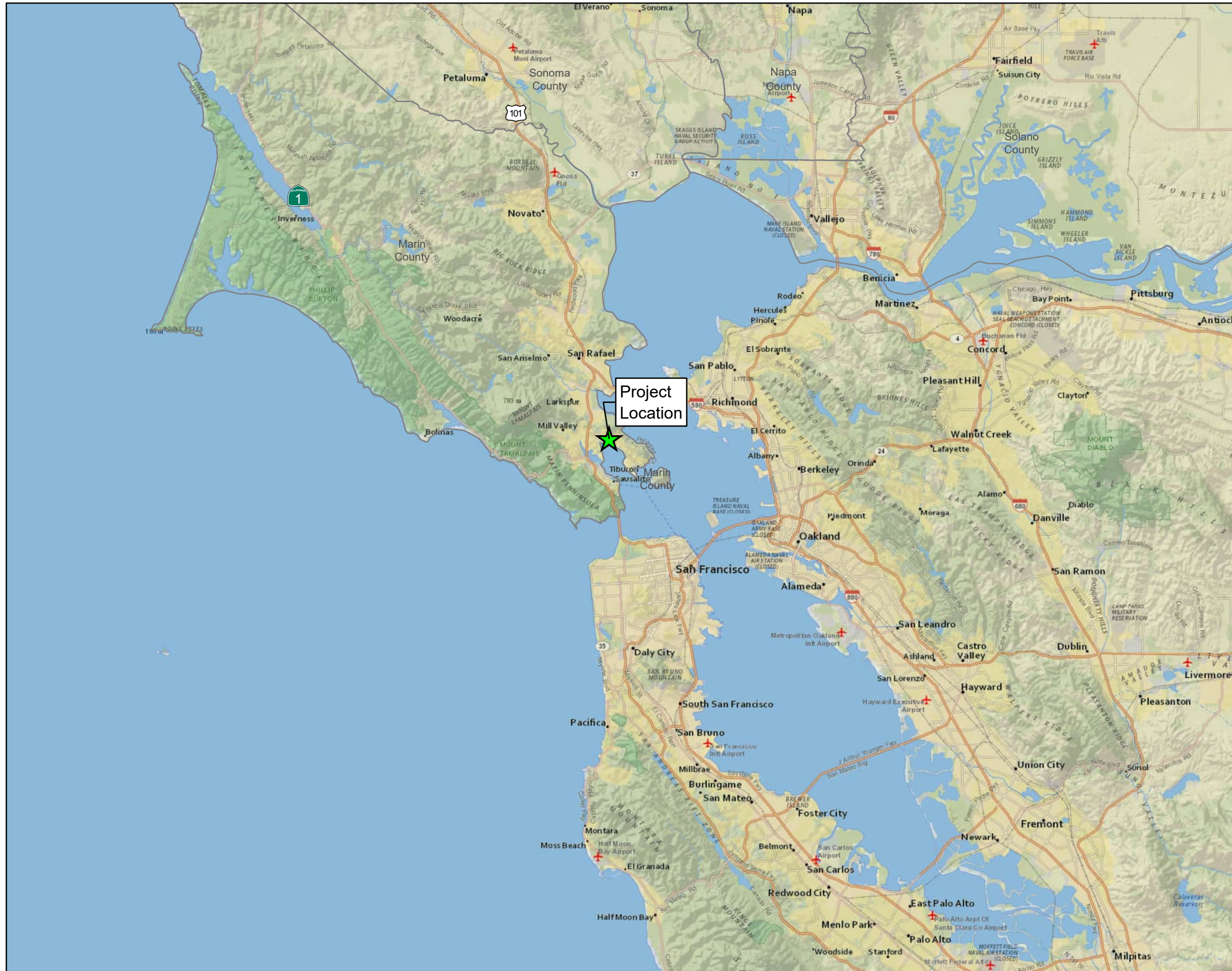
Federal Highway Administration (FHWA). 1987. “Guidance for Preparing and Processing Environmental and Section 4(f) Documents.” FHWA Technical Advisory T6640.8A. October 30.


Draft State Route 131 PM 1.90/2.10 Storm Damage Repair Project (04-3AA90) –
Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

Federal Highway Administration (FHWA). 2012. [Section 4\(f\) Policy Paper](https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx). FHWA Office of Planning, Environmental, and Realty, Project Development and Environmental Review, Washington, DC. July 20. <https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx>.

Town of Tiburon. 2023. [Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation](http://www.townoftiburon.org/DocumentCenter/View/4141/10-Open-Space-Parks-Recreation?bidId=). March. <http://www.townoftiburon.org/DocumentCenter/View/4141/10-Open-Space-Parks-Recreation?bidId=>.

Figures



Legend
 Project Location

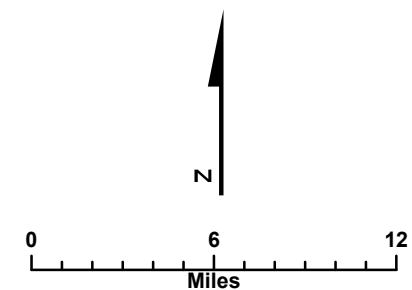
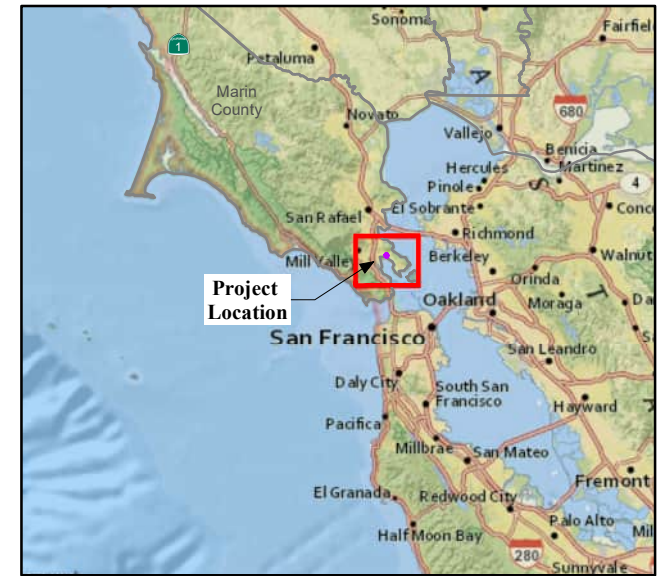
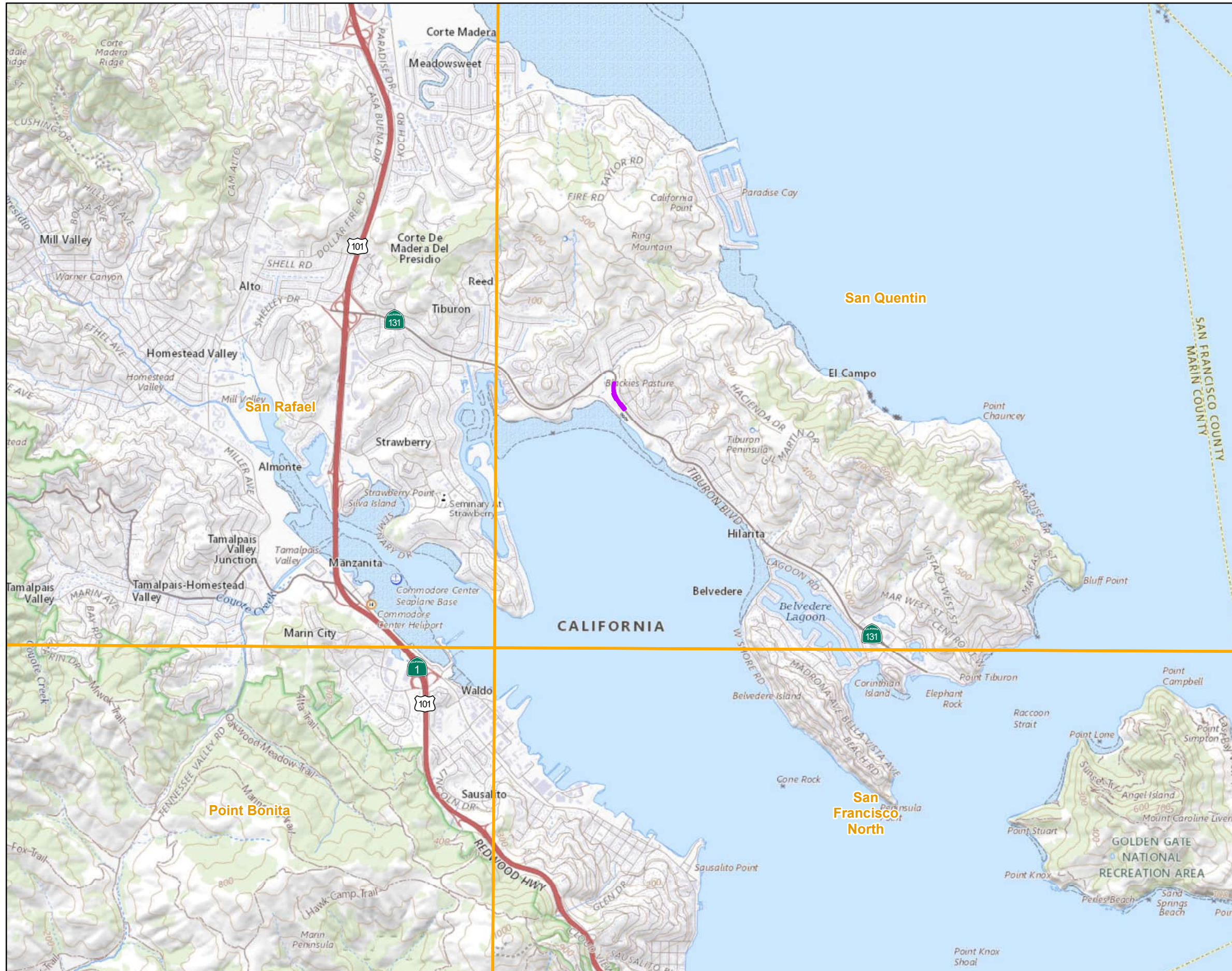


FIGURE 1
Regional Location
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-3AA90, MRN-131-1.9/2.1
 Marin County, California



Legend

- Project Footprint
- USGS 7.5 Minute Quadrangle

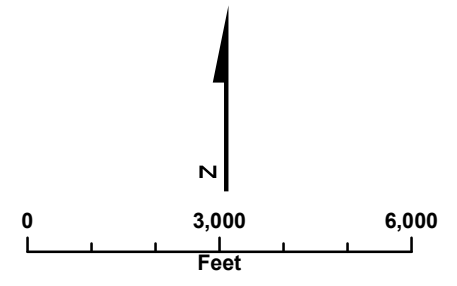


FIGURE 2
Project Location
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-3AA90, MRN-131-1.9/2.1
 Marin County, California



Legend

- Post Mile
- - - Caltrans Right-of-Way
- ▭ Marin County Parcels
- ▭ Project Footprint
- ▭ Install Soldier-Pile Wall
- ▭ Install Temporary K-Rail
- ▭ Replace MGS
- ▭ Improve Drainages
- ▭ Right of Way Acquisition Temporary Construction Easement
- ▭ Right of Way Acquisition Permit to Enter & Construct

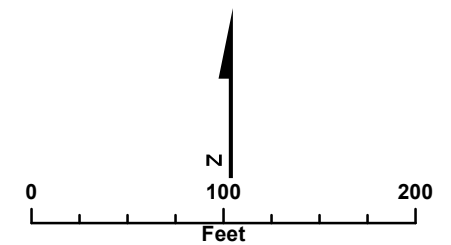


FIGURE 3
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-3AA90, MRN-131-1.9/2.1
 Marin County, California



- Legend**
- Project Footprint
 - Section 4(f) Resource**
 - Parks**
 - Public Park
 - Open space
 - Trails**
 - Existing Trail
 - Bike Routes

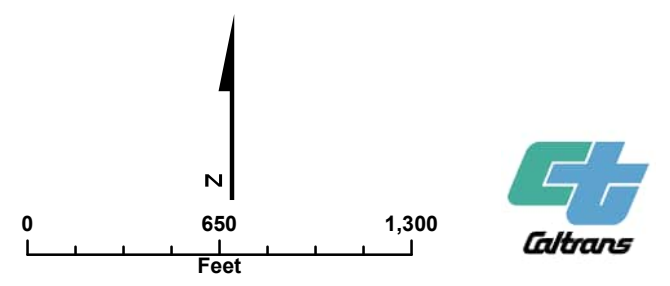
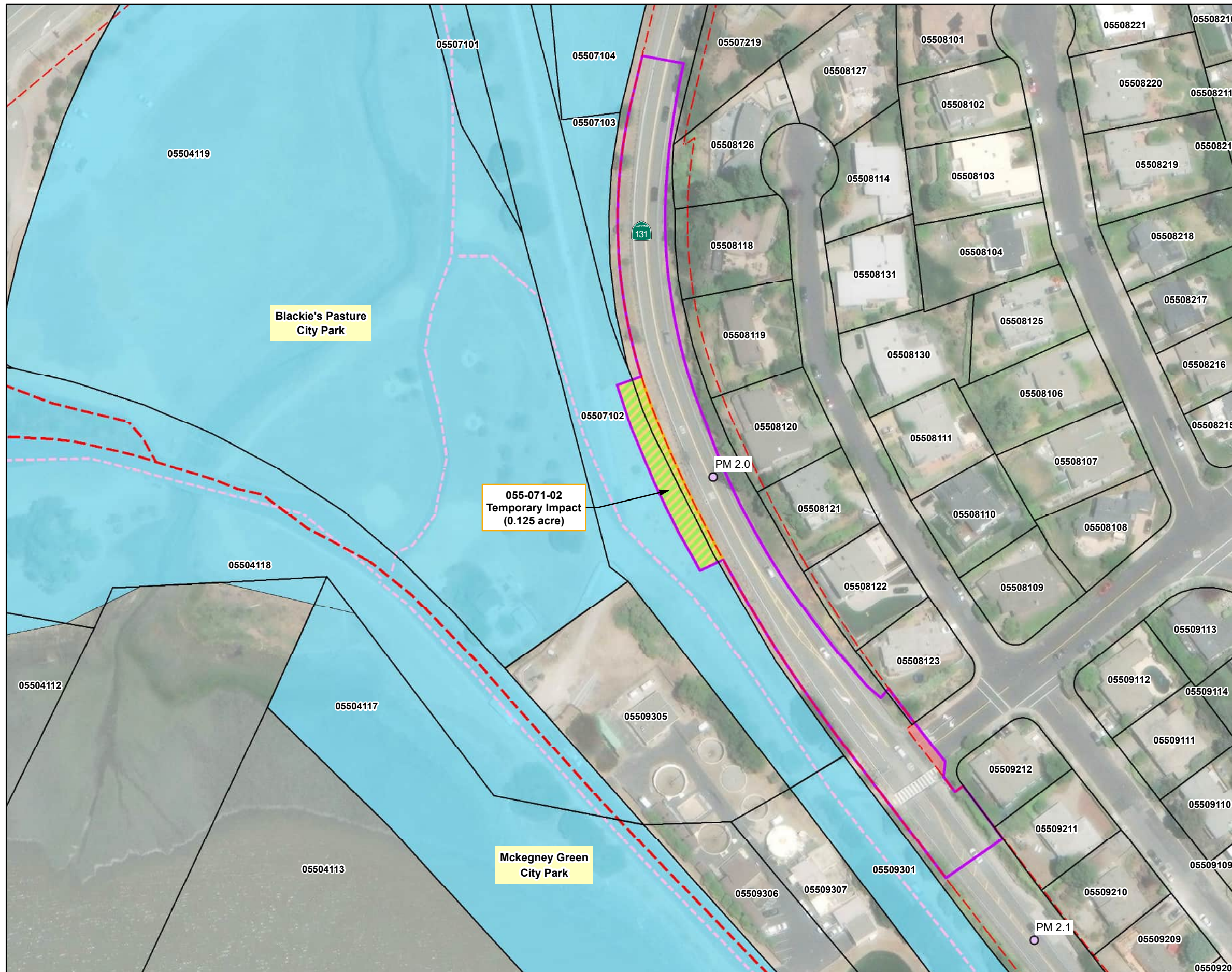


FIGURE 4
Section 4(f) Resources within
0.5-Mile Radius of Project Footprint
State Route 131 Capital
Preventive Maintenance Project
EA 04-3AA90, MRN-131-1.9/2.1
Marin County, California



- Legend**
- Post Mile
 - - - Caltrans Right-of-Way
 - ▭ Marin County Parcels
 - ▭ Project Footprint
 - ▭ Right of Way Acquisition
 - ▭ Temporary Construction Easement
 - ▭ Right of Way Acquisition Permit to Enter & Construct
- Section 4(f) Resource**
- Parks**
- ▭ Public Park
- Trails**
- - - Existing Trail
 - - - Bike Routes
- Impacts to Section 4(f) Resources**
- ▨ Temporary Impact (0.125 acre)

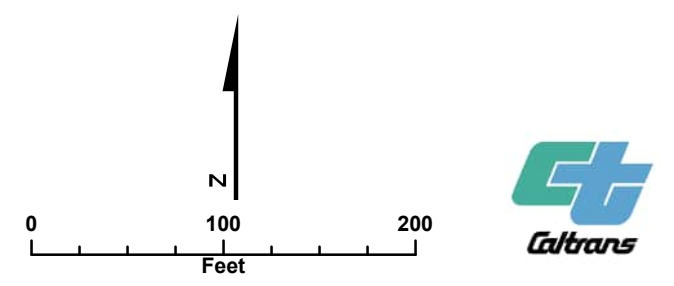


FIGURE 5
Impacts to Section 4(f) Resources
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-3AA90, MRN-131-1.9/2.1
 Marin County, California

**Appendix A. Recreation Resources within 0.5-mile
Radius of the Project Footprint**

Table A-1. Section 4(f) Resources Located within 0.5-mile Radius of the Project Footprint and Are Not Anticipated to Result in Section 4(f) Impacts

Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Belveron Mini-Park	Approximately 600 feet northwest of the Project footprint's western terminus and west of the SR 131/Trestle Glen Boulevard intersection. The Belveron Mini-Park is a 0.5-acre area that includes a grass field, a wooded area, benches, and a paved walking trail. It is managed by the Town of Tiburon Parks Division.	City Park	The proposed Project would not impact the Belveron Mini-Park or limit access to the parkway along SR 131. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Reed Ranch Road – Jefferson Street Pathway	Approximately 1,400 feet northwest of the Project footprint's western terminus and north of Jefferson Boulevard. The Reed Ranch Road – Jefferson Street Pathway is approximately 320 feet in length and connects Jefferson Street to Reed Ranch Road.	City Park	The proposed Project would not impact the Reed Ranch Road – Jefferson Street Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
McKegney Green City Park	Approximately 380 feet southeast of the Project footprint's eastern terminus and south of SR 131 PM 2.30. The McKegney Green City Park is an 11.6-acre area that includes multi-purpose trails, recreation fields, shoreline access, and a public gazebo. It is managed by the Town of Tiburon Parks Division.	City Park	The proposed Project would not impact the McKegney Green City Park or limit access to its facilities. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Draft State Route 131 PM 1.90/2.10 Storm Damage Repair Project (04-3AA90) –
 Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
South-of-the Knoll Park	Approximately 900 feet south of the Project footprint at SR 131 PM 2.30. The park is south of the Richardson Bay Lineal Park, east of McKegney Green City Park, and north of Richardson Bay.	Community Park	The proposed Project would not impact the South-of-the Knoll Park since the Project footprint would not result in right-of-way acquisitions and is separated from the resource by Richardson Bay Lineal Park and existing single-family residences along Pine Terrace. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource given the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Hilary Drive – Tenaya Drive Pathway	Approximately 0.8 mile (420 feet) northwest of the Project footprint at the SR 131/Avenida Miraflores, east of Tenaya Drive. The Hilary Drive – Tenaya Drive Pathway is approximately 380 feet in length and connects Tenaya Drive, Hilary Drive, and Del Mar Middle School.	City Park Facilities	The proposed Project would not impact the Hilary Drive – Tenaya Drive Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Miraflores Subdivision Open Space District	Approximately 0.18 mile north of the Project footprint at the SR 131/Rock Hill Road intersection. The property is north of Hilary Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Miraflores Subdivision Open Space District property or associated conservation efforts because of the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Notes:

PM = post mile

SR 131 = State Route 131