

Cultural Resources Report

Larkspur Ferry Service Expansion and Parking Project

Golden Gate Bridge, Highway and Transportation District



September 2, 2026



Cultural Resources Report

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Executive Summary

The Larkspur Ferry Service Expansion and Parking Project (Project) is being implemented by the Golden Gate Bridge, Highway and Transportation District (District) to meet future ferry ridership demand and reduce traffic congestion on United States Highway 101 (US 101) in Marin and Sonoma Counties and in the Larkspur Landing area. To meet future ferry passenger travel demand, the Project would increase ferry service incrementally based on demand from 42 daily trips up to as many as 76 daily trips through 2050. The Project would also implement a range of landside access improvements at the ferry terminal. These improvements include expanded parking capacity, transportation demand management strategies, enhanced pedestrian and bicycle/scooter access (including accommodations for e-bikes), increased transit and shuttle services, and improved connections with Sonoma–Marin Area Rail Transit (SMART).

A cultural resources inventory and evaluation was conducted in accordance with the California Environmental Quality Act (CEQA) for the Project Area Limits (PAL). The 18.57-acre PAL encompasses all potential work locations, staging areas, and access routes for the Project.

As the CEQA Lead Agency, the District requested a search of the Sacred Lands File (SLF) and list of Native American tribes with cultural and traditional ties to Marin County maintained by the Native American Heritage Commission (NAHC) to initiate consultation in accordance with Assembly Bill 52. The SLF search was negative. The District initiated outreach with both of the NAHC listed tribes (the Federated Indians of Graton Rancheria [FIGR] and the Guidiville Indian Rancheria) and invited consultation on the Project with both tribes. The FIGR responded and is in ongoing consultation with the District. They have expressed their concern about the potential for buried Coast Miwok archaeological deposits that may be impacted by the Project.

Jacobs cultural resources staff conducted a records search and research of published literature and past field research in the PAL and 0.5-mile radius study area. The records search conducted by California Historical Resources Information System Northwest Information Center's staff in 2021, and updated in 2026, provided records of cultural resources and cultural resources investigations within the PAL and 0.5-mile radius study area. The records search did not identify any previously recorded archaeological resources in the PAL, and seven resources within 0.5 mile. Seven previous investigations that included fieldwork include all or part of the PAL, while another 31 are within 0.5 mile.

Jacobs cultural resources staff conducted a pedestrian survey of the PAL and immediate surroundings in 2021, and again in 2026, to visit known cultural resources and identify any previously unidentified cultural resources within the PAL. The survey identified the 1976 Larkspur Ferry Terminal as an architectural history resource. No archaeological resources were identified during the survey.

The PAL has heightened sensitivity for buried archaeological deposits based on its location at the edge of the San Francisco Bay, and the Federated Indians of Graton Rancheria have expressed concerns that there may be such deposits in the PAL. Jacobs conducted a geoarchaeological study to further evaluate the potential of the PAL for such deposits. The review of the history of development within the PAL, underlying soils and geology, and known precontact era Coast Miwok sites in the immediate area confirm the potential sensitivity of the PAL for buried archaeological deposits beneath the artificial fill and previous subsurface disturbance. Drilled core sampling investigations were conducted by Jacobs in 2023 (Jacobs 2024) and 2026 (Jacobs in preparation). In total, the 9 core samples spread across the Main Lot and the North Lot confirm this sensitivity but did not identify archaeological materials.

The 1976 Larkspur Ferry Terminal facility was found to meet the criteria for listing in the California Register of Historical Resources for its representation of High Tech Structuralism architectural design. The key character-defining features of the resource are primarily represented through the two primary

terminal structures (Shelter Structure and Service Building) with their mid-century aesthetic and prominence as vertical focal points of the facility from most viewpoints around the facility. The Larkspur Terminal Facility is considered a historical resource for the purposes of CEQA.

Contents

Executive Summary.....	i
Acronyms and Abbreviations.....	v
1. Introduction	1-1
2. Project Location and Description.....	2-1
2.1 Existing Project Location.....	2-1
2.1.1 Existing Setting.....	2-1
2.2 Project Description.....	2-2
2.2.1 Build Alternatives.....	2-2
2.2.2 Common Design Features – Build Alternatives	2-3
2.2.3 Common Construction Activities – Build Alternatives.....	2-4
2.3 Project Area Limits	2-4
2.3.1 Native American Consultation.....	2-6
2.4 Professional Qualifications.....	2-7
3. Regulatory Context	3-1
3.1 California Environmental Quality Act Statute and Guidelines.....	3-1
3.1.1 California Register of Historical Resources	3-1
3.1.2 City of Larkspur.....	3-2
3.1.3 Resource Types.....	3-3
4. Environmental and Cultural Setting	4-1
4.1 Paleoenvironmental Setting	4-1
4.2 Natural Setting	4-3
4.3 Cultural Setting	4-4
4.3.1 Precontact Setting.....	4-4
4.3.2 Ethnographic Context.....	4-5
4.4 Historic Setting	4-6
4.4.1 Overview of Marin County	4-6
4.4.2 City of Larkspur.....	4-6
4.4.3 Transportation Context: Golden Gate Bridge, Highway and Transportation District ...	4-7
4.4.4 Larkspur Ferry Terminal.....	4-9
5. Cultural Resources Inventory.....	5-1
5.1 Cultural Resources Identification Methods and Results.....	5-1
5.1.1 Background Research.....	5-1
5.1.2 Record Search Results.....	5-1
5.2 Field Survey	5-6

5.2.1	Archaeological Field Survey.....	5-6
5.2.2	Built Environment Field Survey.....	5-6
5.3	Buried Archaeological Site Sensitivity.....	5-7
5.3.1	Geoarchaeological Testing.....	5-7
6.	Summary and Recommendations	6-1
6.1	Archaeology.....	6-1
6.2	Unanticipated Discoveries.....	6-1
6.3	Built Environment.....	6-1
6.3.1	Description.....	6-1
6.3.2	Eligibility Assessment.....	6-3
6.3.3	Conclusion.....	6-6
7.	References	7-1

Appendices

Appendix A. Native American Consultation Correspondence

Appendix B. Site Records

Appendix C. Representative Photographs (Taken June 4, 2021)

Tables

Table 1. Previous Investigations in the PAL and 0.5-Mile Study Area 5-2

Table 2. Previously Recorded Cultural Resources in the 0.5-Mile Study Area..... 5-6

Figures

Figure 1. Project Location and Vicinity 1-2

Figure 2. Cultural Resources Project Area Limits 2-5

Figure 3. Buried Site Sensitivity Analysis..... 5-8

Acronyms and Abbreviations

Acronym	Description
ADA	Americans with Disabilities Act
amsl	above mean sea level
BCE	Before Common Era
bgs	below ground surface
BP	Before Present
CCR	California Code of Regulations
CE	Common Era
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
cal BP	calibrated date Before Present
District	Golden Gate Bridge Highway and Transportation Terminal District
FIGR	Federated Indians of Graton Rancheria
LFT	Larkspur Ferry Terminal
LHPB	Larkspur Heritage Preservation Board
NAHC	Native American Heritage Commission
NETR	Nationwide Environmental Title Research
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
PAL	Project Area Limits
PRC	Public Resources Code
Project	Larkspur Ferry Service Expansion and Parking Project
SLF	Sacred Lands File

Cultural Resources Report

Acronym	Description
SMART	Sonoma–Marin Area Rail Transit
SOI	Secretary of the Interior
THPO	Tribal Historic Preservation Officer
U.S.C.	United States Code
US 101	United States Highway 101
USGS	United States Geological Survey

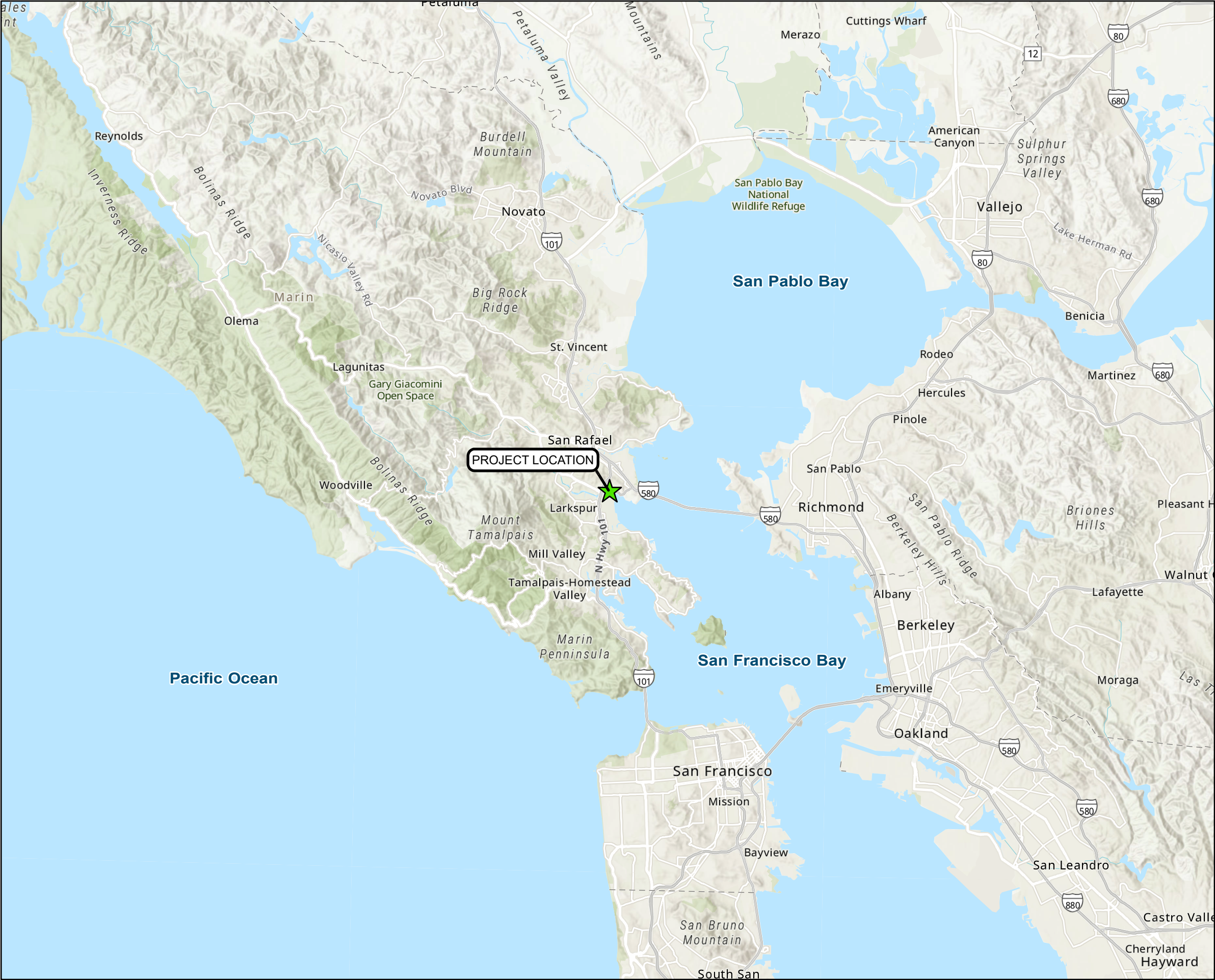
1. Introduction

Jacobs prepared this Cultural Resources Report for the Golden Gate Bridge, Highway and Transportation Terminal District (District) for the proposed Larkspur Ferry Service Expansion and Parking Project (Project) in Marin County, California to conform with the requirements of the California Environmental Quality Act (CEQA). The District is the lead agency responsible for CEQA compliance.

This proposed Project would be constructed at the existing Larkspur Ferry Terminal (LFT) facility on the San Francisco Bay near Sir Francis Drake Boulevard in Marin County, California (Figure 1).

The District is implementing the Project to accommodate growing ferry ridership demand, enhance regional transit connectivity, reduce greenhouse gas emissions, and provide a reliable alternative to automobile travel along the United States Highway 101 (US 101) corridor in Sonoma, Marin, and San Francisco counties, as well as within San Francisco.

Jacobs initiated the cultural resources inventory and evaluation March 2021 with a records search at the California Historical Resources Information System's Northwest Information Center (NWIC), a pedestrian survey, and background literature review, and has updated the inventory in response to Project design updates with a records search at the NWIC March 2026 for the revised Project Area Limits (PAL) and 0.5-mile study area. The 18.57-acre PAL encompasses all potential work locations, staging areas, and access routes for the Project. This report presents the Project location and description in Section 2, the regulatory context in Section 3, the environmental and cultural setting in Section 4, the cultural resources inventory methods and findings in Section 5, the cultural resources evaluation in Section 6.3.2 and the conclusion in Section 6.3.3.



LEGEND

★ Project Location

Service Layer Credits: National Geographic World Map: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.
World Topographic Map: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
World Hillshade: Esri, NASA, NGA, USGS

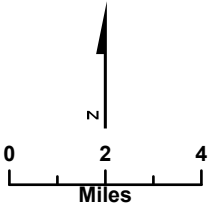


Figure 1
Project Location and Vicinity
Larkspur Ferry Service and Parking Expansion
Golden Gate Bridge Highway and Transportation District
Marin County, California

2. Project Location and Description

The Project is being developed to meet future ferry passenger travel demand. The Project would increase ferry service incrementally based on demand from 42 daily trips up to as many as 76 daily trips through 2050. The Project would also implement a range of landside access improvements at the ferry terminal. These improvements include expanded parking capacity, transportation demand management (TDM) strategies, enhanced pedestrian and bicycle/scooter access (including accommodations for e-bikes), increased transit and shuttle services, and improved connections with Sonoma–Marin Area Rail Transit (SMART). Refer to Figure ES-1.

2.1 Existing Project Location

The LFT and associated facilities are along the central San Francisco Bay near Sir Francis Drake Boulevard in Marin County, California, at latitude 37°56'40.2"N and longitude 122°30'31.4"W (Figure 1). The study area is within the San Rafael US Geological Survey (USGS) 7.5-minute topographic quadrangle and within the City of Larkspur city limits. The terminal is adjacent to San Francisco Bay wetlands and tidal areas and is bordered by a mix of transportation, commercial, and open-space land uses.

The LFT is connected to the wider transportation network via Sir Francis Drake Boulevard, which connects to US 101, the recently opened adjacent stop on the Sonoma–Marin Area Rail Transit (SMART), SMART Connect Larkspur shuttle, and Golden Gate Transit Bus Service.

2.1.1 Existing Setting

The LFT provides regular and special-event ferry service and is supported by multimodal access and two surface parking lots, the Main Lot and North Lot. Proposed subsurface construction work is limited to the Main Lot and North Lot. The LFT buildings and structures are included in this analysis to consider the potential impact of proposed new above-ground parking garages.

2.1.1.1 Larkspur Ferry Terminal

The LFT was constructed between 1975 and 1976 on the site of the former Hutchinson's Rock Quarry and officially opened on December 11, 1976. The LFT was designed by architect Jacques de Brer and features an 18,000-square-foot open-air "space frame" canopy. The terminal is Americans with Disabilities Act (ADA)-compliant and includes amenities for passengers such as a covered waiting area, restrooms, and bicycle racks accommodating up to 72 bicycles. The terminal is accessible and includes amenities for passengers, such as a covered waiting area, restrooms, and bicycle racks accommodating up to 80 bicycles inside the paid area and an additional 60 outside. Immediately outside the terminal building, there are pick-up and drop-off spaces for bus transit and private vehicles/rideshare vehicles in front of the terminal building, along with a surface parking lot to serve ferry passengers who choose to drive and park.

2.1.1.2 Landside Facilities

Landside facilities include the Main Lot and North Lot, which are surface lots and together have a total of 2,023 parking spaces. The Main Lot is accessed from Sir Francis Drake Boulevard and is an approximate hexagon shape, keeping with the original design of the terminal and surrounding areas. Four fuel storage tanks are used for daily ferry service; located just beyond the employee lot, each tank holds 75,000 gallons.

The North Lot is to the north of the Main Lot across Sir Francis Drake Boulevard near the SMART station and is accessed from Larkspur Landing Circle. It has 215 parking spaces.

2.2 Project Description

This project description includes only those elements of design that entail ground disturbance during construction, or that alter that physical setting of the LFT for the purposes of this report.

2.2.1 Build Alternatives

The Project proposes to increase ferry service; improve the pickup/drop-off area to provide designated areas for fixed-route transit loading and unloading, Transportation Network Companies, and drop off; upgrade bicycle storage facilities; improve pedestrian connections; and use a phased approach to construct new parking garages on the Main and North Lots. There are two Build Alternatives being considered. Alternatives 1 and 2 occupy the same footprint and are essentially the same with the exception of (1) Alternative 2 includes additional TDM measures that fully address projected ridership demand with one less parking level in the Main Lot, and (2) Main Lot parking garage height (Alternative 1 is a five-level garage, and Alternative 2 is a four-level garage). Construction of the Build Alternatives would occur in phases, with Phase I consisting of TDM and transit improvements, along with a parking garage on the North Lot, and Phase II including further TDM and transit improvements and a parking garage on the Main Lot.

2.2.1.1 Alternative 1: Increased Ferry Service and New Parking Garages

Alternative 1 would construct a five-level parking garage with secured bicycle parking on the Main Lot. The Main Lot garage's first level would be elevated to accommodate near-term forecast sea-level rise (Year 2100 Projection). First-level elevations would be increased approximately 1 to 5 feet above the existing grade. Generally, areas close to the marsh would be elevated 5 feet, while areas closer to Sir Francis Drake Boulevard would be elevated 1 foot based on difference between projected sea-level rise and existing grade. The concrete garage would include approximately 1,200,000 square feet of parking for 3,998 stalls (401 surface lot stalls and 3,597 garage stalls). The garage would include an elevator and connect to existing onsite utilities. All major construction would occur outside of the San Francisco Bay Conservation and Development Commission's shoreline band. Anticipated work within the shoreline band would be limited primarily to restriping the remaining surface lot to accommodate the new circulation and remaining surface parking within the lot, landscape improvements and drainage tie-ins as applicable.

2.2.1.2 Alternative 2: Increased Ferry Service, New Parking Garages, and Enhanced Transportation Demand Measures

Alternative 2 would construct a four-level parking garage with secure bicycle parking on the Main Lot after Phase I construction of the North Lot garage. The Main Lot garage's first level would be elevated to accommodate near-term forecast sea-level rise (Year 2100 Projection). First-level elevations would be increased approximately 1 to 5 feet above the existing grade. Generally, areas close to the marsh would be elevated 5 feet, while areas closer to Sir Francis Drake Boulevard would be elevated 1 foot based on difference between projected sea-level rise and existing grade. The concrete garage would include approximately 960,000 square feet of parking for 3,258 stalls (401 surface lot stalls and 2,857 garage stalls). The garage would include an elevator and connection into existing onsite utilities. All major construction would occur outside of the Bay Conservation and Development Commission's shoreline band. Anticipated work within the shoreline band would be limited primarily to restriping the remaining surface

lot to accommodate the new circulation pattern and configuration of surface parking within the lot, landscape improvements, and drainage tie-ins, as applicable.

2.2.2 Common Design Features – Build Alternatives

The following describes common design features for the Build Alternatives. The Build Alternatives would require the same construction activities within the same footprint. The only difference would be for Alternative 2 Phase 2, which would be slightly shorter in duration because of one less parking level in the Main Lot parking garage.

2.2.2.1 Increased Ferry Service

The District's ferry ridership forecasts indicate ferry demand more than doubling from historic peak levels to 17,600 daily riders by 2050. To accommodate future demand, the Project would provide the District operational flexibility to incrementally expand ferry service beyond the current average limit of 42 daily ferry crossings, ultimately providing up to 76 daily ferry crossings as warranted by future ridership levels and funding availability.

2.2.2.2 North Lot Parking Garage

The concrete garage would include approximately 260,000 square feet of parking for 850 stalls (145 surface/level 1 stalls and 705 garage stalls). The garage would include two elevators to comply with the Americans with Disabilities Act (ADA).

2.2.2.3 Additional Common Design Features

Both Build Alternatives would also include the following components:

- Secure bicycle parking for up to 350 bicycles at the Main Lot
- Electric vehicle charging in accordance with the California Green Building Standards Code (Title 24, Part 11)
- New pedestrian crossing on Larkspur Landing Circle to enhance pedestrian movements from the North Lot to the ferry terminal
- Connection to existing drainage facilities and utilities
- Installation of solar canopies shades across approximately 75% of the upper levels of both garages, resulting in an estimated annual clean energy output of 5,700,000 kilowatt-hours per year for electric vehicle charging to help offset grid demand
- Uniform distribution of interior and exterior lights for the Main and North Lots that are provided through the following principles (actual spacing and total number of fixtures can vary based on many factors; typically, fewer are preferred, but it requires more advanced fixtures and will be developed in final design):
 - Minimum surface lighting level is 1 foot-candle, and there is a 5-foot-candle minimum at interaction areas. The maximum surface lighting level will be defined in the final design (as low as acceptable) to avoid glare.
 - All new exterior fixtures will be NightSky-compliant (each shining down only), preventing glare.

- Interior fixtures are placed such that the cutoffs do not let a significant amount of light protrude outside the building envelope, preventing glare. Because they are ceiling mount, they shine downward by nature.
- Fixtures will be light-emitting diode (LED) with minimum Color Rendering Index of 90 and automated (daylight and occupancy dimming).
- Vehicle headlights in the garage are permanently blocked by solid crash-walls and do not shine outwards from the upper levels, preventing glare.

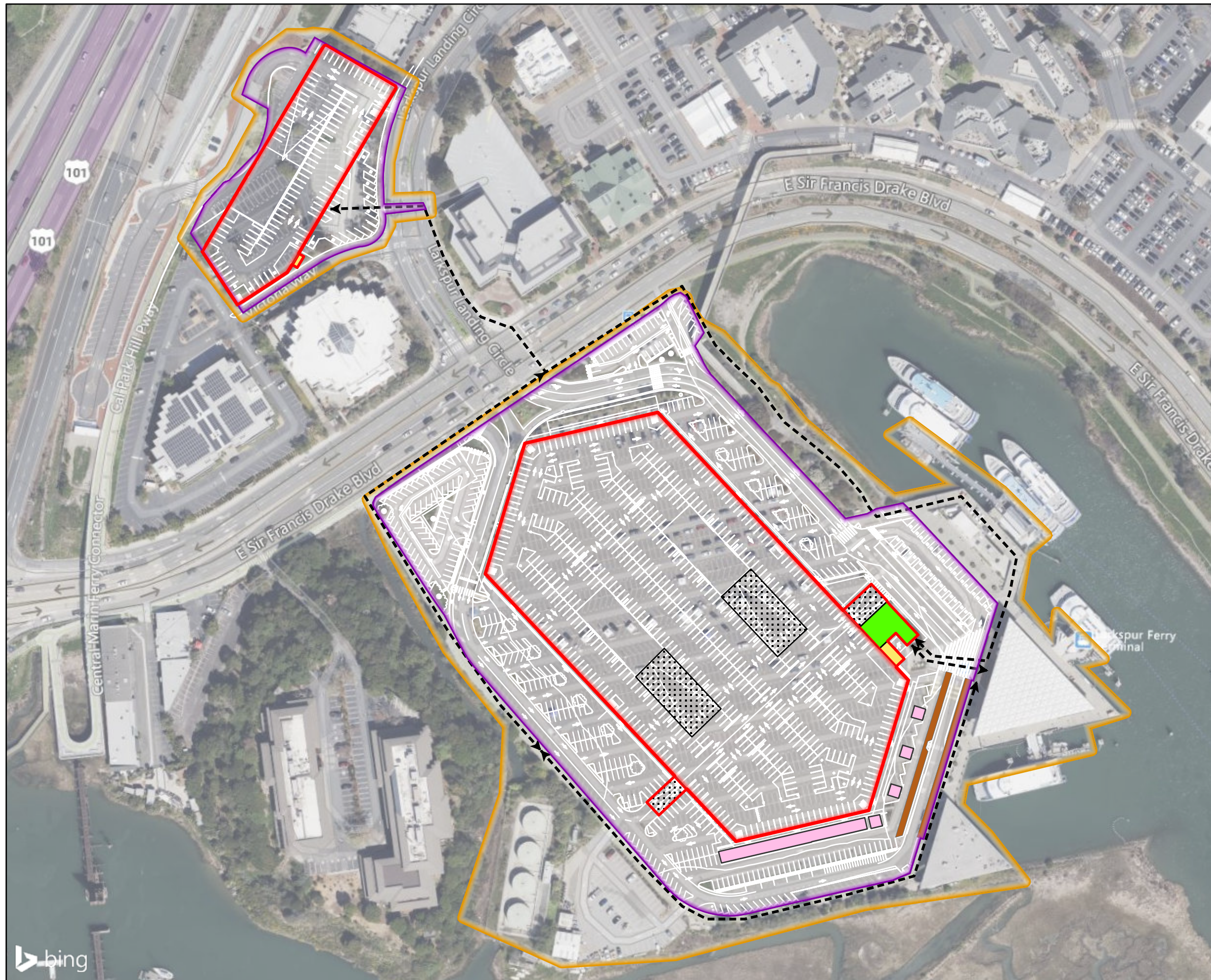
2.2.3 Common Construction Activities – Build Alternatives

Construction activities that involve ground disturbance are the same for both alternatives and are limited to the same footprints in both the Main Lot and the North Lot. The Main Lot consists of the 5.5-acre parking garage footprint and surrounding 5.6-acre surface parking lot. The parking garage footprint within the Main Lot will be excavated to remove from 5 to 10 feet of liquefiable soil and will be refilled with engineered fill. The foundation would require either approximately 950 36-inch-by-90-foot-long concrete auger cast piles or 2,151 90 foot-long 18x204 steel H-piles; constructing pile caps, grade beams, and perimeter foundation walls; and installation of under-slab utilities will be installed to support the Main Lot parking garage. Auger cast piles involve drilling a continuous hollow-stem auger into the ground and pumping fluid concrete through the stem as the auger is removed. A prefabricated steel reinforcement case is immediately inserted while the concrete is still wet. H-piles would be driven. Other excavation within the parking garage footprint will include a 15-square-foot excavation to a depth of 10 feet for the elevator shaft, and excavations to connect new utilities to existing onsite utilities. After construction of the garage, the 5.6-acre surface parking area will be improved by demolishing existing pavement, regrading, and compacting the area. The stormwater drainage will be improved, and curbs, gutters, sidewalks, and ramps will be completed. After the lot is paved, the installation of lighting, signage, and parking control devices may entail small, localized excavations of up to 5 feet depth.

The North Lot consists of the 1.02-acre parking garage and 0.62-acre surface parking area surrounding the garage. Within the 1.02-acre parking garage footprint, construction begins by demolishing the existing pavement and curbs, followed by mass excavation to remove approximately 3 feet of soil to achieve the required subgrade elevation for the mat foundation. New utilities will be installed prior to construction of the mat slab, and a 15-square-foot, 10-foot-deep elevator shaft will be excavated. Construction of the garage will be followed by demolition of existing pavement in the 0.62-acre surface parking area. The area will be regraded and compacted, and the stormwater drainage will be improved. In addition to reconstructing curbs, gutters and sidewalks, and repaving the lot, the installation of lighting, signage, and parking control devices may entail small, localized excavations of up to 5 feet depth.

2.3 Project Area Limits

The PAL consists of the geographic area where the Project construction and use may directly or indirectly cause change of character or use of historical resources (e.g., archaeological sites and/or built environment resources). The PAL is depicted in Figure 2. Potential impacts on archaeological sites are posed primarily by ground-disturbing activities such as clearing, grubbing, grading, staging, excavation, pile driving, and filling. Historic built environment resources may be directly affected by such construction activities, as well as indirectly by noise, vibration, and substantial changes to the visual environment associated with implemented use of Project improvements.



LEGEND

- Cultural Resources Project Area Limits (18.57 acres)
- Project Footprint (13.70 acres)
- 0.5-mile Study Area
- Parking Structure
- ADA Parking
- Bike Parking
- Pickup and Drop off Stalls
- Ramp
- Elevator
- ←
→
 Pedestrian Path

Service Layer Credits: World Topographic Map: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community
 Bing Maps Hybrid: © 2026 Microsoft Corporation © Maxar
 ©CNES (2026) Distribution Airbus DS © Mapbox © 2026 TomTom
 World Hillshade: Esri, CGIAR, USGS

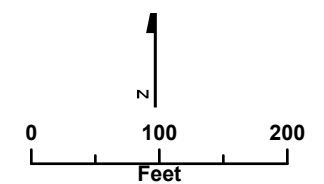


Figure 2
Cultural Resources Project Area Limits
 Larkspur Ferry Service and Parking Expansion
 Golden Gate Bridge Highway and Transportation District
 Marin County, California

The proposed PAL for this Project is defined as the extent of construction-related ground disturbance, inclusive of staging, laydown and parking areas, as well as the physical location of improvements proposed under the various alternatives. The PAL also includes the Ferry Terminal buildings and structures to address the possibility of visual impacts resulting from the proposed multi-story parking garage within the adjacent parking area.

2.3.1 Native American Consultation

The District initiated Native American outreach and consultation February 18, 2021, requesting a Sacred Lands File (SLF) search and contact list of California Native American tribes that are traditionally and culturally affiliated with Marin County from the Native American Heritage Commission (NAHC). As the CEQA lead agency, the District has responsibilities under Assembly Bill 52 to consult with California Native American tribes that are affiliated with the geographic area of the proposed Project.

The NAHC responded on March 2, 2021, stating that the SLF search was negative and providing contact information for the two Marin County tribes requesting consultation, the Federated Indians of Graton Rancheria (FIGR) and Guidiville Indian Rancheria. On April 16, 2021, the District sent a letter to the identified tribes describing the Project and informing the Tribes that the NAHC search of the SLF was negative, and that the record search conducted by the NWIC did not identify any previously recorded archaeological resources within the PAL. The record of Native American outreach communications is presented in Appendix A.

The Tribal Historic Preservation Officer (THPO) for the FIGR, Buffy McQuillen, replied to the District's Director of Planning via email on June 9, 2021. The email response from McQuillen indicated *"The Tribe has reviewed the project notification dated April 16, 2021 and would like to let you know that there may be Tribal Cultural Resources in the project area. Please let us know if you have any questions."*

The District's Director of Planning met with FIGR representatives on August 23, 2021. The FIGR shared their concerns about the potential presence of Tribal Cultural Resources in the Project area.

In a letter dated July 18, 2023, sent by email and certified mail, the Director of Planning provided a project status update and invited the FIGR to monitor preliminary geotechnical investigations to be undertaken the week of August 14, 2023. The investigation used direct push coring and core penetration tests to determine the underlying geotechnical site conditions for building foundation design. The District received no response from FIGR.

The Director of Planning sent a letter by email and certified mail to THPO McQuillen of FIGR September 19, 2024, inviting FIGR to attend the upcoming Open House and Scoping Meeting to be held October 15, 2024, to formally initiate the environmental process for the Project and invite the public to provide feedback on the Environmental Impact Report.

The Director of Planning sent a letter by email and certified mail to FIGR THPO McQuillen June 10, 2026, notifying her of upcoming soil coring investigations to test archaeological sensitivity of subsurface deposits, and inviting FIGR to provide a monitor for the investigation. FIGR THPO McQuillen, and FIGR staff Hector Garcia Cabrales, Cultural Resources Specialist, and Kyle Rabellino, Archaeologist, visited the investigation on Friday, June 26. They observed the coring, and discussed observations with Jacobs ge archaeologist Kyle Brudvik.

Appendix A contains copies of Native American correspondence.

2.4 Professional Qualifications

The cultural resources research and reporting was conducted by Jacobs cultural resources specialists Brian Ramos, PhD, RPA; Mark Bowen, MA; Irem Oz, MA; Kyle Brudvik, MA, RPA; and Heather Price, PhD, RPA. Ramos, Price and Brudvik meet the US Secretary of the Interior's Standards for Professional Qualifications (36 Code of Federal Regulations [CFR], Part 61) in archaeology and together have a combined 71 years of professional experience. Brudvik specializes in geoarchaeology and conducted the geoarchaeological coring investigation and reporting. Bowen and Oz have a combined 50 years of professional experience and meet the US Secretary of the Interior's Standards for Professional Qualifications for history and architectural history.

3. Regulatory Context

This section summarizes the state regulations and policies applicable to the proposed Project related to cultural resources.

3.1 California Environmental Quality Act Statute and Guidelines

CEQA provides a broad definition of what constitutes a cultural or historical resource. Cultural resources can include traces of precontact habitation and activities, historic sites and materials, and places used for traditional Native American observances or places with special cultural significance. Note that precontact is the preferred term in California to refer to the period of occupation by indigenous people prior to the arrival of Europeans. "Prehistoric" is preserved in this report when it occurs in direct quotes, or bibliographic references. In general, any trace of human activity over 50 years in age is required to be treated as a potential cultural resource.

According to the State CEQA Guidelines (Section 15064.5[a][3]), a resource is generally considered historically significant if it meets the criteria for listing in the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 5024.1; California Code of Regulations [CCR], Title 14, Section 4852). A historical resource is defined as any site that:

- is listed in or determined to be eligible by the State Historical Resources Commission for listing in the CRHR, or is determined to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and
- is eligible for listing in the CRHR; or
- is included in a local register of historical resources, as defined by PRC Section 5020.1(k), or is identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g).

The State CEQA Guidelines also require considering unique archaeological resources (Section 15604.5). PRC Section 21083.2(g) includes the following definition:

As used in this section, "unique archaeological resource" means 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:

- (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
- (2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or
- (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

3.1.1 California Register of Historical Resources

The CRHR includes resources that are listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP), as well as some California State Landmarks and California Points of Historical Interest. Properties of local significance that have been designed under a local preservation

ordinance (local landmarks or landmark districts) or that have been identified in a local historical resource inventory may be eligible of listing in the CRHR and are presumed to be significant resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC 5024.1, 14 CCR 4850).

The eligibility criteria for listing in the CRHR are similar to those for the NRHP but focus on the importance of the resources to California history and heritage. A cultural resource may be eligible for listing on the CRHR if:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one of the evaluation criteria, the resource must retain integrity. The CRHR definition of integrity is slightly different from those of the NRHP. Section 4852(c) of the CCR (Title 14, Chapter 11.5), defines integrity as “the authenticity of an historical resources’ physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The regulation also states that eligible resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance,” and then lists the same seven aspects of integrity used for evaluating properties for the National Register of Historic Places (location, design, materials, workmanship, setting, feeling, and association).

3.1.2 City of Larkspur

The City of Larkspur Municipal Code includes regulations that address historic preservation within the City Limits. As per Code Section 18.19 (Heritage Preservation) excepting for work that meets the provisions of Larkspur Municipal Code Sections 18.19.025 and 18.19.060 (generally considered “ordinary maintenance and interior improvements”), projects requiring a discretionary land use permit, building permit, grading or demolition permit for properties listed on the official historic resources inventory, determined to be eligible for inclusion on the historic resources inventory, or located within the H (Historic) District shall be subject to the requirements of the Heritage Preservation chapter.

Under this section of the Larkspur Municipal Code, “Historic district” means one or more properties zoned H, containing a number of structures and sites that meet one of several listed definitions noted below, or a collection of structures that individually may not be of major architectural or historic importance but as a group contribute to the overall historic and architectural character of the community.

“Historic resource” means structures, sites, areas, and natural phenomena which have one or more of the following characteristics:

1. A reminder of past years, events, and persons important in local, state, or national history.
2. An example of a once common structure with a design that specifically relates to its now rare or nonexistent first use or business.

3. A unique or irreplaceable asset to the City or a neighborhood, which asset enriches human life and/or serves an educational benefit by providing future generations examples of the physical surroundings of the past.
4. An example essential to maintaining the overall historic character of a larger area.
5. A structure having architectural significance. A structure determined to have architectural significance shall be one which is valuable as an example of:
 - a. Architectural design that is attributable to a historic period.
 - b. A commonly identified architectural style or method of construction.
 - c. Architectural design that is unusual, beautiful, or ingenious.
 - d. A notable work of a major builder or designer.
 - e. Unusual quality of workmanship.
 - f. Unusual use of construction materials.

Additionally, "Historic resources inventory" means a list of officially designated historic resources, as adopted by resolution of the City Council (City of Larkspur 2026a).

3.1.3 Resource Types

Three broad classes of cultural resources are considered in this section: precontact, ethnographic, and historic. Those cultural resources determined eligible to the CRHR are called historical resources and are further defined under state law as buildings, sites, structures, objects, areas, places, records, manuscripts, and tribal cultural resources (CCR, Title 14, §§4852a, 5064.5(a)(3); PRC, §§5020.1(h,j), 5024.1[e][2, 4], 21074).

Precontact archaeological resources are those materials relating to precontact human occupation and use of a particular environment. These resources may include sites and deposits, structures, artifacts, rock art, trails, and other traces of activity by indigenous peoples. In California, the precontact period began about 12,000 years ago and extended through the 18th century until 1769, when the first Europeans settled in California.

Ethnographic resources are those materials important to the heritage of a particular ethnic or cultural group, such as Native Americans or African, European, or Asian immigrants. They may include traditional resource collecting areas, ceremonial sites, topographic features, value-imbued landscapes, cemeteries, shrines, or neighborhoods and structures. Ethnographic resources are variations of natural resources and standard cultural resource types. They are subsistence and ceremonial locales and sites; structures; objects; and rural and urban landscapes assigned cultural significance by traditional users. The decision to call resources ethnographic depends on whether associated peoples perceive them as traditionally meaningful to their identity as a group and the survival of their lifeways.

Historical period resources are those materials, archaeological and architectural, usually but not necessarily associated with Euro-American exploration and settlement of an area and the beginning of a written historical record. They may include archaeological deposits; sites; structures; trail and road corridors; artifacts; or other evidence of historical human activity. Under federal and state requirements, historical period cultural resources must be greater than 50 years old to be considered of potential historical importance. A resource less than 50 years of age may be historically significant if the resource is of exceptional importance. The Office of Historic Preservation endorses recording and evaluating resources over 45 years of age to accommodate a 5-year lag in the planning process.

4. Environmental and Cultural Setting

This section describes the environmental and cultural setting of the Project and immediate vicinity and was used to establish expectations regarding archaeological sensitivity and the potential for previously unrecorded archaeological resources in the PAL, as well as provide the contextual framework by which any identified cultural resources would be analyzed and evaluated. There have been numerous previous cultural resource studies in the PAL and 0.5-mile radius study area, with extensive descriptions of the natural and cultural setting relevant to the PAL. The following context (Sections 4.1 through 4.3) is taken from Dr. Brian F. Byrd and Michael Darcangelo's report *Archaeological Survey Report for the Central Marin Ferry Connection Project, Larkspur, Marin County, California* (2011) that was prepared for the District. The Byrd and Darcangelo report provides an overview of the natural and cultural settings relevant to the Project.

4.1 Paleoenvironmental Setting

The following section was developed by geo-archaeologists Jack Meyer and Jeffrey Rosenthal (Byrd and Darcangelo 2011) who have extensive experience developing predictive models for identification of buried archaeological sites based in part on examinations of past landforms.

During the last glacial maximum some 22,000 years ago, vast ice sheets covered the northern part of the continent, and the climate in central California was considerably cooler than at any time since then. At that time worldwide sea levels were at least 100 meters lower than today, and the California coastline was located some 25 to 50 kilometers west of its current position (Atwater et al. 1977; Bard et al. 1996; Helley et al. 1979). At that time, the combined runoff from the Sacramento and San Joaquin rivers merged to form the California River (Howard 1979), which passed through the Carquinez Strait and into the Franciscan Valley (Axelrod 1981), now occupied by San Francisco Bay. The smaller streams and rivers draining the South Bay also joined this massive drainage as it flowed west through the Golden Gate and across the continental shelf, where it eventually emptied into the Pacific Ocean near the modern-day Farallon Islands (Atwater et al. 1977; Axelrod 1981). Thus, instead of a "bay," there was a broad inland valley that supported grassland and riparian communities.

As the continental ice sheets began to melt some 16,000 years ago, the world's oceans rose rapidly, causing the Pacific shoreline to migrate eastward. For instance, between 13,500 and 11,000 BP, sea levels rose about 40 meters, at an astounding average rate of about 16 meters every 1,000 years (Bard et al. 1996). This dating coincides with the earliest known evidence for human occupation in the region. The sea continued to rise at an average rate of about 6.7 meters per 1,000 years between 11,000 and 9000 BP, submerging much of the continental shelf west of the project area. Over the next 2,000 years (9000-7000 BP), sea level rose about ten meters at a more modest rate of roughly five meters per 1,000 years. Thus, there was a cumulative rise in sea level of approximately 70 meters during the latest Pleistocene and early Holocene. As the waters rose, freshwater marshes began to form, and sediments carried by the California River accumulated on the floor of the Franciscan Valley marking the transition from valley to bay.

Between 7000 and 6000 BP, there was a dramatic decrease in the rate of sea level rise worldwide (Stanley and Warne 1994). During this time, the sea inundated the Franciscan Valley at a more gradual rate of about 1.3 meters every 1,000 years, for a total of 8.0 meters over the past 6,000 years. This allowed sedimentation to keep pace with inundation, which permitted the formation of extensive tidal marsh deposits during the middle Holocene (Atwater et al. 1979). As base levels rose, the lower reaches of the stream and river channels became choked with sediments that spilled onto the surface

of existing fans and floodplains, forming large alluvial floodplains (Helley et al. 1979). As a result, bay and marsh deposits now cover many formerly stable Holocene-age land surfaces, such as those documented in core samples from beneath the Bay (Atwater et al. 1977:Plate 1; Lee and Praszker 1969:60-63; Louderback 1951:90; Story et al. 1966; Treasher 1963:Figure 5).

Several studies confirm that many of the Late Pleistocene and Early Holocene land surfaces located around the Bay were overlain by deposits of younger alluvium that are generally less than 6,000 years old (Borchardt 1992; Gmoser et al. 1999; Helley et al. 1979; McIlroy et al., 2001; Meyer 2000; Stewart et al. 2002). Stratigraphic and radiocarbon evidence indicates that the Holocene-age alluvial deposits average two to three meters in thickness, with deposits exceeding ten meters in a few areas. These older land surfaces usually exhibit well-developed buried soils (paleosols) that represent a significant stratigraphic boundary in the region. As a result, older archaeological sites located in and around the Bay were submerged by sea level rise and/or buried by sediment deposition.

During the Late Holocene, the Bay grew in size as marshlands expanded in response to higher sea levels and the decomposition, compaction, and subsidence of intertidal deposits. These processes resulted in the formation of large tidal mudflats and peat marshes, which further promoted the deposition of sediment around the margins of the Bay. Radiocarbon dates from Palo Alto Marsh indicate that these deposits were generally formed during the past 2,000 years (Atwater et al. 1979:349). Dates of 1665 and 1520 cal BP have been obtained from layers of organic clay from marsh deposits buried at depths of 6.1 to 6.5 meters along lower Colma Creek near San Bruno (Price 1981).

Isotopic analysis of shell suggests that salinity and discharge levels of the Bay have undergone substantial fluctuations over the past 6,000 years (Ingram and DePaolo 1993; Ingram et al., 1996; Wells 1995; Wells and Goman 1994). The mass extinction of large prehistoric oyster beds that flourished in southern San Francisco Bay between 1700 and 1850 cal BP indicates that significant changes did occur (Story et al. 1966). Given the potential influence of large-scale environmental changes on the distribution and abundance of certain plant and animal communities, it is likely that prehistoric human adaptive strategies also varied over time.

More recent changes on the San Francisco Peninsula include the appearance of introduced (non-native) plant species, which generally coincides with the arrival of the Spanish and other Euro-American settlers during the 1700s and 1800s (Reidy 2001; West 1989). An intense drought during the late 1800s reduced the vegetation cover and made the landscape susceptible to erosion (Burcham 1982:171), as did many of the activities associated with historic-period settlement. Hydraulic-mining activities in the Sierra Nevada increased the amount of sediment deposited within the Bay (Gilbert 1917). Lasting evidence of these changes is found in estuarine deposits and along many stream channels where the lowest terraces are often composed of historic-age sediments (Knudsen et al. 2000; Mudie and Byrne 1980). Finally, thick deposits of artificial fill were placed around the margins of the Bay to reclaim the marshes and wetlands for human development (Lee and Praszker 1969; Witter et al. 2006). While some archaeological resources may have been partially or completely destroyed by urban development, others were likely buried and protected by artificial fill deposited during the historical and modern eras.

Several key points from Meyer and Rosenthal's landscape evolution are important for assessing the potential for buried archaeological deposits in the PAL. Firstly, large-scale environmental changes played a major role in the evolution of the Bay Area landscape over the past 22,000 years. Many of these changes affected the distribution of human populations and buried and/or submerged large segments of the landscape that were once available for human use and occupation. Thus, the relatively incomplete nature of the Bay Area archaeological record, with a dearth of known sites from the earliest period of occupation,

from roughly 12,000 to 5,000 years ago, may be a result of sites from this time period having been buried by sediments as the bay was formed.

4.2 Natural Setting

The PAL is located on the Marin Peninsula on the northern portion of the San Francisco Bay area. The PAL is within former marshlands at the outlet of Corte Madera Creek into the bay. The PAL ranges in elevation from less than one meter above mean sea level (amsl) at the marsh margins of the Larkspur Ferry Terminal property, to around two meters amsl across the existing terminal parking lot.

The PAL is characterized by a Mediterranean climate, with cool, wet winters, and warm, dry summers. Rainfall in the area typically occurs in December through March, and without extreme fluctuation in temperature, although summer months are dry and warmer.

San Francisco Bay, formed by rising sea levels at the end of the Pleistocene, is part of a large estuary that includes San Pablo and Suisun bays Central and the Carquinez Strait. According to Byrd and Darcangelo (2011), the estuary and surrounding dry land provided important environs for precontact inhabitants typified by estuaries, coastal marshlands, and coastal prairies. The dominant vegetation along creek edges includes yellow willow (*Salix lasiandra*), arroyo willow (*Salix lasiolepis*), broadleaf cattail (*Typha latifolia*), common tule (*Scirpus acutus*), and California bulrush (*Scirpus californicus*). Pickleweed (*Salicornia virginica*), Pacific cordgrass (*Spartina foliosa*), and salt grass (*Distichlis spicata*) are common species in coastal salt marshes. Native grasses along the coastal prairie, such as Pacific reed grass (*Calamagrostis nutkaensis*), Pacific hairgrass (*Deschampsia holciformis*), and California bentgrass (*Agrostis californica*), are mixed with introduced species from Europe (Crampton 1974).

Byrd and Darcangelo (2011) note that prior to modern development the LFT and the Main Lot of the PAL would have been tidal marsh lands, and would have contained abundant edible resources, such as fish, shellfish, and large mammals, as well as a range of plant resources. Anadromous fish were available in the creeks that drained into the San Francisco Bay. Tule elk (*Cervus elaphus nannodes*), pronghorn (*Antilocapra americana*), and grizzly bear (*Ursus chelan*), native to the area, were hunted out by the 1900s, and most of the San Francisco Bay marshlands have since been destroyed by landfill projects and construction (Byrd and Darcangelo (2011).

The PAL is located within the Coast Ranges geomorphic province of California (CGS 2002). The Coast Ranges are characterized by northwest trending mountains and valleys that are generally parallel to fault zones (e.g., the San Andreas Fault Zone). The PAL is underlain by artificial fill (asphalt on top of mostly quarried rock, gravel, sand, and silt), Holocene Bay Mud (<11,700 years ago), Pleistocene Older alluvium (2.58 million years ago to 11,700 years ago;), and Cretaceous Franciscan Complex mélange (approx. 161 to 66 million years ago) (Blake et al. 2000). The Franciscan Complex is a mix of small-to-large resistant rock masses (mainly sandstone, greenstone, chert, and serpentine) in a matrix of highly sheared to pulverized rock material.

The Main Lot is on an artificial peninsula created on top of the former marshland. Below the artificial fill, the Holocene Bay Mud is typically soft and unconsolidated silty clay, which locally contains peat and shell. The depth to bedrock varies across the site; it is typically shallower in the north and west, and deepest to the east and southeast, where ferries dock.

The Holocene Bay Mud and alluvium, Pleistocene Older alluvium, and the top surface of the mélange, are known throughout the Bay Area to contain evidence of human habitation that include shellmound sites that may contain burials and ceremonial artifacts.

4.3 Cultural Setting

4.3.1 Precontact Setting

Initial intensive archaeological investigations of the Bay Area's prehistory began primarily by Nelson (1909) between 1906 and 1908. Nelson conducted an extensive survey of the Bay Area's shellmounds or middens (culturally formed earthworks comprised of shellfish refuse deposits). Nelson mapped more than 425 shellmounds including some of the most significant archaeological sites along California's central coast. The shellmounds, consisting of shells, ash, rocks, other cultural material, as well as burials, were once numerous around the margins of San Francisco Bay. Most "Nelson Mounds" have been destroyed by modern development and there are few visible remnant mounds visible above ground. However, due to the extensive nature of some mounds the possibility remains that intact mound sub-strata may lie several meters below current sea level, and below modern development. Any such intact deposits would have a high potential to contain human burials.

In 1909 and 1910, Nelson sampled middens in Sausalito (CA-MRN-3), Greenbrae (CA-MRN-76), and San Rafael (CA-MRN-315) in the hope of finding evidence of cultural evolution (Moratto 1984:233). Based on this work, Nelson identified two cultural complexes: the older phase (Ellis Landing Facies) is characterized by cobble mortars, large projectile points, *Olivella* saucer beads, mica ornaments, and elk bone whistles; while the younger phase (Emeryville Facies) is evidenced by incised *Halotis* ornaments, *Olivella* rectangle beads, imperforate charmstones, and shaped flat-bottom mortars. These discoveries convinced Nelson that southeast Marin County was part of the San Francisco Bay cultural region and provided him with the basis for an archaeological sequence in the North Bay area (Moratto 1984:233-234).

Much of the archaeological investigation in Marin County has been devoted to the discovery of the 1579 landing site of Sir Francis Drake. Neither historians nor archaeologists agree on where Drake landed, although he is generally considered to have landed at what is known today as Drakes Beach on the Point Reyes peninsula (Marschner 2000:165). Heizer directed intermittent surveys of the Point Reyes peninsula and Drake's Bay vicinity during 1938 and 1939 and conducted the first scientific excavations there during 1940 (Moratto 1984:234). At the Estero site (CA-MRN-232), Heizer discovered corroded iron ship's spikes and sherds of Ming Dynasty porcelain – the first sixteenth-century artifacts recognized from a Marin County archaeological site (Moratto 1984:234). In 1940 and 1941, Beardsley resumed work at CA-MRN-232 and excavated three other Point Reyes sites: Mendoza (CA-MRN-275), Cauley (CA-MRN-242), and McClure (CA-MRN-266). Based on this work, Beardsley established a precontact cultural sequence for the area (Beardsley 1954). Beardsley defined three facies in western Marin County: McClure (Middle Horizon), Mendoza (Late Horizon, Phase I), and Estero (Late Horizon, Phase II) (Beardsley 1954).

More recently, Bennyhoff and Fredrickson (1969) developed a new taxonomic model for Central California and the North Coast Ranges to replace the earlier Central California Taxonomic System (CCTS). Based on this model, the earliest occupation of North Coast Ranges is represented by the Paleo-Indian Post pattern from ca. 10,000 to 6,000 before the common era (BCE) (Fredrickson 1973, 1974, 1984).

The Lower Archaic period (6,000 – 3,000 BCE) and Middle Archaic period (3,000 – 1,000 BCE) are represented by the Borax Lake pattern. The Borax Lake pattern indicates the importance of both hunting and seed collecting and the technologies associated with these activities including wide-stem projectile points and the millstone and mano. Concave-base points and the bowl mortars appeared during the Mendocino aspect of the Middle Archaic period.

The Upper Archaic period (1,000 BCE – CE 500), recognized as the Ellis Landing aspect of the Berkeley pattern, is marked by the replacement of millingstones with mortars and pestles and the replacement of concave-base projectile points with shouldered lanceolate and contracting stem forms.

The most recent precontact/protohistoric period, the Emergent period (CE 500 – 1850), is characterized by a proliferation of settlements, intensification of trade, the use of clamshell disc beads as money, and new levels of social and political complexity mark the Augustine pattern.

4.3.2 Ethnographic Context

The PAL is located within the aboriginal territory of the Coast Miwok (Barrett 1908; Goerke 2007; Kelly 1978; Kroeber 1925:272-278). Kroeber (1925:273) described the Coast Miwok as comprising three tribes: the Olamentko of Bodega Bay, the Lekahtewut between Petaluma and Firestone, and the Hookooeko of Marin County. The Coast Miwok spoke one of the California Penutian languages and were closely related linguistically to the nearby Lake Miwok group which included Pomo, Wappo and Wintun peoples.

Native inhabitants of the northern Bay Area were hunters and gatherers with subsistence activities focused on seasonal availability of plant resources such as acorn, nuts, seeds, greens, bulbs; and game resources such as deer, antelope, elk, smaller animals. Subsistence activities also were directed towards the procurement of sea mammals and fishing; and collecting shellfish (oysters, mussels, and abalone). The heavy reliance on marine food resources by native inhabitants of the Bay Area is marked by abundant shellmounds and middens that represent precontact period villages, now archaeological sites, reflecting the accumulation of vast amounts of shell and bones from marine mammals, fish and birds around the perimeter of the Bay. The settlement system consisted of a primary village located along a principal stream, with satellite communities or special-use sites, usually seasonally occupied, in the surrounding countryside.

Kroeber (1925) identifies two ethnographic settlements near the Project area, including *Liwanelowa* in the vicinity of the town of Sausalito and *Awani-wi* near the city of San Rafael. According to Byrd and Darcangelo (2011) the PAL appears to include lands of a Coast Miwok tribelet known as the *Huimen* who were focused in the Richardson Bay area but also occupied the Corte Madera Creek area (Kelly 1978:415; Milliken 1988). The adjacent *Aguastos* tribelet (also referred to as the *Awani-wi* and the *Tamal-Aguasto*) occupied the San Rafael Creek area to the north. According to Milliken's (2006) study of North Bay Native groups of the Mission Period, the boundary between the *Huimen* and the *Aguastos* is located along San Quentin Peninsula. Both the *Huimen* and *Aguastos* had high population densities of 8.06 per square mile and 5.09 per square mile, respectively, based on Mission records. Beyond Mission record data, very little is known of these two tribelet/multi-family political groups (Byrd and Darcangelo 2011).

Coast Miwok houses were typically conical shaped structures built of perishable wood, grass, rushes and tule around a work frame constructed from forked poles (Kroeber 1925). Coast Miwok households consisted primarily of nuclear families with approximately six to ten inhabitants (Cook and Heizer 1968:91). Other structures including sweathouses and ceremonial buildings were often present. According to Kelly (1978) Coast Miwok sweathouse were circular structures whose floors were dug up to a meter into the ground. The sweathouse construction included a large central post and a series of smaller posts set around perimeter of the pit. Sweathouses were considered the domain of men. Ceremonial buildings, often referred to as dance houses, were larger (around 4.5 meters in diameter) than sweathouses but similar in construction style. Their use was restricted to members of secret societies; male and female gathering took place in the main building, while female-only meetings took place in an adjacent, smaller structure that lacked an earth covering (Kelly 1978).

The present-day Federated Indians of Graton Rancheria are a federally recognized amalgam of three tribes that include Coast Miwok descendants. The FIGR maintain a *rancheria* near Graton and the Graton Resort and Casino in Rohnert Park in Sonoma County. They are recognized by the NAHC as having cultural and traditional ties to Marin and Sonoma Counties.

4.4 Historic Setting

4.4.1 Overview of Marin County

Marin County is a southward-facing peninsula that is bordered by Sonoma County to the north, the San Francisco Bay and San Pablo Bay to the east, San Francisco to the south, and the Pacific Ocean to the west. This geography, which is defined by water barriers and limited land access, has historically shaped the county's development patterns and reliance on ferries and regional transportation infrastructure. The first European settlement in Marin County was Mission San Rafael Archangel, established in 1817 (Kyle 1990:174). After California's statehood in 1850, Marin became one of the original 27 counties, and San Rafael was designated as the county seat (Kyle 1990:174).

Early industries such as agriculture, logging, and viticulture were important to the county's development. New settlers established numerous dairy farmers and the towns of Tomales, Olema and Nicasio were the center of early trading for goods produced on the dairy farms. By 1862, Marin County provided one quarter of California's butter. Potatoes, grains, oysters, clams, and mussels were also shipped from Marin County's coastal towns to San Francisco (Bowen 2014:5), emphasizing the county's early economic ties to regional markets across the Bay.

Transportation improvements in the 1870s, which included introduction of trains, steamships, and ferries, significantly expanded those connections. Ferry slips built in Sausalito and Tiburon linked Marin County with San Francisco, improving access to markets and facilitating the movement of people and goods. These ferry services also brought visitors to Marin County's rural areas and thereby made tourism another thriving industry for Marin County (Bowen 2014:5). Waterborne transportation thus became a vital component of Marin County's regional identity and economic vitality.

Marin County would continue to grow and thrive into the 20th century. Like many northern California counties, the county was greatly impacted by World War II. Wartime industry came to Marin County in the form of airfields and shipyards, which brought thousands of workers. Many of those who relocated during the war remained after its conclusion, accelerating suburban growth and increasing daily travel between Marin County and San Francisco (Bowen 2014:5). In the postwar period, rising automobile use and commuter demand placed increasing pressure on regional transportation systems, shaping later investments in bridges, highways, and renewed ferry service. Today, Marin County continues to thrive and has a population of more than 250,000 (U.S. Census Bureau 2021b).

4.4.2 City of Larkspur

In 1887, the American Land and Trust Company laid out the townsite of Larkspur (LHPB 2008). Lot sizes ranged from 50 by 100 feet to 100 by 250 feet, with prices between \$125 and \$300 (*The Daily Examiner* 1888: 6). The town's location along Corte Madera Creek and near San Francisco Bay made it well suited to transportation-related development, and by the early 1900s its downtown area included two hotels, bakeries, a blacksmith, a livery stable, meat and grocery stores, and a lumberyard. These services supported local residents as well as travelers and commuters.

Larkspur incorporated as a city in 1908, and its city hall was dedicated on July 4 of that year (LHPB 2008: 9-10). During the early decades of the 20th century, residential subdivisions were platted and streets, roads, and infrastructure were expanded, as the city's started to transform into both residential community and a transportation node linked to rail and ferry service. Schools, libraries, houses of worship, fire stations, and parks were well established by the mid-20th century.

Following World War II, Larkspur experienced a housing boom, with new subdivisions and multi-family housing constructed to accommodate a growing population. The city's 1965 General Plan designated most land within city boundaries for residential and commercial development. In the 1970s, revisions to the General Plan were made for the preservation of open space and ridgelines, signaling shifting planning priorities. In 1978, the City Council adopted its Heritage Preservation Ordinance and established the Heritage Preservation Board to focus on preserving Larkspur's history, culture, and heritage (LHPB 2008:248, 250, 346). Today, Larkspur has a population of more than 12,000 (U.S. Census Bureau 2021a).

4.4.3 Transportation Context: Golden Gate Bridge, Highway and Transportation District

The Golden Gate Bridge, Highway and Transportation District is a special district of the State of California created to plan, build, operate, and maintain the Golden Gate Bridge and related transportation facilities. Today, the District operates and maintains the Golden Gate Bridge as well as two integrated public transit systems, Golden Gate Transit and Golden Gate Ferry, that connect Marin, Sonoma, San Francisco, and Contra Costa counties. Acting under authority granted by California state law, the District's mission is to provide safe and reliable bridge operations while delivering transportation services within the US 101 Golden Gate Corridor (District 2021a). The District's expanding role in regional transportation planning directly shaped the development of ferry terminals in Marin County, including the LFT.

4.4.3.1 Formation and Early History of the District

The Golden Gate Bridge, Highway and Transportation District was formed in response to long-standing regional transportation challenges associated with crossing the Golden Gate Strait, the narrow channel separating San Francisco County to the south from Marin County to the north. In the early 1920s, San Francisco City Engineer Michael O'Shaughnessy, mayoral secretary Edward Rainey, and engineer Joseph B. Strauss proposed the creation of a special district of the State of California to plan, finance, design, and construct a bridge across the strait. They argued that a regional governing institution was necessary to ensure that all affected counties were represented in the decision-making processes and share financial responsibility among the counties that would benefit from the Project (District 2021a).

In January 1923, a meeting convened by Sonoma County banker Franklin P. Doyle resulted in the formation of the Bridging the Golden Gate Association, which actively promoted the bridge concept and pursued to enable legislation for its construction. Working with Assemblyman Frank L. Coombs and Marin County attorney George H. Harlan, legislation authorizing the creation of a Bridge and Highway District was signed into law in May 1923. Under the legislation, counties could elect to join the district by petition and approval of their boards of supervisors (District 2021a).

Although the bridge itself would span only between San Francisco and Marin counties, the proposed district was envisioned as a broader regional entity. Between 1925 and 1928, San Francisco, Marin, Sonoma, Del Norte, and portions of Napa and Mendocino counties voted to join the proposed district. Its formation faced opposition, particularly from established ferry operators, who viewed the bridge as a direct threat to their businesses. Additional resistance came from groups concerned about financial risk, taxation, and the potential environmental impacts of increased growth and tourism. Legal challenges

delayed implementation. In December 1928, the Golden Gate Bridge and Highway District was formally and legally established as the sole entity responsible for the bridge's design, construction, and financing (District 2021a).

The District's Board of Directors convened for the first time in January 1929 and appointed key personnel, which included Joseph B. Strauss as Chief Engineer. Following receipt of a construction permit from the U.S. War Department in 1930, construction started, and the Golden Gate Bridge opened to traffic in May 1937. The Project was financed through bond sales secured by toll revenues and backed by property within the member counties. Final bond payments were made in 1971, leaving the District with substantial financial reserves that later allowed for the expanded transportation responsibilities (Kowleski 1979: 6; District 2021a).

Originally established to operate the bridge as a highway facility, the District's role expanded significantly as vehicle traffic increased in the following decades. By the late 1960s, rapid population growth in Marin and Sonoma counties and rising commute traffic brought the bridge to its theoretical capacity during peak periods, particularly along the US 101 corridor connecting Marin County to San Francisco. These conditions prompted the state lawmakers to expand the District's purpose and authority (Kowleski 1979: 10).

4.4.3.2 Revival of Ferry Service: Golden Gate Ferry System

Following the opening of the Golden Gate Bridge in 1937, ferry service between Marin County and San Francisco rapidly declined and was discontinued entirely by 1941. This left the bridge as the sole direct transportation link between the North Bay and San Francisco for nearly three decades (District 2021a; Kowleski 1979: 7). As congestion intensified along the Golden Gate Corridor in the postwar period, revived ferry service emerged as an alternative to the continued reliance on the private automobile (Kowleski 1979: 9).

During the time that traffic congestion on the Golden Gate Bridge was becoming a serious problem, the bridge's original construction debt was about to be paid off, which allowed the District to have the financial flexibility and the motivation to reconsider other options to handle the transportation across the strait. A series of studies explored options including increasing bridge capacity, constructing new bridges or tunnels, expanding bus service, and reviving ferry operations. Among these options, a modern commuter ferry system emerged as a comparatively low-cost, flexible, and environmentally constrained solution. In July 1969, the Feasibility Study of a San Francisco-Marin Ferry System, prepared by Arthur D. Little, Inc., concluded that a modern commuter ferry system could divert up to 5,800 commuters per weekday from automobile travel and remove as many as 2,900 vehicles per day from the Golden Gate Bridge during its first year of operation (Little 1969: 17; Kowleski 1979: 7).

Based on these findings, the California State Legislature formally authorized the Golden Gate Bridge and Highway District to plan and implement a mass transportation program within the US101 Golden Gate Corridor, including ferry operations. At that time, the word "Transportation" was added to the District's name to reflect its expanded mandate. Although the District lacked authority to levy taxes, surplus bridge toll revenue could be used to support intercounty transit services, supplemented by state and federal funding (District 2021a; Kowleski 1979: 9).

The District formally entered the transit business in August, 1970, with the inauguration of Golden Gate Ferry service between Sausalito and San Francisco. During the same period, limited bus service began operating to and from the Sausalito ferry terminal, establishing an integrated bus and ferry system. In December 1971, state legislation further required the District to undertake long range transportation planning for the corridor. Following extensive public outreach, including 21 public hearings across six

counties, the unified system of buses and ferries, known as Golden Gate Transit and Golden Gate Ferry, was confirmed as the preferred regional transit solution (District 2021a.; Kowleski 1979: 9).

As ferry ridership increased, the District expanded service beyond southern Marin County. After extensive study, Larkspur was selected as the principal northern Marin terminal due to its central location, proximity to US 101, and ability to serve commuters from both central and northern Marin County. In 1972, the District purchased a 25-acre waterfront site in Larkspur for approximately \$1.25 million. The approximately 11 nautical mile crossing between Larkspur and San Francisco allowed ferry travel times to remain competitive with peak period automobile travel, making the route preferable for daily commuters (Little 1969; Kowleski 1979: 10). Williams & Burrows, Inc. was awarded the building contract.

Construction of the Larkspur Ferry Terminal was authorized in 1974. With the completion and dedication of the LFT in 1976, the ferry service expanded to include the Larkspur route in December 1976. The opening of the terminal marked a significant milestone in the development of a permanent ferry system for the North Bay (District 2021b). Since its establishment, Golden Gate Ferry service became an integral component of the District's transportation network, providing a reliable alternative to automobile commuting between Marin County and San Francisco. The Larkspur route, in particular, has continued to serve as a major hub within the system, carrying more than one million passengers annually (District 2021c).

The terminal was completed and dedicated in 1976, coinciding with the placement into service of the G.T. Marin, the first purpose-built vessel for the route. Ferry operations expanded quickly with the addition of the G.T. Sonoma in March 1977, followed later that year by the G.T. San Francisco (District 2021b). The opening of the Larkspur route represented a significant milestone in the development of a permanent, integrated ferry system serving the North Bay.

Since its establishment, the Larkspur Ferry has remained a central component of the District's ferry operations. The route continues to provide an important alternative to automobile commuting between Marin County and San Francisco, carrying more than one million passengers annually as recently as 2020 (District 2021c).

4.4.4 Larkspur Ferry Terminal

4.4.4.1 History of the Ferry Terminal Site

The approximately 11-acre property on the San Quentin Peninsula was marshland prior to 1924, when Hutchinson's Rock Quarry began operations immediately to the north. The marshland was filled with waste gravel from the quarry between 1924 and the early 1970s when the quarry was abandoned (Tait and Lawson 1973). The Ferry Terminal is the first development to occupy the property on the south side of Sir Francis Drake Boulevard, which includes the Main Lot. Approximately six feet of additional fill was placed atop the quarry waste during construction of the Ferry Terminal. The North Lot, on the north side of Sir Francis Drake Boulevard, occupies a small portion of the former quarry, while housing and a shopping center occupy the main quarry area. The approach channel to the Ferry Terminal, within waters of the Bay, was widened and deepened to accommodate ferry maneuvers during construction of the terminal. This involved dredging approximately 1,500,000 cubic yards of Bay sediments (Tait and Lawson 1973).

4.4.4.2 Planning of Larkspur Ferry Terminal

Early planning for the Larkspur Ferry Terminal began as the District evaluated locations to serve growing commuter demand in central and northern Marin County. In a preliminary report presented to the District's directors, consultant Philip F. Spaulding advised that three to four conventional ferryboats with

planing hulls would be required to provide peak-period service to Marin County, with departures at approximately 30-minute intervals. Spaulding identified potential terminal locations at both Corte Madera and Larkspur, noting that either site would require extensive dredging and significant site preparation in order to accommodate ferry operations (*Daily Independent Journal* 1970: 7).

In 1971, the District agreed to purchase a waterfront site in Larkspur for development of a ferry terminal, contingent on approval of federal funding. The site, located at the edge of San Francisco Bay, encompassed approximately 25.4 acres. During the same period, the District also approved the purchase of a separate 10-acre parcel near the intersection of US 101 and State Route 17 for a bus maintenance facility, planning for an integrated ferry and bus transit system in the future (*San Francisco Chronicle* 1971: 7).

The Larkspur ferry terminal site was formally acquired in April 1972 from T. I. Properties. That year, the District announced plans to invest in an expanded ferry program, including construction of three new ferry vessels, one intended to expand Sausalito service and two designated to serve to the proposed Larkspur terminal (*San Francisco Chronicle* 1972a: 4). In support of terminal development, the District selected the architectural firm of Braccia, Debrer, and Heglund to prepare a master plan for the Larkspur facility (*San Francisco Chronicle* 1972b: 5).

By early 1973, the District formally authorized the architects to proceed with final design. Initial plans envisioned completion of the terminal by June 1974, with estimated costs of approximately \$4.7 million, inclusive of the site acquisition. The proposed design included a passenger terminal, repair and maintenance facilities, and limited commercial uses. Environmental considerations played a significant role in the planning process, and the design was changed to preserve adjacent pickleweed marshlands as wildlife habitat, addressing concerns raised by environmental advocacy groups (*San Francisco Chronicle* 1973a: 49).

Despite these measures, opposition and regulatory challenges continued. By May 1973 there were indications that permitting challenges could delay the Project (*Daily Independent Journal* 1973: 10). Additional concerns focused on the impacts of dredging at the mouth of Corte Madera Creek, including disposal of dredged materials and the presence of potentially toxic metals in bay mud (*San Francisco Chronicle* 1973b: 55). During this period, revised cost estimates climbed sharply, reaching approximately \$10.4 million, more than double earlier projections. This revised number was exclusive of additional costs for dredging, redesign, and consulting services (*San Francisco Chronicle* 1973c: 5; *The Times Herald* 1973: 6).

In February 1974, the Bay Conservation and Development Commission approved the terminal project, subject to stringent environmental conditions. These included requirements for marshland restoration using dredged bay mud, construction of a public waterfront viewing area, and incorporation of a bikeway along the site (*San Francisco Chronicle* 1974: 5). State Lands Commission approval for dredging was issued in June 1974, followed by final authorization from the U.S. Army Corps of Engineers in October 1974, clearing the project for construction (*Daily Independent Journal* 1974a: 6, 1974b: 15; District 2021b). Williams & Burrows of Belmont began construction in mid-January 1975 after the District awarded the firm the contract for terminal construction and dredging operations (*Daily Independent Journal* 1975a: 1).

4.4.4.3 Design and Designers

The Larkspur Ferry Terminal was designed as a highly visible and architecturally expressive transportation facility intended to serve as the primary Marin County terminal for Golden Gate Ferry operations. Initial passenger amenities included an approximately 18,000-square-foot open-air terminal structure and a

parking facility accommodating approximately 1,000 vehicles. The terminal was designed by the San Francisco-based architectural firm Braccia, DeBrer and Heglund under the leadership of architect Jacques de Brer, with landscape architecture by Royston, Hanamoto, Beck & Abey (District 2026; Naim 1979: 122).

Jacques de Brer was born in Brussels and raised in Santiago, Chile; he relocated to Los Angeles as a teenager. He earned a bachelor's degree from the University of Southern California and a master's degree in architecture from the University of California, Berkeley, where he later served as a lecturer in the College of Environmental Design until the early 1990s. After winning first place in the Santa Rosa Civic Center design competition, de Brer established a private architectural practice in San Francisco. His work received numerous professional recognitions, including an American Institute of Architects award for his design of the LFT and an honorable mention for the Vietnam Veterans Memorial competition in Washington, DC. In addition to projects in the United States, de Brer completed community-oriented design work in Guatemala and Eritrea. He remained active in architectural practice and education until his death in 2006 (San Francisco Chronicle 2006; SFGATE.com 2006).

The LFT building is constructed in the Late Modernist style and is specifically associated with High Tech Structuralism, which is a design approach that emerged in the 1970s. This style emphasizes the clear expression of structural systems, modern materials, and construction technology as visible elements of the design. This style is influenced by architects such as Norman Foster and Richard Rogers in Great Britain, as well as Renzo Piano and Santiago Calatrava internationally. High Tech Structuralism treats structure and engineering elements such as space frames, tensile roofs, and cable structures as defining architectural features. Simmons notes that in the San Francisco Bay Area, examples of this style are not very common and therefore architects adapt elements of structural expression to create visually dynamic Late Modernist buildings that use exposed structural systems as a primary design feature (Simonson 2024: 84).

The dominant architectural feature of the Larkspur Ferry Terminal is its triangular steel space frame roof, which provides a covered but unenclosed passenger waiting and circulation area. The space frame forms an equilateral triangle measuring approximately 192 feet on each side at the roofline and is supported by three inverted pyramidal legs above an open terminal deck. The triangular geometry is repeated throughout the truss system, with horizontal members forming smaller equilateral triangles across multiple levels (Kowleski 1979: 13-14; Naim 1979: 122). Passenger circulation was a key design consideration. Ticketing and entry points are located adjacent to parking areas, bus stops, and passenger drop-off zones. Once inside the terminal, passengers are guided toward boarding areas through changes in elevation and the configuration of structural elements. Disembarking passengers use perimeter ramps that return them to parking area (Naim 1979: 122).

The terminal structure is supported by a pile-supported, cast-in-place concrete deck designed to address the site's geotechnical conditions, which include soft bay mud and marshland soils. This foundation system was intended to provide rigidity and seismic stability while extending the terminal structure over the water. The triangular configuration of the space frame allows for three ferry berths and associated maintenance space within the narrow navigation channel (Naim 1979: 122). Support facilities, which include service buildings, fuel storage, and parking, occupy the remainder of the approximately 25-acre site extending into Corte Madera Creek (Kowleski 1979: 13-14).

Landscape architecture for the terminal and surrounding site was designed by Royston, Hanamoto, Beck & Abey, a well-known San Francisco-based firm known for integrating large-scale infrastructure projects with environmental and community-oriented design. The firm was established in 1960, and it played a significant role in shaping postwar landscape architecture in California, completing parks, institutional campuses, transit facilities, and large-scale planning projects throughout the Bay Area. At Larkspur Ferry

Terminal, the landscape design addressed circulation, parking, and environmental restoration (The Cultural Landscape Foundation 2026).

The LFT has undergone several alterations since its construction. These include:

- Expansion of ferry berths from the original three berths to four berths in the 1990s (District 2021b).
- Removal of landscape planters between approximately 1987 and 1993 (NETR 2026).
- Reconfiguration of the existing parking lot to accommodate additional vehicles circa 1995 and 2008 (District 2021b).
- Improvement of bicycle access to the terminal and replacement of existing bicycle racks with new ones in 2008 (District 2021b).
- Addition of parking areas north and northwest of the original parking lot circa 2008, including installation of concrete walkways, curbs, and ADA-compliant ramps.
- Repavement of parking areas circa 2013.
- Addition of a covered passenger waiting area within the existing space-frame structure in March 2026 (District 2021b)
- Minor adjustments to passenger circulation and operational features to support evolving ferry service needs.
- Minor site and landscape modifications associated with environmental management and maintenance requirements.
- Accessibility improvements, with the facility designed to be wheelchair accessible (District 2021b).

4.4.4.4 Construction and Operation

Construction of the LFT began in mid-January 1975. Early in the construction phase, future commuter access to the site was identified as a significant problem. Local roads serving the terminal area had been designed for much lighter traffic volumes, originally accommodating horse-and-buggy circulation. The District implemented short-term traffic control measures, including roadway improvements and installation of four-way stops, while addressing longer-term access solutions (*Daily Independent Journal* 1975b: 6).

By January 1976, construction was reported to be approximately 80 percent complete. At that time, the project was approximately 35 months behind schedule and approximately \$9 million over the original cost estimate. Cost increases were due to higher-than-anticipated expenses related to the construction of the marine infrastructure (*San Francisco Examiner* 1976a: 3). Construction of Berth 1 was identified as a significant cost factor, as it proved more expensive than originally projected (*Daily Independent Journal* 1976a: 1).

Delays continued into early 1976. In February, the Marin County Grand Jury ruled that the terminal should not open until adequate ingress and egress improvements were completed. Although an opening had been projected for June 1976, the ruling effectively halted commencement of service until roadway issues were resolved (*Daily Independent Journal* 1976b: 16). During this period, reporting highlighted the widening gap between original system-wide estimates and actual expenditures. Plans released in 1970 had projected that seven ferries and four terminals could be constructed for approximately \$16.4 million. By 1976, costs exceeded \$38 million, while the system had been reduced to three terminals and three ferries (*Daily Independent Journal* 1976c: 1).

The terminal building itself was substantially complete by July 1976, however, the start of service was further delayed by the unavailability of ferry vessels (*San Francisco Examiner* 1976b: 1). The Larkspur Ferry Terminal was ultimately dedicated on Saturday, December 11, 1976. Opening ceremonies included representatives from the District, Marin County, and the City of Larkspur, as well as an inaugural sailing. To encourage ridership, free transportation was offered to passengers using feeder bus services during the initial commute period (*The Press Democrat* 1976: 3; District 2021b).

Regular commute service on the Larkspur route began on December 13, 1976. The first Spaulding-class vessel, the G.T. Marin, entered service at opening, followed by the G.T. Sonoma in March 1977 and the G.T. San Francisco in September 1977. With the delivery of the third vessel, ferry operations typically utilized two vessels in daily service, with one maintained as a backup (District 2021b).

Over time, the LFT became an important component of regional transportation, particularly during periods of disruption. In January 1982, severe storms and resulting mudslides closed US 101 for multiple days. During this time ferry use surged to record levels, exceeding 12,000 passengers in a single day. Additional vessels were temporarily chartered to meet the demand. The following years saw operational growth, increased service frequency, infrastructure additions such as the pedestrian overpass connecting the terminal to LFT in 1982 and expanded passenger amenities (District 2021b).

By the late 20th and early 21st centuries, ferry operations at Larkspur had evolved to incorporate high-speed vessels, service reconfigurations, and ongoing improvements to parking, access, and passenger facilities. These changes reflected the terminal's continued role as a major Marin County transportation hub and its adaptability to changing commuter needs (District 2021b).

5. Cultural Resources Inventory

Background research, including a records search, Native American consultation, geoarchaeological testing, and a pedestrian survey were conducted to identify cultural resources that may be affected by the Project.

5.1 Cultural Resources Identification Methods and Results

5.1.1 Background Research

On February 16, 2021, Jacobs architectural historian Mark Bowen requested a records search at the California Historical Resources Information System Northwest Information Center (NWIC). The record search was completed on February 26, 2021, and included the PAL and a 1/8-mile radius study area. The records search was updated on April 4th, 2026, and the records search area was extended to a 0.5-mile radius.

In addition to a search of the NWIC's database of cultural resources and cultural resources investigations, the following sources of information were consulted as part of the records search:

- National Register of Historic Places–Listed Properties
- California Register of Historical Resources–Listed Properties
- California Inventory of Historical Resources, 1976 and updates
- California State Historical Landmarks, 1996 and updates
- California Points of Historical Interest, 1992 and updates
- The State Office of Historic Preservation's Directory of Properties–Historical Resources Inventory, 4-02-2026
- Archaeological Determinations of Eligibility, 4-02-2026
- California Historical Landmarks, State of California, 1996 and updates
- Directory of Properties in the Historic Resources Inventory, State of California, 4-02-2026
- Historic Spots in California, Hoover and Kyle 1990
- Built Environment Resource Directory (BERD) 2-2-2026

The City of Larkspur Historic Resources Inventory was consulted as part of this background research. No resources were identified within the PAL (City of Larkspur 2026b).

5.1.2 Record Search Results

The records search results from 2026 subsume those from 2021, and the following discussion presents the most recent information available. The relative intensity of coverage of the PAL and 0.5-mile records search study area by previous studies that have included pedestrian survey, as well as their relative age, provides a context for assessing the nature and number of recorded cultural resources.

5.1.2.1 Previous Investigations of the PAL and 0.5-Mile-Radius Records Search Study Area

The records search identified 7 previous cultural resources investigations that have covered all or some portion of the PAL. Another 31 investigations have been conducted within the larger 0.5-mile records search study area radius. Table 1 presents the previous investigations.

Table 1. Previous Investigations in the PAL and 0.5-Mile Study Area

Report Number	Report Year	Report Title	Report Author(s)
Within the PAL			
S-013070	1975	Archaeological Report for Green Brae Brickyard, 125 East Sir Francis Drake Boulevard, Larkspur, California	Madrone Associates
S-016949	1991	A Cultural Resources Evaluation of a Proposed Reclaimed Water Pipeline in the San Quentin Point, Corte Madera, Larkspur, Kentfield and San Rafael Areas	Roop, William
S-040318(a)	2010	Archaeological Survey Report for the Central Marin Ferry Connection Project, Larkspur, Marin County, California, Federal Program #CML 6406 (010), 04-Mrn-101, PM 8.5-8.9	Byrd, Brian F, Michael Darcangelo et al.
S-040318(b)	2011	Historic Property Survey Report, 04 MRN Regional Measure 2 CML 6406 (010) Larkspur 00-000201-09 1	Webb, Toni
S-040319	2011	Archaeological Survey Report for the Central Marin Ferry Connection Project, Larkspur, Marin County, CA, Federal Program #CML 6406 (010), 04- Mrn-101, Pm 8.5-8.9	Byrd, Brian F. and Michael Darcangelo
S-044351	2014	Archaeological Survey Report for the Proposed Freeway Performance Initiative Project, Marin County, California, 04-MRN-101, PM 0.0/27.6, 04-MRN-580, PM 2.4/4.5, EA 151600	Darko, Emily
S-048525	2014	Historic Architectural Survey Report for the SMART Rail Corridor, San Rafael to Larkspur Project, Marin County, California	Bowen, Madeline
Within 0.5 Mile of the PAL			
S-001165	1978	Pipeline and Water Treatment Plant Facilities, Marin County	Desgrandchamp, Cindy and Mathew Clark
S-002076	1980	Final Report – Archaeological Evaluation of the Former Remillard Brick Kiln (CA-Mrn_255), Larkspur	Roop, William and Steven O'Brien
S-002301	1980	Archaeological Resources of point San Quentin	Archeo-Tec, Inc.
S-006424	1984	Archaeological Resources Evaluation for the Central Marin Sanitation Wastewater Transportation Facilities Improvement Project – Phase II, Marin County, California (EP Project No. C-06-2467-21)	Desgrandchamp, Cindy and David Chavez

Report Number	Report Year	Report Title	Report Author(s)
S-009907	1988	Archaeological Survey of Landmark Plaza (former Victoria Station Restaurant), 17 E. Sir Francis Drake Blvd., Larkspur, California	Saltzman, Teresa Miller
S-010760	1989	Historic Properties Survey Report for Construction of High Occupancy Vehicle Lanes on Route 101 from Lucky Drive to San Pedro Road and Modifications of Routes 101/580 Interchange, in Cities of San Rafael and Larkspur, Marin County, 4-MRN-101, P.M. 8.4/12.7 04232-115750	Jones, Terry, Robert Gross, and Denise O'Connor
S-012242	1976	A Reconnaissance of the Wood Island Archaeological Site	Jackson, Thomas L.
S-012801	1991	Cultural Resources Technical Report, Municipal Water District Water Supply Project	Medin, Anmarie
S-012945	1957	The Examination of Indian Shell Mounds Within San Francisco Bay with Reference to the Possible 1579 Landfall of Sir Francis Drake	Treganza, Adan E.
S-013217	1990	An Archaeological Survey for the AT&T Fiber Optics Cable, San Francisco to Point Arena, California	Origer, Thomas M.
S-014868	1993	A Cultural Resources Evaluation of the Sir Francis Drake Boulevard Repaving and Drainage Improvement Project, Marin County, California	Roop, William
S-015337	1993	Archaeological Monitoring of Soil Boring at Remillard Brick Kiln/Restaurant	Bryne, Stephen
S-017570	1976	An archaeological reconnaissance of the proposed additions for the Ross Valley Sewage Treatment Plant on Sir Francis Drake Boulevard	Dietz, Stephen A.
S-023626	2000	Archaeological Investigations at CA-MRN-225/H, Larkspur, Marin County, California	Bieling, David G., Randall L. Dean, et. al.
S-023745	2001	Archaeological Survey for Lucky Drive Levee Project, Marin County, California	Holson, John
S-025255	2000	Archaeological Field Inspection of the Proposed Development of Lot 41, San Quentin Point, Larkspur, Marin County, California	Holman, Miley Paul
S-026317	1985	An Evaluation of Archaeological Resources Within the Ross Valley Sanitary District Parcel, 2000 Larkspur Landing Circle, Larkspur, California	Roop, William
S-026330	2002	A Cultural Resources Evaluation of 135 East Sir Francis Drake Boulevard, Larkspur, Marin County, California (APN 018-171-05)	Pesnichak, Lisa

Cultural Resources Report

Report Number	Report Year	Report Title	Report Author(s)
S-026993	1989	Final Report: Monitoring of Construction Activities For the Reuse of the Former Remillard Brick Kiln, Larkspur Landing, City of Larkspur, California	Roop, William
S-031737	2004	Archaeological Resources Technical Report for the Sonoma-Marin Area Rail Transit (SMART) Project, Sonoma and Marin Counties, California	Denardo, Carole and Daniel Hart
S-033646	2007	Transportation Authority of Marin, Highway 101 Greenbrae Corridor, Cultural Resources Feasibility Study	Byrd, Brian F.
S-037429	2010	A Cultural Resources Evaluation of the Marin Sanitary Service Parcel, Jacoby Street, San Rafael, Marin County, California	Roop, William
S-037740	2010	San Quentin Area Bike and Pedestrian Access Cultural and Paleontological Resources Constraints Study, near San Quentin State Prison, Marin County, California (LSA #ALT0903)	Fuerstenberg, Theadora
S-038998	2011	Extended Phase 1, Geoarchaeological Explorations for the US 101/Route 580 Twin Cities Greenbrae Corridor Improvement Project, Larkspur and Corte Madera, Cal trans District 04, Marin County, California	Kaijankoski, Phillip and Jack Meyer
S-038999	2011	Archaeological Survey Report for the U.S. 101/Route 580 Twin Cities Greenbrae Corridor Improvement Project, Larkspur and Corte Madera, Marin County, California, 04-Mrn-101-PM 7.2/8.9, EA 1A660-O	Byrd, Brian
S-039344	2008	Limited Cultural Resources Evaluation for the Ross Valley Sanitation District Kentfield Forcemain Rehabilitation Project, Located in the City of Kentfield, Marin County, California	Pastron, Allen G.
S-043710	2013	Cultural Resources Study, Phase II Greenbrae Pipeline Replacement Project	Peabody, Joshua
S-044053	2013	Cultural Resources Constraints Report: HPR 2000 Redwood Hwy, Larkspur	Cox, Beatrice and Esme Hammerle
S-050060	2016	Phase I Cultural Resources Evaluation for the Pump Stations 12 and 13 Rehabilitation Project, located in Larkspur, Marin County, California	Archeo-Tec, Inc.
S-052655	2017	Final Initial Study/Mitigated Negative Declaration, Larkspur Landing Remediation Project, 2000 Larkspur Landing Circle, Larkspur, CA	Norby, Greg
S-054359	1973	Historical and Archaeological Survey of the Proposed Larkspur Ferry Terminal, Larkspur, California	Goerke, Elizabeth B.

5.1.2.2 Previously Recorded Cultural Resources within the PAL and 0.5-Mile Records Search Study Area

Resources within the PAL

The records search identified no previously recorded archaeological or built environment resources in the PAL.

Previously Recorded Resources within 0.5 Mile of the PAL

Eight previously recorded cultural resources are within the 0.5-mile records search study area surrounding the PAL and five of these are archaeological resources (Table 2). Of the four precontact era archaeological resources, two are within 80 and 600 feet of the PAL, respectively. Site records for these two sites are presented in Appendix B. One of these, informally called Wood Island, was noted as a heavily disturbed midden across a natural drainage from the PAL (Jackson 1976). Although an accurate map was not provided for the deposit at the time of discovery, based on the report description, the approximate location is roughly 80 feet from the western edge of the PAL. The disturbed midden (habitation debris) with flaked stone, estimated to be no more than 2 inches deep, sits on a knob of bedrock at an elevation of 52 feet above mean sea level overlooking the Bay and the former marshland of the PAL.

The second nearby precontact era site lies across the channel from the Ferry Terminal approximately 600 feet to the east of the PAL. The site, P-21-000541/CA-MAR-255, was once a substantial shellmound that had been leveled to accommodate the Green Brae Brickyard and Remillard Brick Kiln in the late 1800s (Treganza 1955; Lee 1978; Roop and O'Brien 1980). Archaeological testing identified evidence of a Coast Miwok habitation site including disturbed midden with fire-affected rock; flaked stone tools and debris; animal bone from fish, birds and deer too fragmentary to identify further; worked bone tools; fragmentary groundstone implements; Olivella shell beads; and fragmentary shaped mica (Roop and O'Brien 1980). Shellfish included mussel, clam and oyster. The lower part of the shellmidden was discovered extending below the level of the water table, suggesting the initial occupation of the site occurred earlier in the development of the Bay. Due to the disturbance that resulted in massive removal of materials, and mixing of those that remained together with very few diagnostic artifacts, the chronology of the site is not well established.

Based on the testimony and sketch map of the Green Brae Brick Yard created by John Tacchi, who was born at the brickyard, the Ferry Terminal of the PAL was marshland in the late 1800s and at a lower elevation than the habitation site CA-MAR-255 across the channel. The 1975 drawing by John Tacchi is provided in the 1978 National Register Nomination for the Green Brae Brick Yard Remillard Brick Kiln (Lee 1978) (refer to Appendix B).

There are two remaining built environment resources within 0.5 mile of the PAL: P-21-001157 (Superintendent's House for the Remillard Brick Kiln) and P-21-002831 (Greenbrae Boardwalk). These resources are not within the PAL and will not be discussed further. The Northwestern Railroad has largely been replaced by the SMART transit system.

Table 2. Previously Recorded Cultural Resources in the 0.5-Mile Study Area

Primary #	Name/Description	Resource Type	Comments
Informal Resource	Wood Island Coast Miwok habitation debris and lithic scatter	Precontact Archaeological Site	Not in PAL, approximately 80 feet west
P-21-000108	Nelson No. 78, CA-MRN-78, Coast Miwok habitation first mapped by Nelson (Nelson 1909)	Precontact Archaeological Site	Not in PAL, approximately 1,800 feet northwest
P-21-000458	CA-MRN-525, Coast Miwok habitation site with lithic scatter on top of the San Quentin Peninsula	Precontact Archaeological Site	Not in PAL, approximately 2,270 feet to the east
P-21-000541	Coast Miwok habitation site CA-MRN-255 beneath Green Brae brick yard and kiln	Precontact Archaeological Site	Not in PAL, approximately 600 feet east
P-21-001157	Superintendent's House (for Remillard Brick Kiln)	Historic Building	Not in PAL
P-21-001158	Green Brae Brick Yard; Green Brae Brick Kiln	Historic Archaeological Site and Structure	Not in PAL
P-21-002618	Northwestern Pacific Railroad	Historic Linear Resource	Not in PAL
P-21-002831	Greenbrae Boardwalk	Historic Structure	Not in PAL

5.2 Field Survey

5.2.1 Archaeological Field Survey

Jacobs archaeological staff conducted a pedestrian survey of the PAL and nearby areas on June 4, 2021. The PAL is located within and surrounded on three sides by areas that have been developed for use by the Ferry Terminal or other commercial/transportation use. The majority of the PAL consists of the 10.41 acres of surface-level parking in the Main Lot and the approximately 1.64-acre surface-level parking in the North Lot. These areas are paved, with the exception of some planter areas along the perimeter of the Main Lot and some landscaped trees arranged at the Sir Frances Drake Boulevard entry/exit. Jacobs staff established that the PAL contains no exposed native soil, making the survey unproductive. However, adjacent margins of the bay and the reported location of Wood Island on the north west of the PAL were inspected. Visibility was poor due to thick vegetation dominated by poison oak, and the hillside has suffered erosion, possibly removing a portion of the site. No evidence of the reported flaked stone or midden were observed.

5.2.2 Built Environment Field Survey

A Jacobs architectural historian conducted a pedestrian survey of the built environment within the PAL on June 4, 2021. The architectural historian took digital photographs and prepared a formal description and evaluation of the LFT. Included within the LFT survey are the prominent Shelter Building, the Service Building, loading platforms, maintenance facilities buildings, and the parking areas. The Department of

Parks and Recreation 523 form for the LFT is presented in Appendix B. Appendix C contains representative photographs of the Project area from the built-environment survey.

5.3 Buried Archaeological Site Sensitivity

While archival research and the archaeological pedestrian survey did not identify archaeological resources within the PAL, San Francisco Bay margins and natural drainages are generally sensitive for buried archaeological resources. Although the area is heavily developed with roads, parking lots, and office and commercial space, subsurface archaeological deposits continue to be discovered in highly developed locations throughout the area surrounding the bay. The precontact archaeological sites on either side of the PAL, including Wood Island to the west and P-21-000541/CA-MRN-255 to the east, confirm that Coast Miwok people inhabited the immediate vicinity, leaving open the possibility that there may be more ancient occupations buried beneath the PAL by sediments deposited as the bay level rose during the early to mid-Holocene.

5.3.1 Geoarchaeological Testing

Jacobs conducted geoarchaeological testing between June 26 and 30, 2026 at six locations (four in the Main Lot and two in the North Lot) to further characterize the buried archaeological context and test for archaeological deposits (Figure 3). Testing locations were sampled using direct push coring technology, in which an approximately 2-inch hollow tube was pushed directly into the subsurface and retrieved for inspection. With this method, continuous stratigraphic cores of the sediments between ground surface and underlying bedrock. In the Main Lot they reached bedrock at depths of 60 to 65 feet and in the North Lot they extended to approximately 25 feet. The report of the investigation methods and findings is in preparation (Jacobs 2026 in preparation) and are summarized for the purposes of this inventory and evaluation report.

Previous geotechnical investigations, including those Jacobs conducted in June 2026, have sampled 20 locations across the PAL and have characterized the sequence of sediments lying beneath the Project between the ground surface (i.e., asphalt top) and Franciscan Complex bedrock. Figure 3 shows the locations of Jacobs' 2026 soil cores as well as previous geotechnical cores conducted since 1973. None of the logs of test bores reported evidence indicating buried archaeological deposits (Tait and Lawson 1973; Winzler and Kelly 1998; Stimac Associates, Inc. 2008; Jacobs 2024; Jacobs 2026 in preparation). A Jacobs archaeologist was present for the testing conducted in 2023 (Jacobs 2024) and a Jacobs geoarchaeologist conducted the testing in 2026. In general, the Main Lot sequence, from ground surface to bedrock, includes 6 feet of artificial fill, Bay Mud to approximately 45 feet below ground surface (bgs), and Alluvial soils, predominantly sandy clays, overlying the Franciscan Complex mélange bedrock encountered at around 60 feet bgs. Bay Mud includes occasional pockets of sandy and silty clay with a sparse scatter of fragmented shell and fibrous organics (marsh grasses). The North Lot sits on approximately 6 feet of fill, and 12 to 18 feet of Bay Mud above the Franciscan Complex mélange bedrock.

Subsurface testing provides a representative sample of the sediments underlying the PAL and confirms the potential for encountering buried archaeological deposits beneath the artificial fill and previously installed utilities and drainage system of the Main Lot and North Lot. Although no evidence for archaeological deposits was observed in any of the 20 cores, the cores represent a limited sample of the total volume of sediments that may be impacted by Project construction. They are sufficient to establish the near-surface and more deeply buried sediments and geology of the PAL, and the presence of Bay Mud, a cumulative deposit with the potential for buried archaeological deposits.



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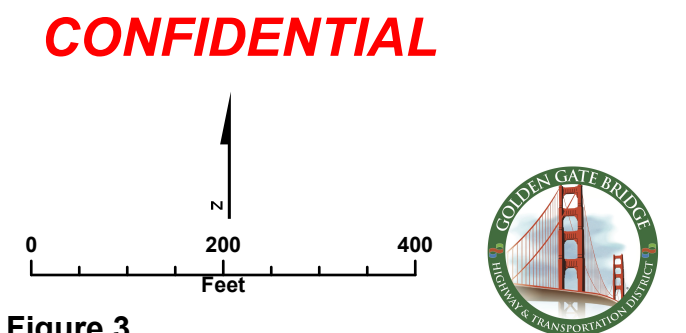


Figure 3
Buried Site Sensitivity Analysis
 Larkspur Ferry Service and Parking Expansion
 Golden Gate Bridge Highway and Transportation District
 Marin County, California

6. Summary and Recommendations

6.1 Archaeology

No archaeological resources have been observed or recorded within the PAL. The age and depositional nature of sediments and bedrock underlying the PAL are such that the PAL has the potential for unknown buried cultural resources with the Bay Mud, which occurs between the artificial fill, and the Franciscan Complex bedrock, which is reached at variable depths across the PAL; it is generally within 15 to 20 feet of the ground surface in the North Lot and within approximately 45 to 60 feet of the ground surface in the Main Lot.

6.2 Unanticipated Discoveries

In the unlikely event that any cultural resources are encountered during construction, ground-disturbing activities in the vicinity of the discovery must be immediately halted. A professional archaeologist must evaluate the find in consultation with the California State Historic Preservation Officer, lead federal agency, and affected tribes as appropriate.

If construction activities encounter any human remains or anything that appears to possibly be human remains including cremations and burials, teeth, bone, or mortuary items, ground-disturbing activities in the vicinity of the discovery must be immediately halted and the find protected from further disturbance, unauthorized access, or other impacts to maintain integrity and respect for the remains. Federal law and regulations (Archaeological Resources Protection Act, 16 United States Code [U.S.C.] 470 and 43 CFR 7; Native American Graves Protection and Repatriation Act, 25 U.S.C. 3001 and 43 CFR 10; and Public Lands, Interior, 43 CFR § 8365.1-7) and California State law (California Health and Safety Code 7050.5) require all parties that discover human remains in California to follow a well-defined process, regardless of whether the remains are modern or archaeological.

6.3 Built Environment

The built-environment resources within the Larkspur Ferry Terminal were formally evaluated for their ability to meet the criteria for listing in both the CRHR and NRHP. This consists of the formal Ferry Terminal constructed in 1976 and all associated features and structures such as the Shelter Building, the Service Building, loading platforms, maintenance facilities buildings, and the parking areas.

6.3.1 Description

The LFT property is a public transportation terminal located in the City of Larkspur, Marin County. The terminal is set along the water side of Sir Francis Drake Boulevard near the mouth of Corte Madera Creek where it empties into the San Rafael Bay, which is part of the larger San Francisco Bay (Photograph 1; all photographs are presented in Appendix C). The land portion of the ferry terminal property is approximately 14.5 acres total and features a series of buildings, structures, parking areas, and surrounding lands for ferry operations and passenger use. Dock and boarding structures are set within the bay waters and an 83-acre basin that aligns north to south on the eastern side of the property for the landing of large passenger-only ferry boats. The surrounding area is urbanized with Larkspur Landing shopping center and numerous other commercial buildings to the north and west along with US 101. A series of residences are located to the southwest along the right bank of Corte Madera Creek.

While the great majority of the almost 15-acre property is occupied by the paved parking areas, several buildings and structures related to operations of the ferry terminal are in spaces at the southeast and southwest of the property to better access the waterfront and allow for adequate passenger vehicle parking.

Buildings located in two distinct areas of the property. The first area, at the southeast corner of the property, includes the main shelter structure and the adjacent service building. The second area is at the southwest corner of the property and features a fueling/maintenance area with fuel tanks and maintenance structures.

The **Shelter Structure** is the primary focus of the ferry terminal property visually with its large and distinct construction features and materials (Photograph 2). The general design theme of the Shelter Structure has been identified as a notable example of "High-Tech Structuralism" or "Structural Expressionism" with its "space frame," tensile roof, cable structure, and futuristic-looking technology (geometric shape thematic, exposed frame, etc.) construction for which the style became popular. The overall design of the geometric-focused shade structure consists of repeating equilateral triangles and features a triangular shaped open canopy topped with a tensile roof that is supported by a steel "space frame" that uses interconnected pipe and gussets to create triangular nodes that form the frame. The structure is set upon three reinforced concrete pyramidal base supports that peak upward to connect at a point with inverted pyramidal space frame "legs" that connect at a point atop the concrete supports (Photograph 3). The triangle-themed space-frame structure (whose roof measures 108 feet along each side) is topped with triangular tensile roof panels that are semi-opaque to allow sunlight through. While the open structure sits over two stories high, the covered floor plan includes reinforced concrete steps and benches and features numerous "kiosks" for various visitor uses including bathrooms and vending (Photograph 4). A steel security fence encircles the structure, and frosted glass panels are located along the western elevation. Concrete walkways lead the visitors to the geometrically shaped loading ramps that are part of the ferry piers on the east side of the shelter structure. A smaller "spaceframe" flat-roof awning is located on the west elevation supported by concrete columns (visible in Photograph 2). Lights are simple monopole types that feature simple flared light fixture toppers.

The **Service Building** is located directly to the south and follows a similar triangular geometric shape theme as the Shelter Structure (Photograph 5). The Service Building is slightly smaller-scale and does not use the same construction materials and design as the Shelter Building. The smaller and more utilitarian design gives the Service Building a secondary appearance when compared to the Shelter Structure. Like the Shelter Structure, the building is a triangular-plan footprint and two stories in height. The building walls are reinforced concrete and internal steel I-beams and external columns. The interior footprint is smaller in area than the 4-foot boxed eaves clad with sheet-metal fascia that extend 10 feet beyond the building walls with recessed lighting (Photograph 6). The building walls are reinforced concrete panels on the bottom and heavily tinted fixed-pane anodized frame glass in a "band" along the upper story. Pipe-style columns extend vertically along the building walls reinforced at the points with seismic cross-braces. Access doors include personnel doors and larger roll-up equipment doors.

Loading platforms for the ferries are located around the Shelter Building and the Service Building on the concrete platform (Photograph 7). The Shelter Building features two loading platforms on either side of the Shelter Building. An additional "run-up" platform is located to the north of the Shelter Building and is adjacent to the ADA parking area and a small rectangular shed building (Photographs 8 and 9). Lights are simple monopole types that feature simple flared light fixture toppers.

In the southwestern corner of the property is the **Maintenance Yard**, a set of four fuel-oil storage tanks and a prefabricated steel side-gable roof Utility Building (Photograph 10). The utilitarian steel tanks are

approximately 20 feet in height and 36 feet in diameter. Set in a row behind the Utility Building, the tanks are largely hidden from view, as is the underground pump station (Photograph 11).

The large **Main Lot parking area** is a simple open paved area (shaped in a hexagon when viewed from above) that is encircled by the main circulation road within the property. Some landscape planting features are present around the perimeter including a tri-flag flagpole, while no distinct landscape features are located within the main parking area itself (Photograph 12). Two smaller parking areas are located on either side of the ferry terminal entryway at Sir Francis Drake Boulevard. A simple reinforced concrete pedestrian overcrossing crosses the boulevard at the northeastern corner of the property landing near a small, tree and shrub landscaped area at the northwest end of the ferry basin. Lights are simple monopole types that feature simple flared light fixture toppers.

6.3.2 Eligibility Assessment

The Larkspur Ferry Terminal has not been previously evaluated for eligibility for listing in the NRHP and/or the CRHR. While the terminal has been recognized in professional architectural contexts, including identification by Docomomo (DOcumentation and COnservation of buildings, sites, landscapes and neighborhoods of the MOdern MOvement) as an important example of 1970s modern architecture (Docomomo 2021), no formal NRHP or CRHR eligibility determination has been identified. The following sections evaluate the Larkspur Ferry Terminal as an individual property, focusing on its architectural significance, historical associations, and integrity.

6.3.2.1 CRHR Criterion 1

The Larkspur Ferry Terminal is associated with broad patterns of regional transportation history, specifically the introduction of ferry service in the Golden Gate Corridor during the late 20th century as part of efforts to address increasing congestion on the Golden Gate Bridge and US 101. Construction of the terminal occurred within the context of statewide and regional initiatives that expanded the role of the Golden Gate Bridge, Highway and Transportation District into multimodal transit operations, including coordinated bus and ferry service serving Marin County.

While the terminal reflects these important transportation trends, it does not appear to meet Criterion 1 of the NRHP/CRHR both individually and as a larger district. The revival of ferry service was initiated prior to construction of the LFT and implemented across multiple locations. The LFT was not the first ferry terminal developed as part of this effort and did not serve as the primary catalyst for the District's transition into public transit operations. Rather, it functioned as one component within a broader transportation program.

Although the Larkspur Ferry Terminal is associated with these late-20th-century transportation planning efforts, the property does not demonstrate a direct or singular association with a significant historical event. Its development reflects broader regional trends rather than a uniquely influential role in shaping those events. As a result, the LFT does not meet the requirements for individual eligibility under CRHR Criterion 1.

6.3.2.2 CRHR Criterion 2

The LFT does not appear to be individually significant for its association with the lives of historically important persons at the local, state, or national level. Available information does not show that the property is directly associated with any individual whose contributions meet the level of significance required under CRHR Criterion 2.

6.3.2.3 CRHR Criterion 3

The Larkspur Ferry Terminal was constructed in the High-Tech Structuralism style, a late-20th-century expression of Late Modernism. This style is most commonly associated with large institutional and infrastructure buildings and projects. As defined in *San Francisco Modern and Postmodern Architectural Styles (1960-2000)*, this style emphasizes the visual expression of structure, engineering systems, and modern materials as primary architectural features rather than concealing them behind finished surfaces (Simonson 2024: 84).

High-Tech Structuralism emerged in the 1970s as an expression of Late Modernism and is characterized by bold geometry, exposed structural systems, and innovative construction methods. The style commonly features space frames, long-span structures, and clearly articulated load-bearing elements. Fully realized examples of High-Tech Structuralism are rare in San Francisco and the greater Bay Area, particularly in association with transportation or infrastructure facilities. Within this limited group, the LFT is specifically identified as a notable example (Simonson 2024: 84).

Under CRHR Criterion 3, the LFT appears eligible for listing as a significant and rare example of the Late Modernist/High-Tech Structuralist-style. Constructed within the established period of significance for Late Modernism (1960s-1980s), the terminal demonstrates defining characteristics of the style through its monumental geometric form, extensive use of exposed steel structure, and emphasis on engineering as a visible architectural element (Simonson 2024: 86). The design goes beyond basic functional needs to create a visually legible and sculptural public facility, consistent with principles of Institutional Late Modernism.

The terminal's architectural significance is further supported by professional recognition of its design. The Project received an American Institute of Architects award, and the terminal was featured in *Architectural Record* shortly after its completion (Naim 1979). While the terminal's architect, Jacques de Brer, is not listed in the City's collection of biographies for Architects of Merit, the award and professional publication indicate the recognition of Larkspur Ferry Terminal's design quality. The terminal is also identified by Docomomo (2021) as an important example of 1970s modern architecture, which further confirms its significance within the Late Modern architectural style.

Simonson's Late Modernism evaluation framework also lists eligibility standards for CRHR Criterion 3 (2024: 87-88). The Larkspur Ferry Terminal meets all of these eligibility standards outlined by Simonson as follows:

- Completed in 1976, within the Late Modernism period of significance.
- Design quality demonstrated through professional publication and awards (Naim 1979; American Institute of Architects recognition).
- Retains character-defining features and high integrity of design, materials, and workmanship.
- Represents a rare extant example of High-Tech Structuralism applied to transportation infrastructure in the Bay Area.

Based on the applicable historic context, period of significance, and evaluation criteria, the LFT meets the requirements for individual eligibility under CRHR Criterion 3 as a rare and well-expressed example of High-Tech Structuralism within Late Modernist infrastructure architecture.

6.3.2.4 CRHR Criterion 4

Under CRHR Criterion 4, the resource is not significant for its research potential. What is known about the road, the owners, and activities regarding the LFT construction, modification, and use has been thoroughly

researched and documented. Given the high level of documentation for the building, the physical components appear unlikely to yield important primary information under CRHR Criterion 4.

6.3.2.5 Period of Significance and Character Defining Features

The period of significance for the Larkspur Ferry Terminal is 1976, the year the facility was completed and placed into service. This date falls within the period of significance for Late Modernism, which is defined in *San Francisco Modern & Postmodern Architectural Styles* as between 1960 and 1980 (Simonson 2024: 86).

Based on the Late Modernism evaluation framework outlined in Simonson (2024: 88), the following character-defining features of Late Modernist architecture are present at the LFT:

- Visually heavy massing and materials: The terminal's large-scale steel space-frame structure gives it a strong visual presence.
- Strong geometric and sculptural forms: The equilateral triangular space-frame roof and inverted pyramidal supports create a bold geometric and sculptural forms.
- Common use of flat roofs: The terminal features a flat roof form.
- Use of modern materials such as metal and concrete: The terminal features steel framing and concrete substructures.
- Pronounced structural components: Terminal's structural elements are intentionally exposed and visually emphasized.
- Expressionist and sculptural qualities: The terminal treats the roof structure as a sculptural element.

6.3.2.6 Integrity Discussion

Larkspur Ferry Terminal has undergone several alterations since its construction. These include:

- Reconfiguration of the (Main) parking lot to accommodate additional vehicles circa 1995 and 2008 (District 2021b).
- Removal of landscape planters between approximately 1987 and 1993 (NETR 2026).
- Expansion of ferry berths, from the original three berths to four berths in the 1990s (District 2021b).
- Minor adjustments to passenger circulation and operational features to support evolving ferry service needs.
- Minor site and landscape modifications (including replacement of original globe light standards) associated with environmental management and maintenance requirements (circa 2009).

To be eligible under CRHR Criterion 3, a Late Modernist property must retain integrity from the period when its design was completed, with emphasis on integrity of design, materials, and workmanship (Simonson 2024: 89). The Larkspur Ferry Terminal was completed in 1976, within the period of significance for Late Modernism, and continues to retain the physical characteristics that convey its architectural significance.

Location: The LFT retains integrity of location. The terminal remains in its original waterfront setting at the mouth of Corte Madera Creek, where it was constructed in 1976 to serve ferry operations between Marin County and San Francisco.

Design: The terminal retains a high degree of integrity of design. The defining elements of the facility, the triangular steel space-frame roof structure, open terminal deck, and overall geometric configuration remain intact. Alterations have been limited to functional and operational changes that do not alter the original architectural design.

Setting: The terminal facility retains a moderate degree of integrity of setting. Although surrounding infrastructure, parking areas, and adjacent development have changed over time, the terminal continues to serve as a waterfront ferry facility with a strong visual relationship to San Francisco Bay.

Materials: The ferry terminal retains integrity of materials. Primary materials associated with the period of significance, steel structural elements and concrete foundations and deck, remain extant. Later additions and site improvements have not replaced the materials that convey the building's Late Modernist and High-Tech Structuralist character.

Workmanship: The ferry terminal retains integrity of workmanship. The quality and expression of the original structural system remain visible and continue to convey the design and construction techniques of the period.

Feeling: The terminal retains integrity of feeling as a Late Modernist transportation facility. Its monumental form, exposed structure, and open terminal space continue to convey the architectural character of 1970s infrastructure design.

Association: The building retains integrity of association. The terminal continues to function as a ferry facility and remains directly associated with the transportation network.

Conclusion: Based on the integrity analysis above, the Larkspur Ferry Terminal retains a high degree of integrity across all aspects relevant to evaluation under CRHR Criterion 3.

6.3.3 Conclusion

A cultural resources investigation was conducted for the PAL and identified no archaeological resources, artifacts, features, or other cultural materials. As a result, implementation of the Project is not expected to adversely affect archaeological resources. Nevertheless, steps to address unanticipated discoveries is included above to provide procedures for the treatment of any previously unknown archaeological resources, tribal cultural resources, or human remains that may be encountered during construction activities.

In addition, the evaluation determined that the LFT appears eligible for listing in the CRHR under Criterion 3, reflecting its significance in design, construction, or architectural characteristics. Accordingly, the LFT is considered a historical resource for the purposes of the CEQA.

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Appendix A. Native American Consultation Correspondence

**NATIVE AMERICAN HERITAGE COMMISSION**

March 2, 2021

CHAIRPERSON
Laura Miranda
Luiseño

Brian Ramos, PhD, Senior Archaeologist
Jacobs

Via Email to: brian.ramos@jacobs.com

VICE CHAIRPERSON
Reginald Pagaling
Chumash

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Larkspur Ferry Terminal Expansion Project, Marin County

SECRETARY
Merri Lopez-Keifer
Luiseño

Dear Dr. Ramos:

PARLIAMENTARIAN
Russell Attebery
Karuk

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

COMMISSIONER
William Mungary
Paute/White Mountain
Apache

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Sarah.Fonseca@nahc.ac.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Marin County
3/2/2021**

***Federated Indians of Graton
Rancheria***

Greg Sarris, Chairperson
6400 Redwood Drive, Ste 300 Coast Miwok
Rohnert Park, CA, 94928 Pomo
Phone: (707) 566 - 2288
Fax: (707) 566-2291
gbuvelot@gratonrancheria.com

Guidiville Indian Rancheria

Donald Duncan, Chairperson
P.O. Box 339 Pomo
Talmage, CA, 95481
Phone: (707) 462 - 3682
Fax: (707) 462-9183
admin@guidiville.net

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Larkspur Ferry Terminal Expansion Project, Marin County.

April 16, 2021

Federated Indians of Graton Rancheria
Greg Sarris, Chairperson
6400 Redwood Drive, Ste 300
Rohnert Park, CA 94928



Dear Mr. Sarris,

The Golden Gate Bridge, Highway and Transportation District (District) is conducting the Larkspur Ferry Service and Parking Expansion Study (Study) to review ways to increase ferry ridership and reduce traffic congestion on Highway 101 in Marin and Sonoma Counties and in the Larkspur Landing area. The Study will consider how the ferry terminal can accommodate increases in ridership with adequate parking, transit connectivity (bus and rail), and active transportation, for overall reduction in traffic backup and congestion in the area.

Specifically, the Study will focus on:

- Examining how the Larkspur Ferry Terminal can accommodate further increases in demand as the Bay Area ferry network expands and travel on the US 101 corridor continues to grow.
- Expanding the Larkspur Ferry Terminal parking and landside access.
- Forecasting traffic circulation in Larkspur Landing vicinity and along Sir Francisco Drake Boulevard with future increases in ferry demand.

Informed by feedback from residents, transit riders, public agencies and other stakeholders, the Study will consider a variety of alternatives and develop a comprehensive evaluation of the environmental impacts that the proposed project would likely cause, and conceptual mitigation. The Draft Environmental Impact Report (DEIR) will be available for public comment and review in 2022. The Final Environmental Impact Report (FEIR) will be prepared and a final project will be approved by the District in 2023.

Increased ferry crossings to meet new passenger demand will be accommodated by increased parking, with the likelihood of new parking structure(s). The size of the structure and number of parking stalls will be dependent on passenger forecasts. Two sites are under consideration for these parking structures: one site is the main parking lot adjacent to the ferry terminal; another site is the overflow parking lot, also owned by the District, which is located in the Larkspur Landing shopping center, across Sir Francis Drake Boulevard (see attached Figures 1 and 2).

The new parking structure will require some modification to existing landside access and circulation configuration. Depending on the location, the parking structure will require construction activities including staging areas for equipment storage and some excavation for new utilities, pile driving and the elevator shaft. Most excavation will be 1-2 feet in depth. Although a small area (15 sq. ft.), the elevator shaft may require up to 10 feet in depth.

Jacobs Engineering (Jacobs) is assisting The Golden Gate Bridge, Highway and Transportation District (District) by conducting environmental review of their Larkspur Ferry Service and Parking Expansion study. As part of this effort Jacobs cultural resources staff conducted a record search, review and research of published literature and past field research in the project area at the California Historical Resources Information System at Sonoma State University to determine if there are known (recorded) cultural resources records within or adjacent to the Area of Potential Effect (APE). The record search did not identify any previously recorded archaeological resources in the project APE.

Jacobs contacted the Native American Heritage Commission (NAHC) on February 18, 2021 to request a search of their Sacred Lands File for the project location. The 3/2/2021 results of the NAHC Sacred Lands File check was negative.

You are being contacted about this Project because you are identified by the Native American Heritage Commission as a Native American Contact for Marin County.

We recognize that you, or others you know, may possess knowledge regarding cultural resources in this area that would be important to consider as the project is developed. We would very much appreciate if you would provide any comments, thoughts, concerns, or information you may have about cultural resources or sacred sites in the project area. Please contact me via email at RDowning@goldengate.org or by phone at 415-257-4583, or you may contact Jacobs senior archaeologist Brian Ramos Ph.D., at brian.ramos@jacobs.com, or 415-734-0039.

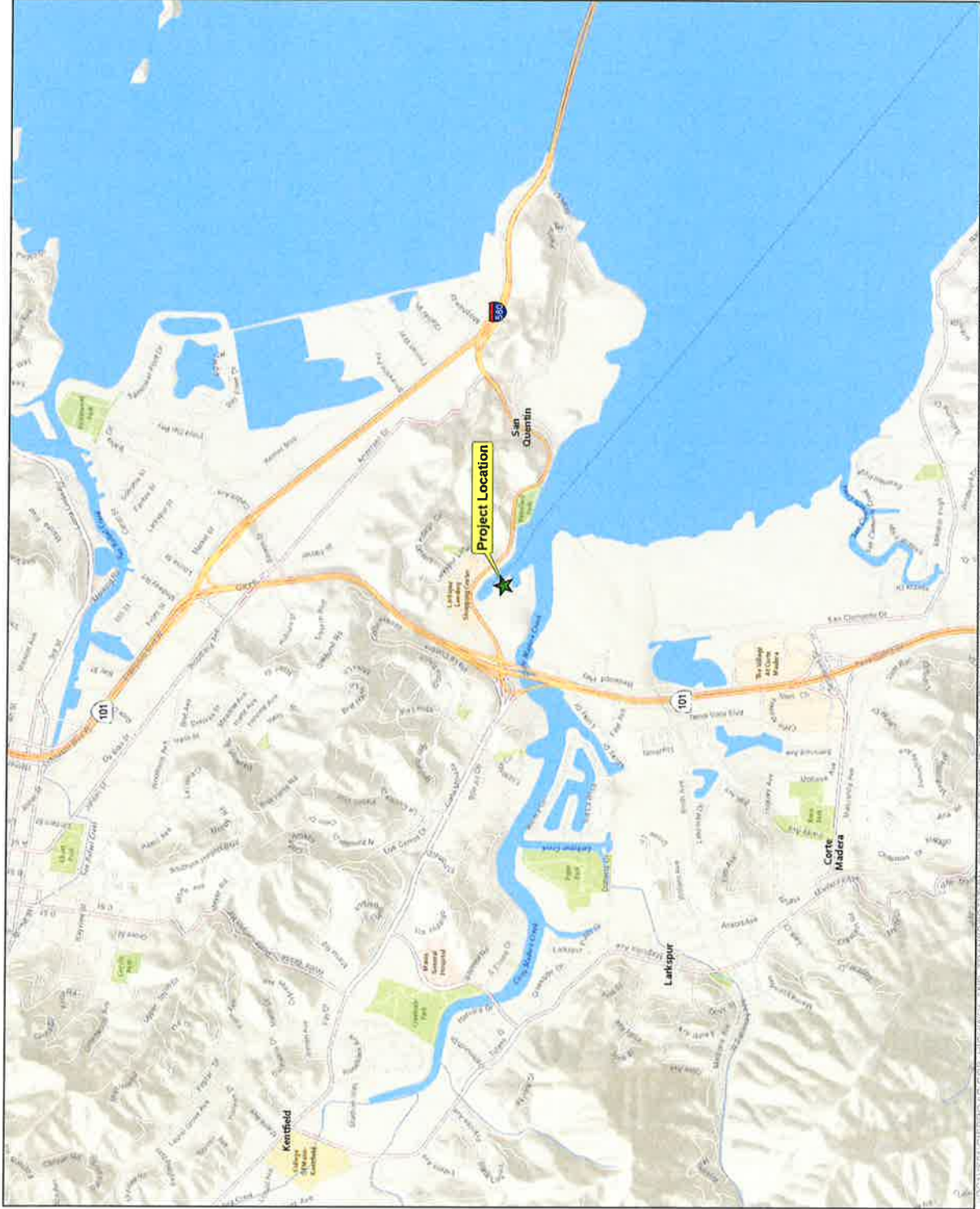
Sincerely,



Ron Downing
Golden Gate Highway Bridge and Transportation District
Director of Planning/Project Manager
1101 Anderson Drive
San Rafael, CA 94901-5318

Enclosures: Figure 1-Vicinity Map
Figure 2-Project Location

c: Denis J. Mulligan, General Manager, GGBHTD
James P. Swindler, Deputy General Manager, GGBHTD
Michael N. Conneran, Partner, Hanson Bridgett LLP



LEGEND
★ Project Location

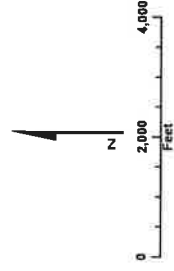


FIGURE 1
Vicinity Map
Larkspur Ferry Service and Parking Expansion
Golden Gate Bridge Highway and Transportation District
Marin County, California

April 16, 2021

Guidiville Indian Rancheria
Donald Duncan, Chairperson
P.O. Box 339
Talmage, CA 95481



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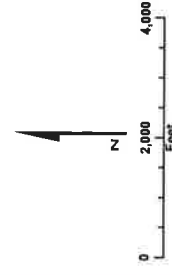
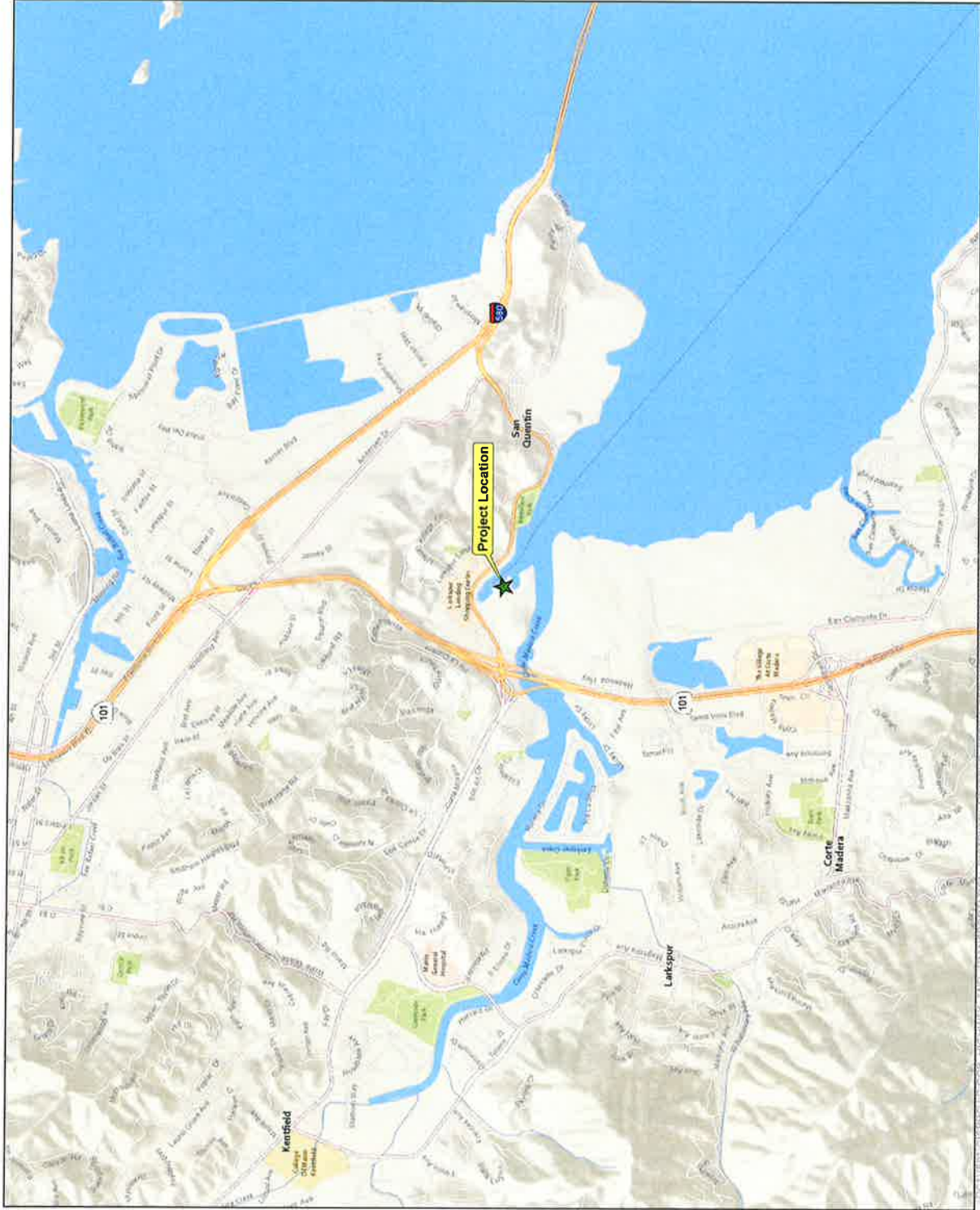
Sincerely,

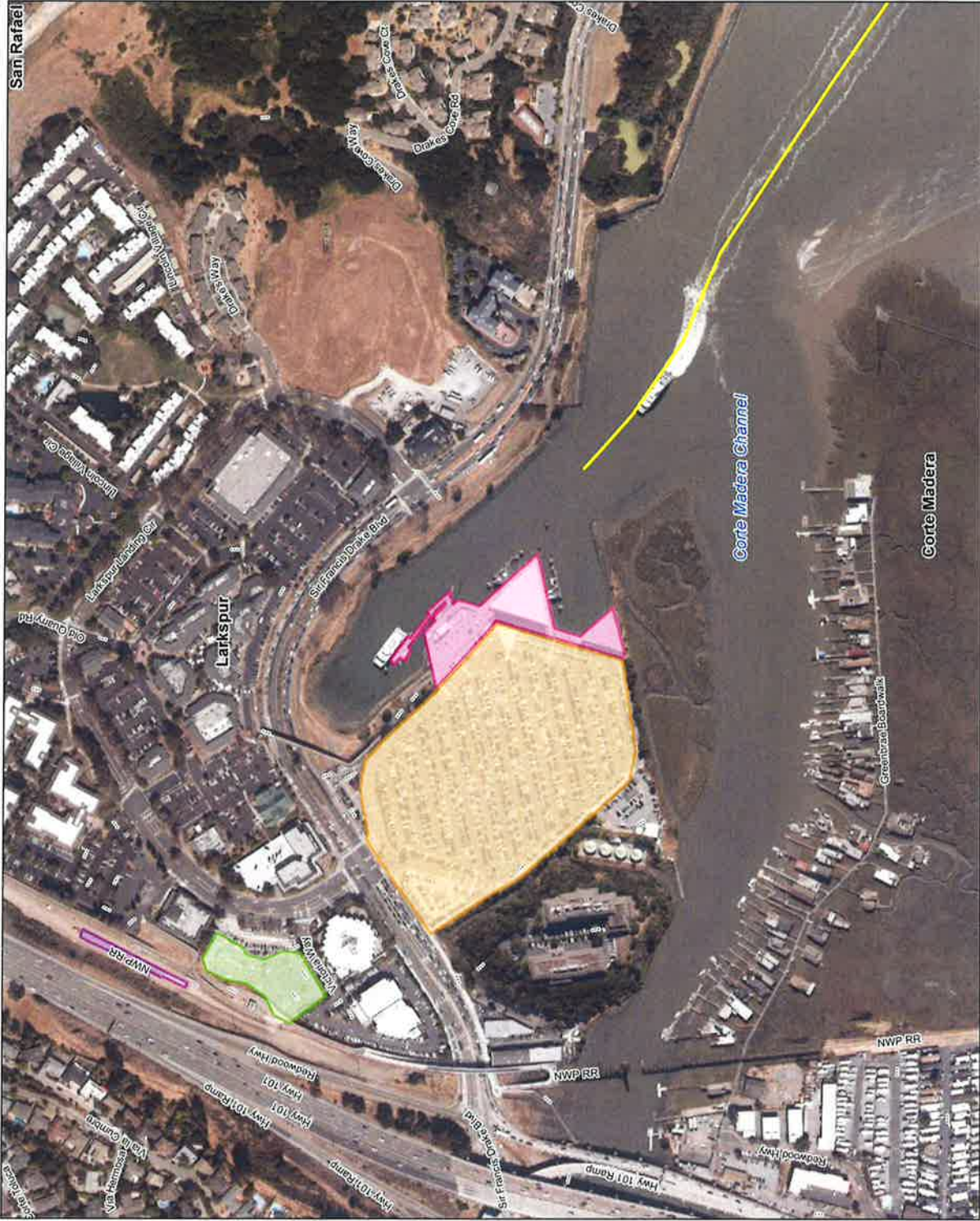


Ron Downing
Golden Gate Highway Bridge and Transportation District
Manager of Planning, Project Manager
1101 Anderson Drive
San Rafael, CA 94901-5318

Enclosures: Figure 1-Vicinity Map
Figure 2-Project Location

c: Denis J. Mulligan, General Manager, GGBHTD
James P. Swindler, Deputy General Manager, GGBHTD
Michael N. Conneran, Partner, Hanson Bridgett LLP





- LEGEND**
- Larkspur Ferry Terminal
 - Main Parking Lot
 - Overflow Parking
 - Larkspur SMART Station
 - Corte Madera Channel

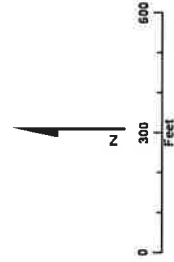


FIGURE 2
Project Location
 Larkspur Ferry Service and Parking Expansion
 Golden Gate Bridge Highway and Transportation District
 Marin County, California

July 25, 2023

SENT BY CERTIFIED MAIL



Ms. Buffy McQuillen
Tribal Heritage Preservation Officer (THPO)
Federated Indians of Graton Rancheria
6400 Redwood Drive, Suite 300
Rohnert Park, CA 94928

RE: Preliminary Geotechnical Investigations for the GGBHTD Larkspur Ferry Service and Parking Expansion Study

Dear Ms. McQuillen,

I wanted to reach out and give you a status update on the Larkspur Ferry Service and Parking Expansion Study. As you may recall, we had a meeting with you and other representatives of the Federated Indians of Graton Rancheria (FIGR) on August 23, 2021. At this meeting, FIGR provided us with FIGR concerns regarding the potential presence of Tribal Cultural Resources in the project area for the Larkspur Ferry Terminal. As we discussed, our team was in the phase of exploring and evaluating conceptual parking expansion concepts for the two viable sites under consideration: the main parking lot (adjacent to the ferry terminal on Sir Francis Drake Boulevard) and the overflow ferry lot (located across the street in the adjacent Country Mart shopping complex). The evaluation of these conceptual alternatives will ultimately lead us to select a preferred site, footprint, height, and scale of a proposed parking structure to best meet future Larkspur ferry ridership demand.

Since this time, the COVID-19 pandemic and resulting decreases in ferry passenger volumes at the Larkspur Ferry Terminal required us to more fully address passenger parking needs for the future; we anticipate concluding our traffic demand forecasts by the end of summer. As such, we have not made much progress on evaluating proposed conceptual parking alternatives or selecting a preferred alternative since these would depend on approved ferry passenger demand.

In addition to the above status update, the GGBHTD has decided to move forward with preliminary geotechnical investigations at the two parking locations identified above. This investigation is planned to be conducted the week of August 14 through 18, 2023. The purpose of these investigations is to determine the underlying geotechnical site conditions for building foundation design (that is, pile driving parameters, seismicity issues and site placement of foundations, etc.). Two core samples and one cone penetration test (CPT) will be drilled at the main parking lot and one core sample and one CPT will be drilled at

the upper parking lot across from Sir Francis Drake Blvd. As part of this investigation, the Jacobs team will have a professional archaeologist at the site to monitor the three core samples after they are removed from their drilling location. They will inspect the samples for the presence or absence of cultural remains and prepare a summary of the findings which we can provide to FIGR on request.

As we mentioned to you previously, the District is committed to fully understanding any potential for our project to impact cultural resources. Although our archaeology team performed a record search that returned negative results for known archaeological and tribal resources within the project area, and we believe the chances of detection of potential sub-surface cultural resources would be low, we would like to invite a representative of FIGR to be present to monitor during the geotechnical investigation. Please let us know if you would be interested to participate in this monitoring effort or willing to share any information you may have on the potential for subsurface remains or past tribal activities at the project location.

As we continue to better understand the site conditions of the two parking lots for our environmental work (which has not yet started), we will continue to have further communications with FIGR because we recognize you may have knowledge of the area that would be important for the project's cultural resources assessment.

We hope this status update is useful for you for continued consultation on this project. We would like to hear back from you by August 4, 2023. If you would like to discuss this further or respond to this request, I can be reached by this email or by phone at 415-257-4583.

Sincerely,



Ron Downing
Director of Planning/Project Manager
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901-5318

c: Michael N. Conneran, Hanson-Bridgett LLP
Loretta Meyer, Jacobs Engineering Group

Attachment: Project Location Map

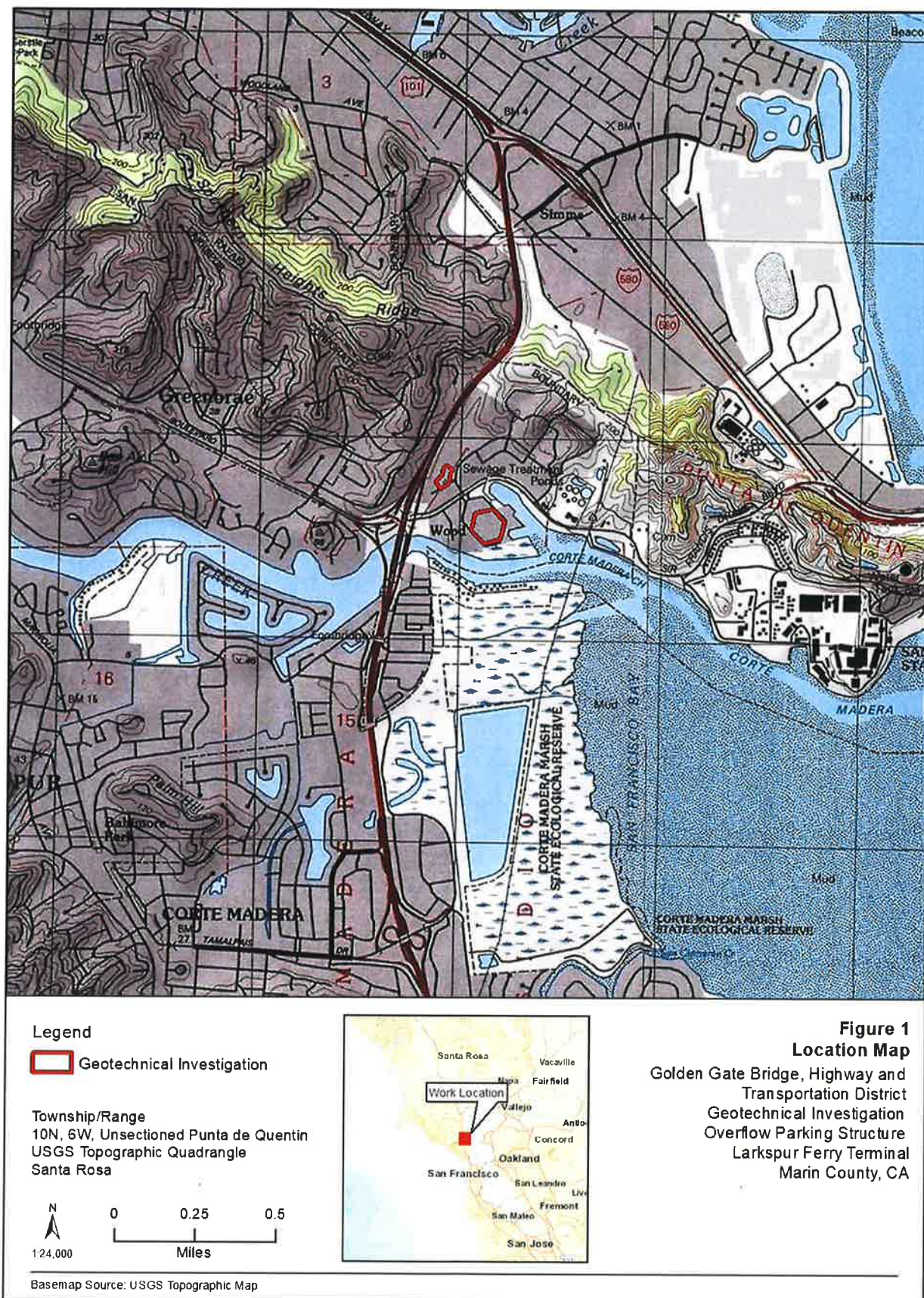


Figure 1. Location Map



June 10, 2026

Ms. Buffy McQuillen
Tribal Heritage Preservation Officer (THPO)
Federated Indians of Graton Rancheria
6400 Redwood Drive, Suite 300
Rohnert Park, CA 94928

RE: Soil Coring Investigations for the GGBHTD Larkspur Ferry Service and Parking
Expansion Study

Dear Ms. McQuillen,

I wanted to reach out and notify you of a soil coring investigation planned for June 26-July 1 at the Larkspur Ferry parking lot (work dates do not include Saturday and Sunday, June 27-28). I would like to invite you to provide a FIGR monitor for the investigation. Jacobs is providing an SOI-qualified geoarchaeologist and archaeologist to monitor the coring.

As we mentioned to you previously, the GGBHTD is committed to fully understanding any potential for our project to impact cultural resources. The records search conducted by the Northwest Information Center March 3, 2026, did not identify any cultural resources within the Area of Potential Effects, but we understand that the project's bayside setting has the potential for buried archaeological deposits. Please let us know if you would be interested in providing a monitor June 26-July 1 or if you would be willing to share any information you may have on the potential for subsurface remains or past tribal activities at the project location.

The goal of the investigation is to test for the presence of archaeological deposits to the maximum depth of anticipated project-related disturbance. Four cores are planned for the main parking lot (adjacent to the ferry terminal on Sir Francis Drake Boulevard) and will be drilled to a maximum depth of 63 feet. Two cores are planned for the overflow ferry lot (located across the street in the adjacent Country Mart shopping complex) and will be drilled to a maximum depth of 20 feet.

We are still in the design phase and evaluating proposed conceptual parking alternatives. The two viable sites under consideration include the main parking lot and the overflow ferry lot. As part of the site evaluations GGBHTD conducted a preliminary geotechnical investigation August 14 and 15, 2023. The purpose of the investigation was to determine the underlying geotechnical site conditions for building foundation design (that is, pile driving parameters, seismicity issues and site placement of foundations, etc.). Two core samples and one cone penetration test (CPT) were drilled at the main parking lot and one

core sample and one CPT were drilled at the North parking lot across from Sir Francis Drake Blvd. Because the project is in a bayside location that may have the potential for buried archaeological deposits, GGBHTD invited FIGR and a qualified archaeologist to monitor the coring. GGBHTD did not receive a response from FIGR. Jacobs archaeologist Jenna Tanner inspected the samples for the presence of cultural remains. She looked for concentrations of shell, burned or unburned animal bone, charcoal, ash, fire-affected rock, flaked stone, groundstone, shell beads, mica, quartz crystals or ocher. None of the cores yielded such evidence.

As we continue to better understand the site conditions of the two parking lots for our environmental permitting studies, we will continue to have further communications with FIGR because we recognize you may have knowledge of the area that would be important for the project's cultural resources assessment.

We hope this status update is useful for you for continued consultation on this project. We would like to hear back from you at your earliest convenience. If you would like to discuss this further or respond to this request, I can be reached by this email or by phone at 415-257-4583.

Sincerely,

Ron Downing
Director of Planning/Project Manager
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901-5318

c: Michael N. Conneran, Hanson-Bridgett LLP
Loretta Meyer, Jacobs Engineering Group

Sent via e-mail and USPS Certified Mail

Attachments: Project Location Map

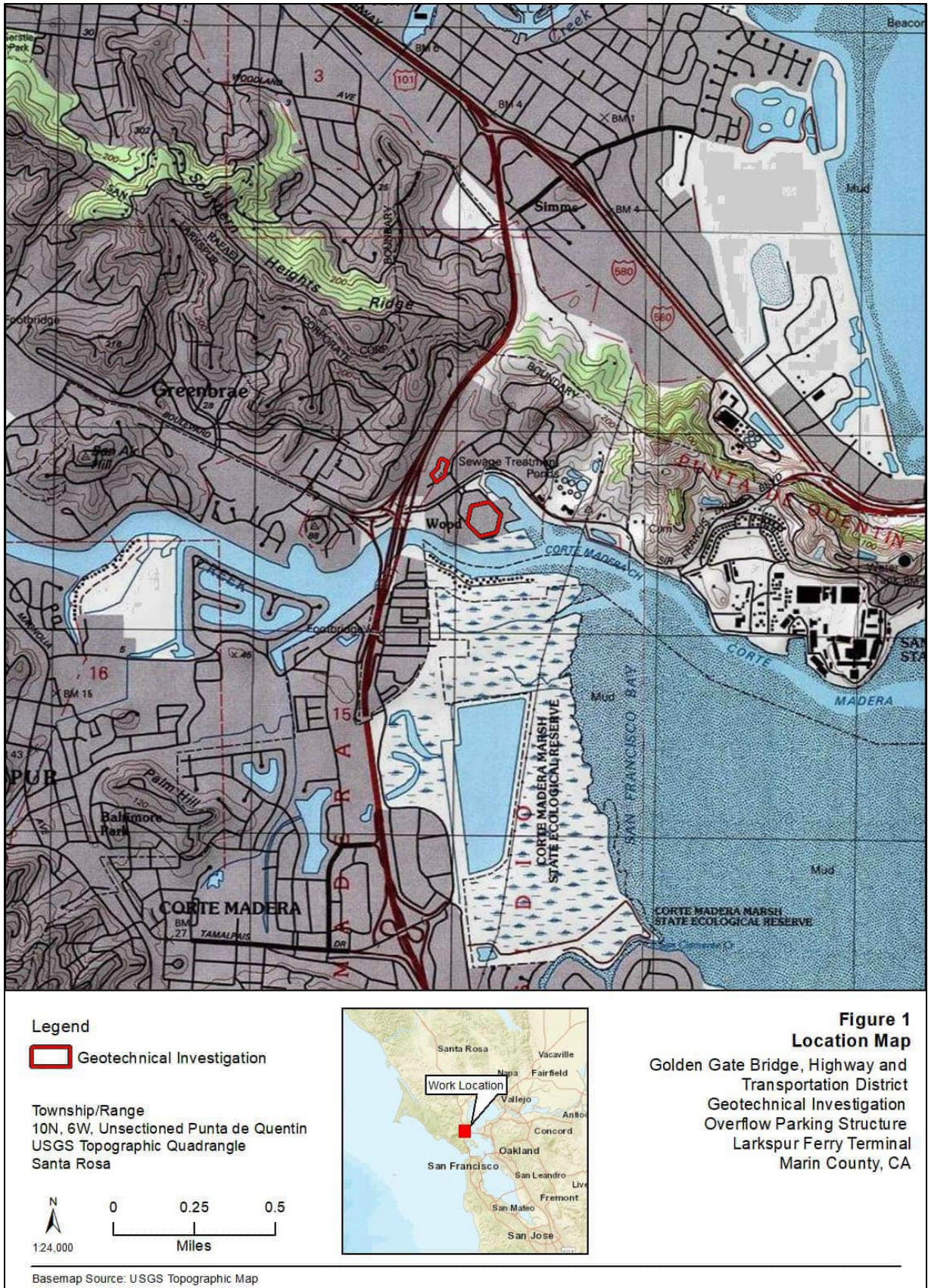


Figure 1. Location Map

Appendix B. Site Records

METADATA SHEET

P-21-000541
CA-MRN-255/H

Recording event 'b' was removed from this record because it is actually a supplement to the Historic resource that is also at that location. It was authored by David Bieling and dated 3/17/2000. The '/H' was also removed from the trinomial because the actual site is Prehistoric only.

The supplement is now recording event 'd' in the following Primary Record:

P-21-001158

Date: 6 December 2016

NWIC Staff: *Annette Neal*

University of California

Archaeological Survey

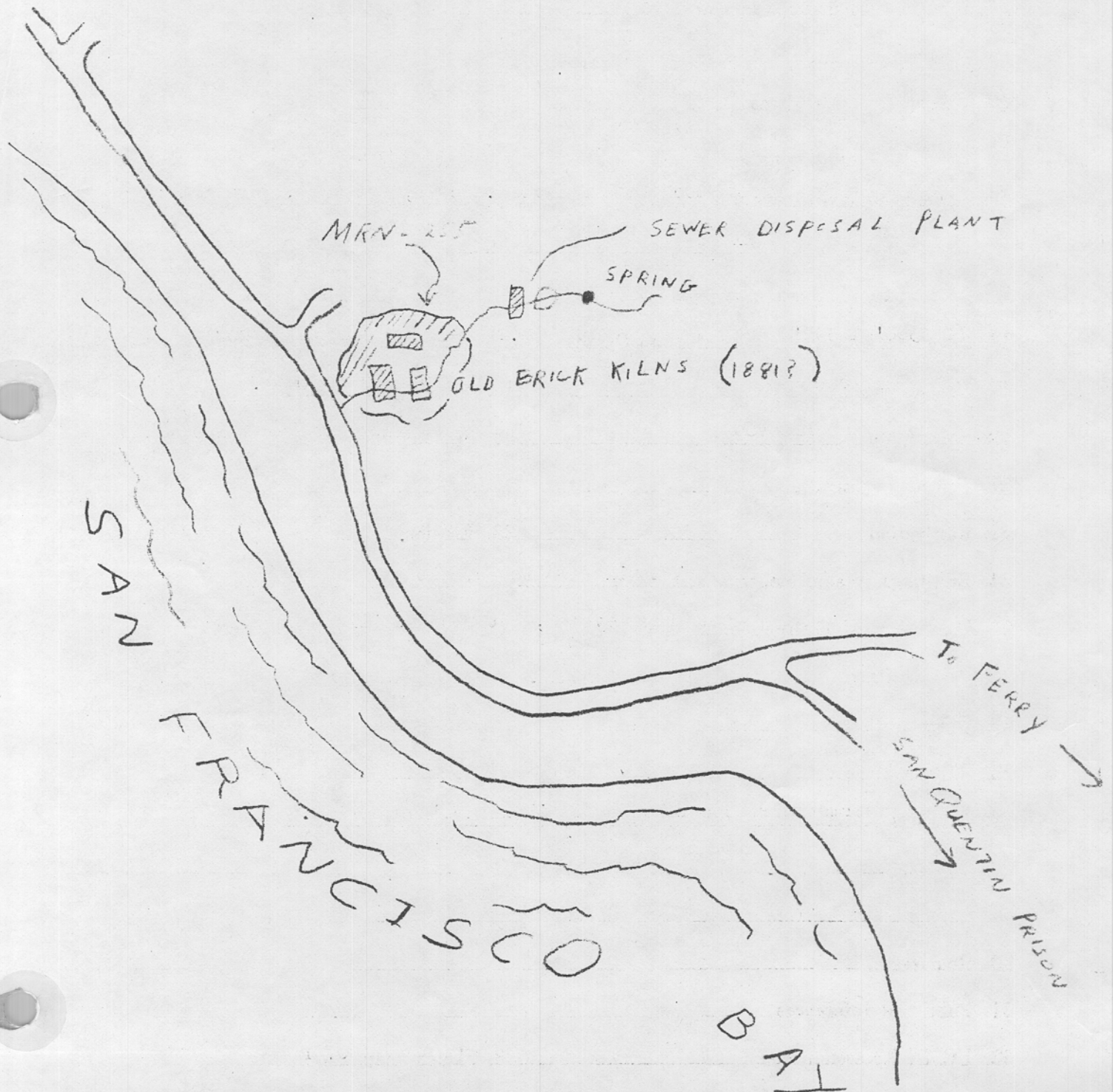
ARCHAEOLOGICAL SITE SURVEY RECORD

SAN RAFAEL T.S.

S-2301

S-12945

1. Site Mrn-255 2. Map Tamalpais (1897 ed.) 3. County Marin
4. Twp. _____ Range _____; _____ $\frac{1}{4}$ of _____ $\frac{1}{4}$ of Sec. _____
5. Location Under old brick kilns at Point San Quentin
- _____
- _____ 6. On contour elevation _____
7. Previous designations for site None
8. Owner _____ 9. Address _____
10. Previous owners, dates _____
11. Present tenant _____
12. Attitude toward excavation Good (See Robert H. Power, Nut Tree, Vacaville; knows owner)
13. Description of site Village
- _____
14. Area 300' X 300' 15. Depth 6 ft.? 16. Height None
17. Vegetation None 18. Nearest water 0 ft.
19. Soil of site Shellmound 20. Surrounding soil type Yellow clay
21. Previous excavation _____
22. Cultivation _____ 23. Erosion _____
24. Buildings, roads, etc. Old brick kilns on top of site
25. Possibility of destruction Already leveled, but could still be excavated
26. House pits _____
27. Other features _____
28. Burials _____
29. Artifacts Charmstones appear to be of Middle Horizon period.
- _____
- _____
30. Remarks _____
31. Published references S-1165 | S-2076
32. UCMA Accession No. _____ 33. Sketch map Over
34. Date Mar. 13, 1955 35. Recorded by Treganza 36. Photos _____
- _____
- _____



PH 0505633

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY

OCT 4 1977

RECEIVED

DATE ENTERED

MAR 24 1978

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Green Brae Brick Yard of the Remillard Brick Company

AND/OR COMMON

Remillard Brick Kiln

2 LOCATION

STREET & NUMBER

125 East Sir Francis Drake Blvd.

NOT FOR PUBLICATION

CITY, TOWN

Larkspur

VICINITY OF

5th

STATE

California

CODE

06

COUNTY

Marin

CODE

041

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☒ OTHER: **unused***(occasional historic tours are conducted)*

4 OWNER OF PROPERTY

NAME

Robert H. Lee

STREET & NUMBER

41 Madrone Avenue

CITY, TOWN

Larkspur

VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.**Marin County Recorder's Office**

STREET & NUMBER

Marin Civic Center Building

CITY, TOWN

San Rafael

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Larkspur General Plan

DATE

Adopted 1973☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCALDEPOSITORY FOR
SURVEY RECORDS**Larkspur City Hall**

CITY, TOWN

Larkspur

STATE

California

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☒ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE

☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

PRESENT PHYSICAL APPEARANCE

The present brick kiln and chimney stack are the only surviving structures of the Green Brae brickyard operation that, at one time, consisted of over 25 buildings and structures.

The exterior configuration of the brick kiln is that of a long, low brick structure having battered walls with regularly spaced arched openings in the walls. The end wall sections of the structure are rounded. The overall width is 64 feet, the length 195 feet and the height 12 feet. The kiln is made of unreinforced brick and has double walls with earth between for heat retention.

The exterior brick walls are battered to stabilize the arched roof, and have 16 wickets or openings through which the bricks were carried in and out of the kiln.

The roof of the kiln is flat, and has hundreds of small ports through which the coal was fed to fire the kiln.

The brick kiln is essentially stable structurally, but in need of considerable repair. The exterior walls and roof are covered with numerous areas of vegetation and brush, and some of the bricks forming the arched chamber openings have been removed by trespassers.

The inside of the present kiln is in the form of a toroid, or an elongated, endless tunnel, with a brick floor, walls and arched roof. It has a central section fitted with small flues and dampers which discharge into a main flue, which, in turn, is connected to the chimney stack by a large underground flue. The width inside the tunnel is 14 feet, its height is 11 feet and its length 370 feet in circumference.

The chimney stack constructed entirely of unreinforced brick, has tapered, octagonal sides and measures 125 feet in height. The stack bears the letters "R.B. Co." and the numbers "1891", representing the year the kiln was completed.

The unusual feature about the stack is its location relative to the kiln. Virtually all Hoffman kilns (see #8, Engineering Significance) have the stack located within the kiln, directly over the central flue.

The purpose of the stack was to provide adequate draft. The design was of great importance, and if improperly designed, resulted in higher fuel costs and incomplete firing of the brick.

See Continuation Sheet, Item #7, Page 1

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☒ PREHISTORIC	☒ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE
☐ 1600-1699	☐ ARCHITECTURE	☐ EDUCATION	☐ MILITARY	☐ SOCIAL/HUMANITARIAN
☐ 1700-1799	☐ ART	☒ ENGINEERING	☐ MUSIC	☐ THEATER
☒ 1800-1899	☐ COMMERCE	☒ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION
☒ 1900- 1915	☐ COMMUNICATIONS	☒ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)
☒ 1900-1968		☒ INVENTION		

SPECIFIC DATES 1891 - 1915

BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

PERIOD: PREHISTORIC - AREA OF SIGNIFICANCE: ARCHEOLOGY

The brick kiln is located on a site occupied in prehistoric times by the ethnographic group, the Coast Miwok Indians of the Penutian language family. These were a hunting and gathering people who resided in permanent villages along the San Francisco Bay and creeks that drained into the Bay. The kiln was constructed on top of one such site at the mouth of the Corte Madera Creek and recorded as 4-Mrn-225 where Middle Horizon charmstones and an obsidian projectile point were found. Although this site has been leveled, there is always the possibility of subsurface finds.

PERIOD: 1865-1945 - AREA OF SIGNIFICANCE: ENGINEERING

The Remillard brick kiln in Larkspur is one of the few remaining examples of the Hoffman Type kiln in the United States.

It represents a brick making process which was considered to be the most efficient for its time, during the years 1865-1945.

This particular type of kiln was invented by Friedrich Hoffmann of Berlin, Prussia, in 1865. It revolutionized the manufacture of bricks because it was the first of the continuous type kilns. Previous kilns were the batch type which required the cooling of the bricks before new green bricks could be introduced. The Hoffman kiln could be fired continuously and new green brick could be added as the already fired bricks were removed.

See Continuation Sheet, Item #8, Page 1

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Independent Journal, July 14, 1973.

Illustrated Edition, Oakland Tribune. 1898

Mason & Park. The Making of Marin, 1850-1975. North Shore Books, 1975. p. 92

San Quentin Peninsula Development Environmental Impact Report. Madrone Associates, 1975. p. 74

Sausalito News. November 14, 1890. p. 3

Walking Tours of Historic Larkspur. Larkspur Heritage Committee. 1976. p. 70

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.74 acres

UTM REFERENCES

A 10 543650 4199650
ZONE EASTING NORTHING
C

B
ZONE EASTING NORTHING
D

VERBAL BOUNDARY DESCRIPTION

Beginning at the intersection of the calls set forth as North 86°15' East 264.69 feet and North 32°30' East 435.72 feet in the deed from Remillard Brick Company, a corporation to Sanitary District No. 1 of Marin County dated November 6, 1957 and recorded December 6, 1957 in Book 1158 of official records at page 228, Marin County Records; running thence along the southerly line of said parcel South 86°15' West 264.69' See Continuation Sheet, Item #10, Page 1

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

11 FORM PREPARED BY (See Continuation Sheet, Item #11, Page 1)

NAME / TITLE

Robert H. Lee, property owner

ORGANIZATION

DATE

April 18, 1977

STREET & NUMBER

41 Madrone Avenue

TELEPHONE

(415) 924-3103

CITY OR TOWN

Larkspur

STATE

California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Herbert M. Lee

TITLE

S.H.P.O.

DATE

8-22-77

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

3/29/78

KEEPER OF THE NATIONAL REGISTER

DATE

3.13.78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

OWNER OF PROPERTY

Andre F. Bosc
1155 Jones Street
San Francisco, California

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CONTINUATION SHEET

ITEM NUMBER 6 PAGE 1

REPRESENTATION IN EXISTING SURVEYS

Title: Walking Tours of Historic Larkspur

Date: 1975 and 1976

Depository: Larkspur Library x Local

City: Larkspur State: California

Title: "Historical and Archaeological Survey of the Proposed
Larkspur Ferry Terminal"

Date: 1973 x Local

Depository: Department of Planning and Community Development

City: Larkspur State: California

Title: "Marin County Historic Resources Inventory"

Date: Ongoing - Spring, 1977, to be submitted to State 7/1/77

Depository: Civic Center Library x County

City: San Rafael State: California

Depository: Department of Parks and Recreation

Office of Historic Preservation x State

City: Sacramento State: California

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NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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DATE ENTERED MAR 24 1978

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

No changes or alterations have been made to the original brick structure other than those attributed to deterioration. Only the wooden shed which once covered the kiln has been removed. (See description of original physical appearance.)

ORIGINAL PHYSICAL APPEARANCE

The Green Brae brickyard, encompassing some 150 acres, operated from 1891 to 1915, and functioned as a small community, with its workmen living in the 16 cabins on the property. Nearby were a cook-house, stable, blacksmith shop, vegetable gardens and an orchard. Livestock grazed on the hillsides and hay was grown for the fifteen or more work horses. Tubb Lake was created to provide a water supply for domestic uses and for steam to run the brick machines. There was a small railroad to haul the clay from nearby pits. In addition, it had its own landing on San Francisco Bay from which the five company scow schooners carried millions of brick to San Francisco and Oakland.

The kiln structure was enclosed by a large wooden shed until the early 1940's when it was demolished. The shed provided protection against the weather for the firing operation and the workmen, thereby extending the months of operation. (See attached drawings.)

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INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

AREA OF SIGNIFICANCE: ENGINEERING (continued)

The kiln is divided into 16 chambers each having its own wicket, or opening, through which the bricks enter and leave the kiln. Green bricks are hand stacked to the ceiling in each chamber, leaving vertical hollow chases below the coal ports in the roof. The wickets are closed up with brick as soon as the chamber has been filled and tightly sealed with clay paste or "daub". Coal is then fed into the ports from the top of the kiln, into the hollow formed by the stacked brick and ignited.

Once the fire is started, it burns continuously and moves steadily around the kiln from chamber to chamber. The progress of the fire is about one foot per hour and its rate is controlled by flues and dampers within each chamber. After the fire moves far enough past the fired bricks and they have cooled, they are then removed and the chamber is filled with a new batch of green bricks. In this way the operation proceeds continuously. (See attached schematic drawings.)

The structure is unusual and complex in that there are double walls filled with earth, an underground flue system, arched ceilings and openings made with wedge bricks and a roof pierced with hundreds of ports.

The chimney stack is of exceptional design having a square base and tapered octagonal sides with a corbelled top, freestanding from the kiln itself, an unusual arrangement. It withstood the famous San Francisco earthquake of 1906.

The Remillard brick kiln is significant as an historical engineering landmark, representing a manufacturing process that was considered the best of its time in the important industry of brickmaking.

PERIOD: 1874-1885 - AREA OF SIGNIFICANCE: INVENTION

Edward Remillard improved the brick manufacturing techniques by inventing and patenting the brickyard truck in 1874³ and the excavating and grading machine in 1885.⁴

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DATE ENTERED

MAR 24 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

PERIOD: 1861-1968 - AREA OF SIGNIFICANCE: INDUSTRY

In 1891 the Remillard brothers built the Green Brae kiln to add to their Oakland based brick manufacturing company. The site chosen was one where bricks had been made since 1871. ⁵ The Remillard Brick Company thus increased its production capabilities by 10,000,000 annually.

Standing today on the San Quentin Peninsula, this brick kiln is the only surviving structure of the Remillard Brick Company, once the largest brick manufacturer on the Pacific Coast.⁶ During its 107 years of operation from 1861-1968, the Remillard Brick Company made the following significant contributions to industry in the Bay Area:

1. Constructed and operated at varying periods brickyards at 7 locations: Oakland, Santa Venetia, Pleasanton, Green Brae, San Pablo and 2 at San Jose.
2. In 1875 supplied the 26,000,000 bricks needed to construct the original Palace Hotel in San Francisco.⁷
3. As a brick manufacturer and construction firm, built the original St. Mary's College in Oakland, California in 1889.⁸
4. In 1898 the Company sold 30,000,000 bricks, the production of which employed 400 men with an annual payroll of \$150,000.⁹
5. In 1906 and the years immediately following, supplied much of the brick required to rebuild San Francisco after its devastation by earthquake that year.
6. Manufactured and shipped from Marin County brickyards (Green Brae and Santa Venetia) the bricks to build the chocolate factory at Ghiradelli Square, the Cannery, the second Palace Hotel, the St. Francis and Clift Hotels and the Phelan and Flood Buildings.¹⁰
7. Maintained high manufacturing standards and produced bricks consistently reported as "superior" and "noted for their excellence".¹¹

Although the Green Brae brickyard ceased manufacture in 1915, the Remillard Brick Company continued operation until 1968 when the San Jose brickyard was closed.

Countess Lillian Remillard Dandini, daughter of the company's founder, owned the Green Brae kiln until her death at age 93 in 1973.

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INVENTORY -- NOMINATION FORM**

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DATE ENTERED	MAR 24 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Footnotes

1. Treganza, "The Examination of Indian Shellmounds within San Francisco Bay with Reference to the Possible 1579 Land Fill of Sir Francis Drake." 1957.
2. Goerke, "Historical and Archeological Survey of the Proposed Larkspur Ferry Terminal." 1973 P. C-4.
3. "Official Gazette", U.S. Patent Office, 1887, Vol. 2.
4. "Official Gazette". U.S. Patent Office, 1887, Vol. 39.
5. Salt Marsh and Tidelands Map #7, County of Marin, 1871.
6. Alameda County Illustrated Oakland Tribune. 1898, P. 211.
7. Woon, San Francisco and the Golden Empire., 1935, P. 79.
8. Illustrated Edition, Oakland Tribune. 1890 P. 36.
9. Alameda County Illustrated Oakland Tribune. 1898, P. 162.
10. Independent Journal, "The Countess and the Brickyard." July 14, 1973.
11. Op. Cit., Oakland Tribune, P. 36.

UNITED STATES DEPARTMENT OF THE INTERIOR
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MAR 24 1978

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

GEOGRAPHICAL DATA - Verbal Boundary Description, continued

to the Southwest corner thereof; thence leaving said parcel and running along the Southeasterly line of that certain parcel of land described in the deed from Remillard Brick Company, a corporation to Sanitary District No. 1, recorded August 26, 1947 in Book 562 of official records at page 78, Marin County Records; North 43°39'48" East 307.68 Feet to the Northerly right of way line of Sir Francis Drake Highway, as described in the deed from Remillard Brick Company to the County of Marin recorded October 14, 1930 in Book 204 of official records at page 207, Marin County Records; thence along said line Southeasterly to a point which bears South 33°55'48" West from the point of beginning, thence leaving said line of Sir Francis Drake Highway and running North 33°55'48" East 343.97 feet to the point of beginning.

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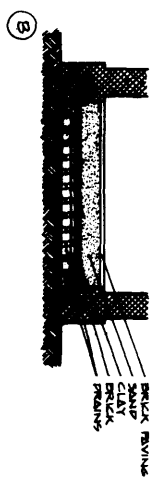
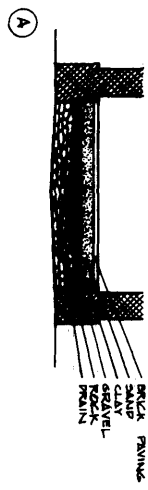
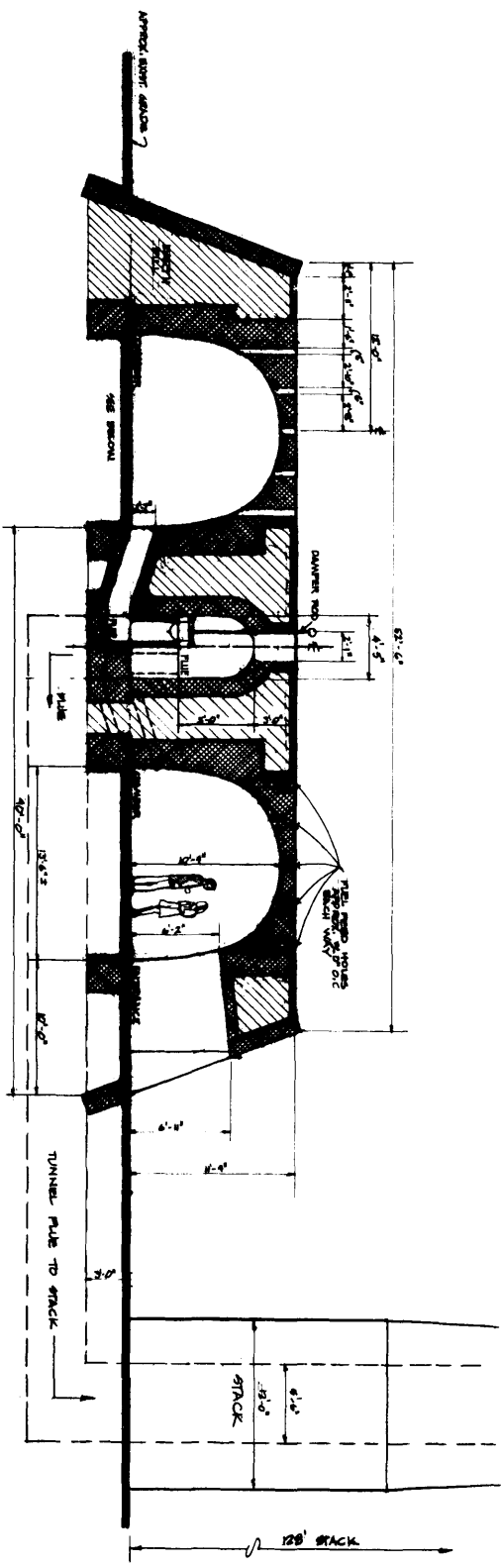
DATE ENTERED MAR 24 1978

CONTINUATION SHEET

ITEM NUMBER 11 PAGE 1

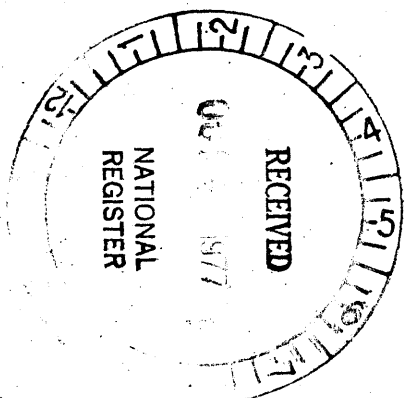
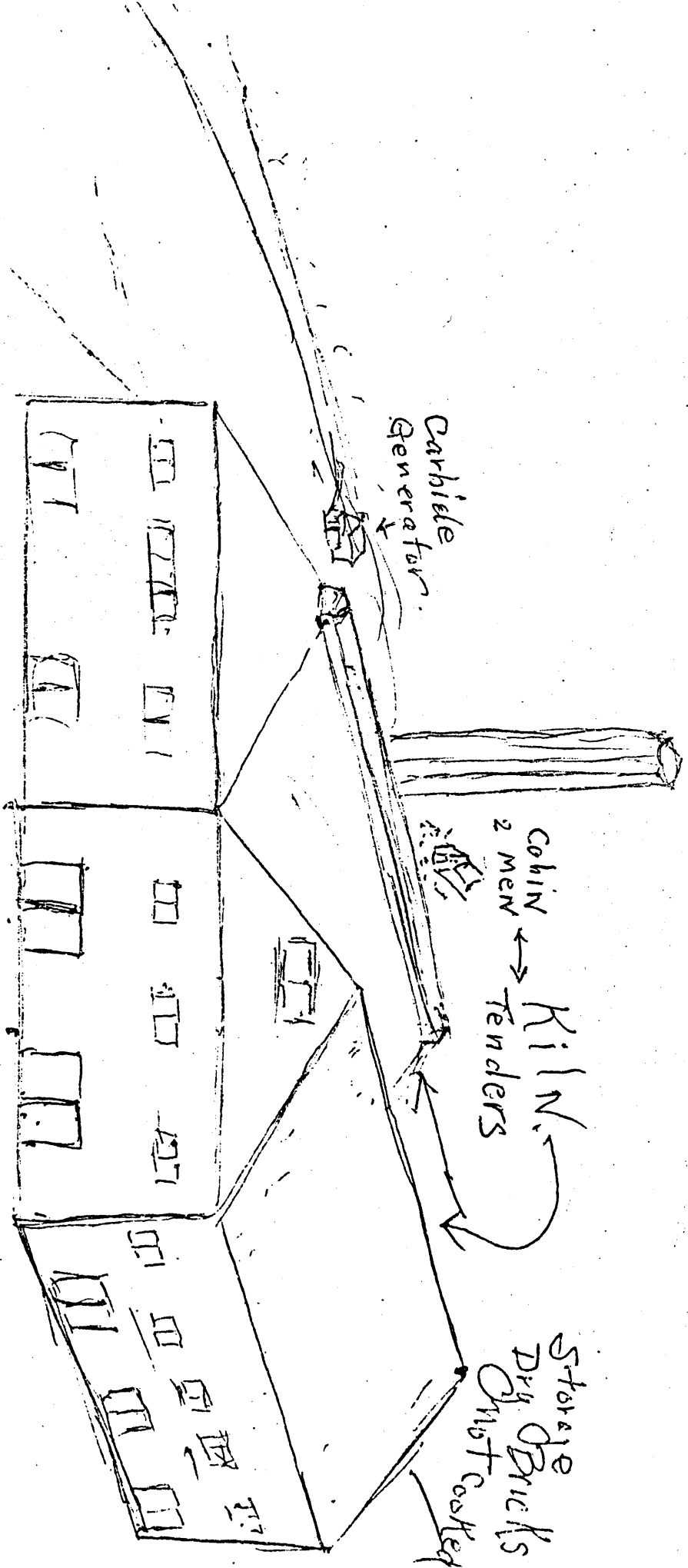
FORM PREPARED BY

Name/Title: Nancy W. Curley, member
Organization: Larkspur Heritage Committee
Street & Number: 130 Elm Avenue
City: Larkspur State: California
Telephone: (415) 924-3133
Date: April 18, 1977

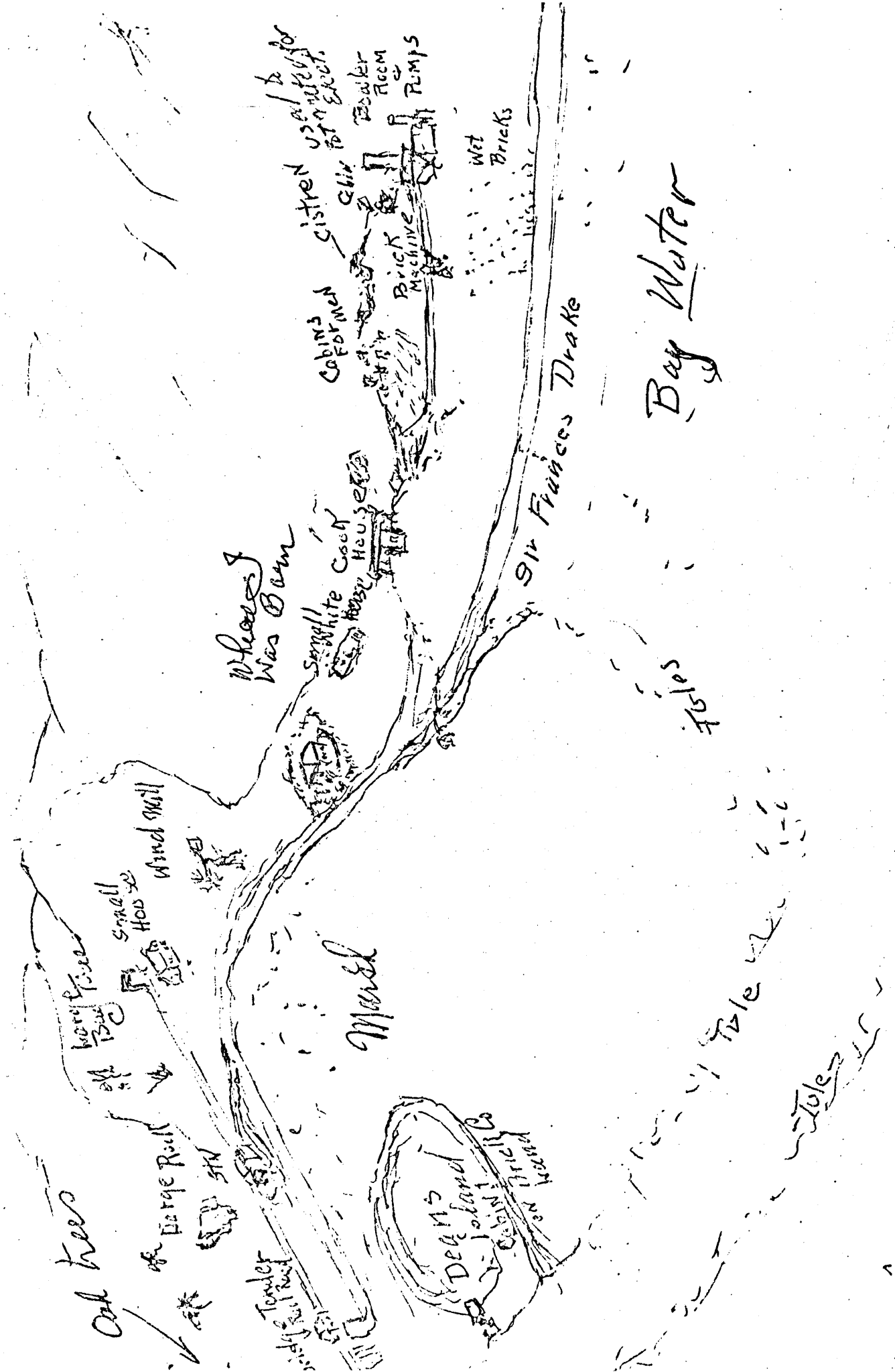


POSSIBLE FLOOR SECTIONS
NO SCALE

REMILLARD BRICK CO. KILN
EXISTING SECTIONS.
5/28/72
ROBERT H. LEE & ASSOCIATES
P.E. & S.E. THUNDERBOLT, CHAIRMAN



Drawn by Mr. John Tacchi, 1975
 Born at Remillard Brick Yard, 1900
 Resident 1900-1915
 Item #7. Description: ORIGINAL APPEARANCE



Oak trees

Barge Dock

Tender

Marl

Dean's Island
John's Island
Cabin

Wharf
Was Barn

Small White Cock House

Cabin

Cistren

used for water

Brick Machine

Wet Bricks

Sir Frances Drake

Bay Water

Tides

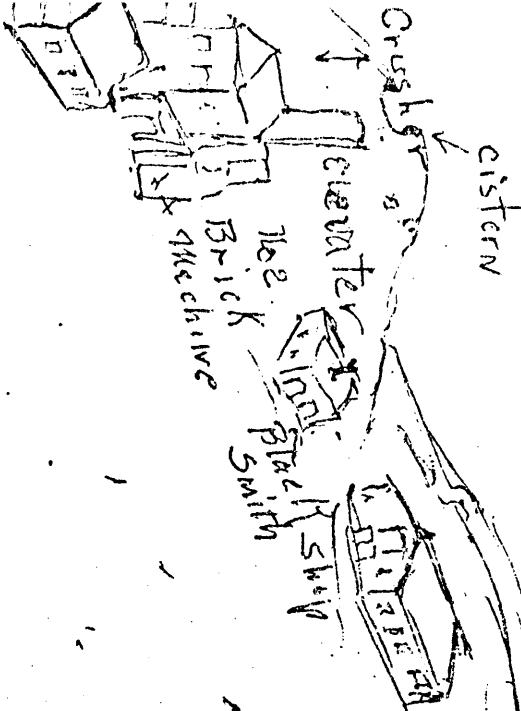
Tide

Tide

Bay

Sir Frances Drake Bay

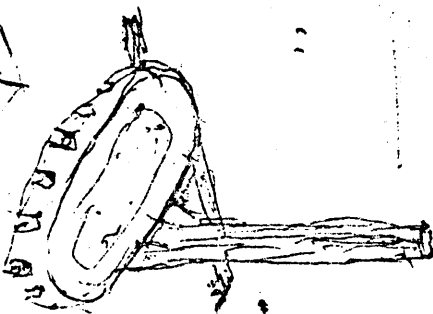
Bay



Bricks
Drying

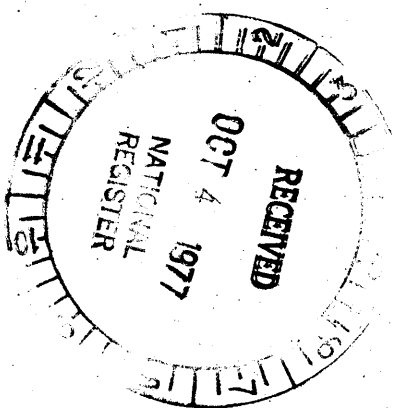
Stable

sand
office storage



Coal
Storage

Willow
Trees



Drawn by Mr. John Tacchi, 1975
Born at Remillard Brick Yard, 1900
Resident 1900-1915

ITEM # 7 - DESCRIPTION: ORIGINAL APPEARANCE

METADATA SHEET

Informal resource

"467A-002"

'Wood Island'

This informal resource relates to a mark that was found on the San Rafael 7.5' USGS quad map during the transfer of all info to the NWIC GIS. The note on the map collar states, "Unrecorded Site". The note in the GIS features states: "this is a midden site described in S-12242". No other information is provided.

Date: 2018-Aug-08
NWIC Staff: George Riner

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 19

***Resource Name or # (Assigned by recorder):** Larkspur Ferry Terminal

P1. Other Identifier: Larkspur Landing

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:** Marin and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** San Rafael **Date** 1995

T 1N; **R** 6W; **of Sec** Unsectioned;

B.M. Mount Diablo

c. Address 101 East Sir Francis Drake Boulevard

City Larkspur

Zip 94939

d. UTM: Zone 10S; 543170.50 mE/ 4199775.48 mN

e. Other Locational Data: This property is located on Assessor's Parcel Numbers (APNs) 018-172-18, 018-172-19, and 018-172-20, and includes a main shelter structure, an adjacent service building, a fueling/maintenance area with fuel tanks and maintenance structures, and a parking lot. It is situated in City of Larkspur, Assessor's Map Book 18, Page 17, Block 172, Parcel 18, 19, and 20. The property is approximately 50 feet east of the intersection of Larkspur Landing Circle and Sir Francis Drake Boulevard in the City of Larkspur, County of Marin, California.

***P3a. Description:**

The Larkspur Ferry Terminal property is a public transportation terminal located in the City of Larkspur, Marin County (Photograph 1). The terminal is set along the water side of Sir Francis Drake Boulevard near the mouth of Corte Madera Creek that empties into the San Rafael Bay which is part of the larger San Francisco Bay (Photograph 2). The land portion of the ferry terminal property is approximately 14.5 acres total and features a series of buildings, structures, parking areas, and surrounding lands for ferry operations and passenger use. Dock and boarding structures are set within the bay waters and an 83-acre basin that aligns north to south on the eastern side of the property for the landing of large passenger-only ferry boats. The surrounding area is urbanized with Larkspur Landing shopping center and numerous other commercial buildings to the north and west along with US 101. A series of residences are located to the southwest along the right bank of Corte Madera Creek (see *Continuation Sheet*).

***P3b. Resource Attributes:** HP11. Engineering Structure; HP30. Other

***P4. Resources Present:**

☒ Building ☒ Structure ☐ Object ☐ Site ☐
☐ District ☐ Element of District ☐ Other
(Isolates, etc.)

P5b. Description of Photo:

Photograph 1. Larkspur Ferry Terminal.
View south. June 04, 2021.

***P6. Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both
1976 (The Press Democrat 1976)

***P7. Owner and Address:**

Golden Gate Bridge, Highway and
Transportation District

***P8. Recorded by:**

Mark Bowen and Irem Oz,
Jacobs Engineering
2485 Natomas Park Drive #600
Sacramento, CA 95833

***P9. Date Recorded:** 05/12/2026

***P10. Survey Type:** Intensive



***P11. Report Citation:** 2026. Jacobs Engineering Inc. Cultural Resources Report for Larkspur Ferry Expansion Project, Marin County, California.

***Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 19

*NRHP Status Code: 3S; 3CS

*Resource Name or #: Larkspur Ferry Terminal

B1. Historic Name: Larkspur Ferry Terminal

B2. Common Name: Larkspur Ferry Terminal

B3. Original Use: Ferry Terminal B4. Present Use: Ferry Terminal

*B5. Architectural Style: Late Modernism with High-Tech Structuralist design characteristics

*B6. Construction History: (Construction date, alteration, and date of alterations): Ferry terminal constructed in **1976**; ferry berths expanded from three to four in the **1990s**; landscape planters removed **between 1987 and 1993**; pedestrian overpass constructed in **1982**; parking lot reconfigured **circa 1995** and **circa 2008**; bicycle access improvements and new bicycle racks installed in **2008**; additional parking areas constructed north and northwest of the original lot **circa 2008**; parking areas repaved **circa 2013**; and minor modifications to passenger circulation, operational features, and site elements **between the 1990s and 2010s**.

*B7. Moved: ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features: Ferry berths and docking facilities; pedestrian overpass; parking areas and circulation infrastructure; ancillary service and maintenance structures

B9a. Architect: Braccia, DeBrer and Heglund (Jacques de Brer, lead architect)

b. Builder: Williams & Burrows, Inc

*B10. Significance: Theme: Transportation; Architecture

Area: Marin County

Period of Significance: 1976

Property Type: Transportation Facility

Applicable Criteria NRHP C, CRHR 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Golden Gate Bridge, Highway and Transportation District constructed the Larkspur Ferry Terminal in 1976 as a ferry facility serving Marin County within the Agency's regional transportation system. The terminal developed in response to increasing demand for alternative commuter transportation between Marin County and San Francisco. San Francisco-based architect Jacques de Brer designed the facility and it features a distinctive Late Modernist design employing a High-Tech Structuralist approach. Its defining feature is a monumental triangular steel space-frame roof supported by exposed structural elements, creating an open-air terminal. Since its construction, the terminal underwent several alterations, including expansion of ferry berths in the 1990s, reconfiguration of parking areas, and minor modifications to circulation and site features between the 1980s and 2000s. Today, the property continues to function as an active ferry terminal and transportation hub serving Marin County.

The property has not been previously evaluated for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), although it has been recognized as an important example of 1970s modern design. Research did not identify a direct association between the terminal and events or individuals significant in local, state, or national history. While the resource is associated with broader regional transportation trends, it does not rise to the level of significance under NRHP Criterion A or CRHR Criterion 1. Similarly, it is not associated with significant individuals under NRHP Criterion B or CRHR Criterion 2 and does not appear likely to yield important information under NRHP Criterion D or CRHR Criterion 4. However, the terminal embodies distinctive characteristics of Late Modernist architecture and represents a significant example of High-Tech Structuralism in the San Francisco Bay Area. Its design was recognized through professional publication and an American Institute of Architects award, and the building retains a high level of integrity. The Larkspur Ferry Terminal is recommended eligible for listing in the NRHP Criterion C and CRHR under Criterion 3 (see *Continuation Sheet*).

B11. Additional Resource Attributes: (List attributes and codes)

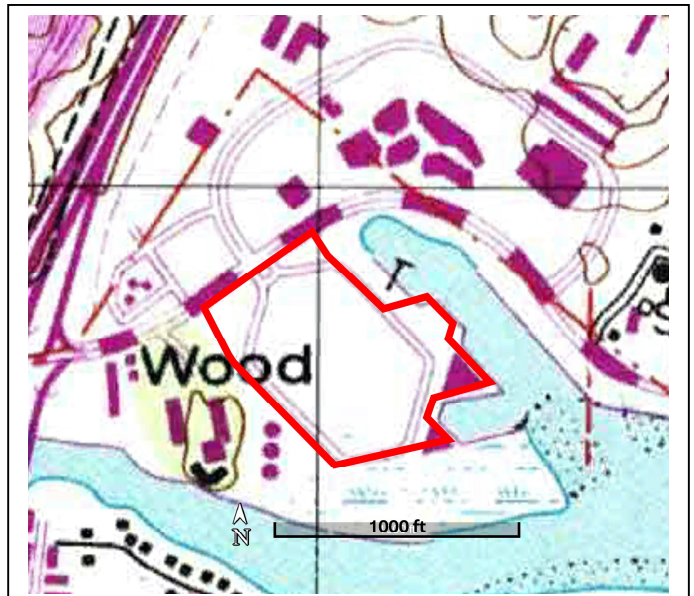
*B12. References: See Continuation Sheet

B13. Remarks: None

*B14. Evaluator: Irem Oz, Jacobs Engineering

*Date of Evaluation: 05/12/2026

(This space reserved for official comments.)



Page 3 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

***P3a. Description (continued):**

While the great majority of the almost 15-acre property is occupied by the paved parking areas, several buildings and structures related to operations of the ferry terminal are in spaces at the southeast and southwest of the property to better access the waterfront and allow for adequate customer vehicle parking.

Buildings located in two distinct areas of the property, one at the southeast corner of property that includes the main shelter structure and the adjacent service building. The second area is at the southwest corner of the property that features a fueling/maintenance area with fuel tanks and maintenance structures (Photograph 3).

The Shelter Structure is the primary focus of the ferry terminal property visually with its large and distinct construction features and materials (Photograph 4). The general design theme of the Shelter Structure has been identified as a notable example of "High-Tech Structuralism" or "Structural Expressionism" with its "space frame," tensile roof, cable structure, and futuristic-looking technology (geometric shape thematic, exposed frame, etc.) construction for which the style became popular. The overall design is a geometric-focused shade structure that features a triangular shaped open canopy topped with a tensile roof that is supported by a steel "space frame" that uses interconnected pipe and gussets to create triangular nodes that form the frame. The structure is set upon three reinforced concrete pyramidal base supports that peak upward to connect at a point with inverted pyramidal space frame "legs" that connect at a point atop the concrete supports (Photograph 5). The triangle-themed space-frame structure (the roof measuring 108 feet each side) is topped with triangular tensile roof panels that are semi-opaque to allow sunlight through. While the open structure sits over two-stories high, the covered floor plan includes reinforced concrete steps and benches and features numerous "kiosks" for various visitor uses including bathrooms and vending (Photograph 6). A steel security fence encircles the structure and frosted glass panels are located along the western elevation. Concrete walkways lead the visitors to the geometrically shaped loading ramps that are part of the ferry piers on the east side of the shelter structure. A smaller "spaceframe" flat-roof awning is located on the west elevation supported by concrete columns (Visible in Photograph 7). Lights are simple monopole types that feature simple flared light fixture toppers.

The Service Building is located directly to the south and follows a similar triangular geometric shape theme as the Shelter Structure (Photograph 8). The Service Building is slightly smaller scale and does not use the same construction materials and design as the Shelter Building. The smaller and more utilitarian design gives the Office Building a secondary appearance when compared to the Shelter Structure. Like the Shelter Structure, the building is a triangular-plan footprint and two stories in height. The building walls are reinforced concrete and internal steel I-beams and external columns. The interior footprint is smaller in area than the 4-foot boxed eaves clad with sheet-metal fascia that extend ten feet beyond the building walls with recessed lighting (Photograph 9). The building walls are reinforced concrete panels on the bottom and heavily tinted fixed-pane anodized frame glass in a "band" along the upper story. Pipe-style columns extend vertically along the building walls reinforced at the points with seismic cross-braces. Access doors include personnel doors and larger roll-up equipment doors.

Loading platforms for the ferries are located around the Shelter Building and the Service Building on the concrete platform (Photograph 10). The Shelter Building features two loading platforms on either side of the Shelter Building. An additional "run-up" platform is located to the north of the Shelter Building and is adjacent to the ADA parking area and a small rectangular shed building (Photograph 11 and 12). Lights are simple monopole types that feature simple flared light fixture toppers.

In the southwestern corner of the property is the Maintenance Yard, a set of four fuel-oil storage tanks and a prefabricated steel side-gable roof Utility Building (Photograph 13). The utilitarian steel tanks are approximately 20 feet in height and 36 feet in diameter. Set in a row behind the Utility Building, the tanks are largely hidden from view, as is the underground pump station (Photograph 14).

The large parking area is a simple open paved area (shaped in a hexagon when viewed from above) that is encircled by the main circulation road within the property. Some landscape planting features are present around the perimeter including a tri-flag flagpole while no distinct landscape features are located within the main parking area itself (Photograph 15). Two smaller parking areas are located on either side of the ferry terminal entryway at Sir Francis Drake Boulevard. A simple reinforced concrete pedestrian overcrossing crosses the boulevard at the northeastern corner of the property landing near a small, tree and shrub landscaped area at the northwest end of the ferry basin. Lights are simple monopole types that feature simple flared light fixture toppers.

Page 4 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

P5a. Photographs (Continued):



Photograph 2: View of the Larkspur Ferry Terminal, facing south (Jacobs 06/04/2021).



Photograph 3: Aerial view of Larkspur Ferry Terminal

Page 5 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update



Photograph 4: View of the northeast and west sides of Shelter Structure, facing south (Jacobs 06/04/2021).



Photograph 5: Concrete pyramidal base supports of the Shelter Structure, facing east (Jacobs 06/04/2021).

Page 6 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update



Photograph 6: View of the kiosks, facing northeast (Jacobs 06/04/2021).



Photograph 7: View of Larkspur Ferry Terminal, with smaller spaceframe awning on the west elevation visible, facing east (Jacobs 06/04/2021).

Page 7 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update



Photograph 8: View of the Service Building, facing south (Jacobs 06/04/2021).



Photograph 9: View of the sheet metal fascia of the Service Building, facing south (Jacobs 06/04/2021).

Page 8 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update



Photograph 10: View of the loading platforms located around the Shelter Building, facing north (Jacobs 06/04/2021).



Photograph 11: View of the west façade of the Shed Building (Jacobs 06/04/2021).

Page 9 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update



Photograph 12: View of the Shed Building and the run-up platform, view east (Jacobs 06/04/2021).



Photograph 13: View of the Utility Building in the Maintenance Yard, view west (Jacobs 06/04/2021).

Page 10 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update



Photograph 14: View of the underground pump station and utilitarian steel tanks that are hidden from view, facing west (Jacobs 06/04/2021).



Photograph 15: View of the large paved parking area, facing northeast (Jacobs 06/04/2021).

Page 11 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

***B10. Significance (continued):**

Historic Context

Overview of Marin County

Marin County is a southward-facing peninsula that is bordered by Sonoma County to the north, the San Francisco Bay and San Pablo Bay to the east, San Francisco to the south, and the Pacific Ocean to the west. This geography, which is defined by water barriers and limited land access, has historically shaped the county's development patterns and reliance on ferries and regional transportation infrastructure. The first European settlement in Marin County was Mission San Rafael Archangel, established in 1817 (Kyle 1990:174). After California's statehood in 1850, Marin became one of the original 27 counties, and San Rafael was designated as the county seat (Kyle 1990:174).

Early industries such as agriculture, logging, and viticulture were important to the county's development. New settlers established numerous dairy farms and the towns of Tomales, Olema and Nicasio were the center of early trading for goods produced on the dairy farms. By 1862, Marin County provided one quarter of California's butter. Potatoes, grains, oysters, clams, and mussels were also shipped from Marin County's coastal towns to San Francisco (Bowen 2014:5), emphasizing the county's early economic ties to regional markets across the Bay.

Transportation improvements in the 1870s, which included introduction of trains, steamships, and ferries, significantly expanded those connections. Ferry slips built in Sausalito and Tiburon linked Marin County with San Francisco, improving access to markets and facilitating the movement of people and goods. These ferry services also brought visitors to Marin County's rural areas and thereby made tourism another thriving industry for Marin County (Bowen 2014:5). Waterborne transportation thus became a vital component of Marin County's regional identity and economic vitality.

Marin County would continue to grow and thrive into the 20th century. Like many northern California counties, the county was greatly impacted by World War II. Wartime industry came to Marin County in the form of airfields and shipyards, which brought thousands of workers. Many of those who relocated during the war remained after its conclusion, accelerating suburban growth and increasing daily travel between Marin County and San Francisco (Bowen 2014:5). In the postwar period, rising automobile use and commuter demand placed increasing pressure on regional transportation systems, shaping later investments in bridges, highways, and renewed ferry service. Today, Marin County continues to thrive and has a population of more than 250,000 (U.S. Census 2021b).

City of Larkspur

In 1887, the American Land and Trust Company laid out the townsite of Larkspur (LHPB 2008). Lot sizes ranged from 50 by 100 feet to 100 by 250 feet, with prices between \$125 and \$300 (The Daily Examiner 1888: 6). The town's location along Corte Madera Creek and near San Francisco Bay made it well suited to transportation-related development, and by the early 1900s its downtown area included two hotels, bakeries, a blacksmith, a livery stable, meat and grocery stores, and a lumberyard. These services supported local residents as well as travelers and commuters.

Larkspur incorporated as a city in 1908, and its city hall was dedicated on July 4 of that year (LHPB 2008: 9-10). During the early decades of the 20th century, residential subdivisions were platted and streets, roads, and infrastructure were expanded, as the city's started to transform into both residential community and a transportation node linked to rail and ferry service. Schools, libraries, houses of worship, fire stations, and parks were well established by the mid-20th century.

Following World War II, Larkspur experienced a housing boom, with new subdivisions and multi-family housing constructed to accommodate a growing population. The city's 1965 General Plan designated most land within city boundaries for residential and commercial development. In the 1970s, revisions to the General Plan were made for the preservation of open space and ridgelines, signaling shifting planning priorities. In 1978, the City Council adopted its Heritage Preservation Ordinance and established the Heritage Preservation Board to focus on preserving Larkspur's history, culture, and heritage (LHPB 2008:248, 250, 346). Today, Larkspur has a population of more than 12,000 (U.S. Census 2021a).

Transportation Context: Golden Gate Bridge Highway and Transportation District

The Golden Gate Bridge, Highway and Transportation District (District) is a special district of the State of California created to plan, build, operate, and maintain the Golden Gate Bridge and related transportation facilities. Today, the District operates and maintains the Golden Gate Bridge as well as two integrated public transit systems, Golden Gate Transit and Golden Gate Ferry, that connect Marin, Sonoma, San Francisco, and Contra Costa counties. Acting under authority granted by California state law, the District's mission is to provide safe and reliable bridge operations while delivering transportation services within the U.S. Highway 101 Golden Gate Corridor (District 2021a). The District's expanding role in regional transportation planning directly shaped the development of ferry terminals in Marin County, including the Larkspur Ferry Terminal.

Page 12 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

Formation and Early History of the District

The Golden Gate Bridge, Highway and Transportation District was formed in response to long-standing regional transportation challenges associated with crossing the Golden Gate Strait, the narrow channel separating San Francisco County to the south from Marin County to the north. In the early 1920s, San Francisco City Engineer Michael O'Shaughnessy, mayoral secretary Edward Rainey, and engineer Joseph B. Strauss proposed the creation of a special district of the State of California to plan, finance, design, and construct a bridge across the strait. They argued that a regional governing institution was necessary to ensure that all affected counties were represented in the decision-making processes and share financial responsibility among the counties that would benefit from the project (District 2021a).

In January 1923, a meeting convened by Sonoma County banker Franklin P. Doyle resulted in the formation of the Bridging the Golden Gate Association, which actively promoted the bridge concept and pursued to enable legislation for its construction. Working with Assemblyman Frank L. Coombs and Marin County attorney George H. Harlan, legislation authorizing the creation of a Bridge and Highway District was signed into law in May 1923. Under the legislation, counties could elect to join the district by petition and approval of their boards of supervisors (District 2021a).

Although the bridge itself would span only between San Francisco and Marin counties, the proposed district was envisioned as a broader regional entity. Between 1925 and 1928, San Francisco, Marin, Sonoma, Del Norte, and portions of Napa and Mendocino counties voted to join the proposed district. Its formation faced opposition, particularly from established ferry operators, who viewed the bridge as a direct threat to their businesses. Additional resistance came from groups concerned about financial risk, taxation, and the potential environmental impacts of increased growth and tourism. Legal challenges delayed implementation. In December 1928, the Golden Gate Bridge and Highway District was formally and legally established as the sole entity responsible for the bridge's design, construction, and financing (District 2021a).

The District's Board of Directors convened for the first time in January 1929 and appointed key personnel, which included Joseph B. Strauss as Chief Engineer. Following receipt of a construction permit from the U.S. War Department in 1930, construction started, and the Golden Gate Bridge opened to traffic in May 1937. The project was financed through bond sales secured by toll revenues and backed by property within the member counties. Final bond payments were made in 1971, leaving the District with substantial financial reserves that later allowed for the expanded transportation responsibilities (Kowleski 1979: 6; District 2021a).

Originally established to operate the bridge as a highway facility, the District's role expanded significantly as vehicle traffic increased in the following decades. By the late 1960s, rapid population growth in Marin and Sonoma counties and rising commute traffic brought the bridge to its theoretical capacity during peak periods, particularly along the U.S. Highway 101 corridor connecting Marin County to San Francisco. These conditions prompted the state lawmakers to expand the District's purpose and authority (Kowleski 1979: 10).

Revival of Ferry Service: Golden Gate Ferry System

Following the opening of the Golden Gate Bridge in 1937, ferry service between Marin County and San Francisco rapidly declined and was discontinued entirely by 1941. This left the bridge as the sole direct transportation link between the North Bay and San Francisco for nearly three decades (District 2021a; Kowleski 1979: 7). As congestion intensified along the Golden Gate Corridor in the postwar period, revived ferry service emerged as an alternative to the continued reliance on the private automobile (Kowleski 1979: 9).

During the time that traffic congestion on the Golden Gate Bridge was becoming a serious problem, the bridge's original construction debt was about to be paid off, which allowed the District to have the financial flexibility and the motivation to reconsider other options to handle the transportation across the strait. A series of studies explored options including increasing bridge capacity, constructing new bridges or tunnels, expanding bus service, and reviving ferry operations. Among these options, a modern commuter ferry system emerged as a comparatively low-cost, flexible, and environmentally constrained solution. In July 1969, the Feasibility Study of a San Francisco-Marin Ferry System, prepared by Arthur D. Little, Inc., concluded that a modern commuter ferry system could divert up to 5,800 commuters per weekday from automobile travel and remove as many as 2,900 vehicles per day from the Golden Gate Bridge during its first year of operation (Little 1969: 17; Kowleski 1979: 7).

Based on these findings, the California State Legislature formally authorized the Golden Gate Bridge and Highway District to plan and implement a mass transportation program within the U.S. Highway 101 Golden Gate Corridor, including ferry operations. At that time, the word "Transportation" was added to the District's name to reflect its expanded mandate. Although the District lacked authority to levy taxes, surplus bridge toll revenue could be used to support intercounty transit services, supplemented by state and federal funding (District 2021a.; Kowleski 1979: 9).

The District formally entered the transit business in August, 1970, with the inauguration of Golden Gate Ferry service between Sausalito and San Francisco. During the same period, limited bus service began operating to and from the Sausalito ferry terminal, establishing an integrated bus and ferry system. In December 1971, state legislation further required the District to undertake long range transportation planning for the corridor. Following extensive public outreach, including 21 public hearings across six counties, the unified system of buses and ferries, known as Golden Gate Transit and Golden Gate Ferry, was confirmed as the preferred regional transit solution (District 2021a.; Kowleski 1979: 9).

Page 13 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

As ferry ridership increased, the District expanded service beyond southern Marin County. After extensive study, Larkspur was selected as the principal northern Marin terminal due to its central location, proximity to U.S. Highway 101, and ability to serve commuters from both central and northern Marin County. In 1972, the District purchased a 25-acre waterfront site in Larkspur for approximately \$1.25 million. The approximately 11 nautical mile crossing between Larkspur and San Francisco allowed ferry travel times to remain competitive with peak period automobile travel, making the route preferable for daily commuters (Little 1969; Kowleski 1979: 10). Williams & Burrows, Inc. was awarded the building contract.

Construction of the Larkspur Ferry Terminal was authorized in 1974. With the completion and dedication of the Larkspur Ferry Terminal in 1976, the ferry service expanded to include the Larkspur route in December 1976. The opening of the terminal marked a significant milestone in the development of a permanent ferry system for North Bay (District 2021b). Since its establishment, Golden Gate Ferry service became an integral component of the District's transportation network, providing a reliable alternative to automobile commuting between Marin County and San Francisco. The Larkspur route, in particular, has continued to serve as a major hub within the system, carrying more than one million passengers annually (District 2021c).

The terminal was completed and dedicated in 1976, coinciding with the placement into service of the G.T. Marin, the first purpose-built vessel for the route. Ferry operations expanded quickly with the addition of the G.T. Sonoma in March 1977, followed later that year by the G.T. San Francisco (District 2021b). The opening of the Larkspur route represented a significant milestone in the development of a permanent, integrated ferry system serving the North Bay.

Since its establishment, the Larkspur Ferry has remained a central component of the District's ferry operations. The route continues to provide an important alternative to automobile commuting between Marin County and San Francisco, carrying more than one million passengers annually as recently as 2020 (District 2021c).

Larkspur Ferry Terminal

Planning of Larkspur Ferry Terminal

Early planning for the Larkspur Ferry Terminal began as the Golden Gate Bridge Highway and Transportation District evaluated locations to serve growing commuter demand in central and northern Marin County. In a preliminary report presented to the District's directors, consultant Philip F. Spaulding advised that three to four conventional ferryboats with planing hulls would be required to provide peak-period service to Marin County, with departures at approximately 30-minute intervals. Spaulding identified potential terminal locations at both Corte Madera and Larkspur, noting that either site would require extensive dredging and significant site preparation in order to accommodate ferry operations (*Daily Independent Journal* 1970: 7).

In 1971, the District agreed to purchase a waterfront site in Larkspur for development of a ferry terminal, contingent on approval of federal funding. The site, located at the edge of San Francisco Bay, encompassed approximately 25.4 acres. During the same period, the District also approved the purchase of a separate 10-acre parcel near the intersection of Highway 101 and State Route 17 for a bus maintenance facility, planning for an integrated ferry and bus transit system in the future (*San Francisco Chronicle* 1971: 7).

The Larkspur ferry terminal site was formally acquired in April 1972 from T. I. Properties. That year, the District announced plans to invest in an expanded ferry program, including construction of three new ferry vessels, one intended to expand Sausalito service and two designated to serve to the proposed Larkspur terminal (*San Francisco Chronicle* 1972a: 4). In support of terminal development, the District selected the architectural firm of Braccia, Debrer, and Heglund to prepare a master plan for the Larkspur facility (*San Francisco Chronicle* 1972b: 5).

By early 1973, the Golden Gate Bridge, Highway and Transportation District formally authorized the architects to proceed with final design. Initial plans envisioned completion of the terminal by June 1974, with estimated costs of approximately \$4.7 million, inclusive of the site acquisition. The proposed design included a passenger terminal, repair and maintenance facilities, and limited commercial uses. Environmental considerations played a significant role in the planning process, and the design was changed to preserve adjacent pickleweed marshlands as wildlife habitat, addressing concerns raised by environmental advocacy groups (*San Francisco Chronicle* 1973a: 49).

Despite these measures, opposition and regulatory challenges continued. By May 1973 there were indications that permitting challenges could delay the project (*Daily Independent Journal* 1973: 10). Additional concerns focused on the impacts of dredging at the mouth of Corte Madera Creek, including disposal of dredged materials and the presence of potentially toxic metals in bay mud (*San Francisco Chronicle* 1973b: 55). During this period, revised cost estimates climbed sharply, reaching approximately \$10.4 million, more than double earlier projections. This revised number was exclusive of additional costs for dredging, redesign, and consulting services (*San Francisco Chronicle* 1973c: 5; *The Times Herald* 1973: 6).

In February 1974, the Bay Conservation and Development Commission approved the terminal project, subject to stringent environmental conditions. These included requirements for marshland restoration using dredged bay mud, construction of a public waterfront viewing area, and incorporation of a bikeway along the site (*San Francisco Chronicle* 1974: 5). State Lands Commission approval for dredging was issued in June 1974, followed by final authorization from the U.S. Army Corps of Engineers in October 1974, clearing the project for

Page 14 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

construction (*Daily Independent Journal* 1974a: 6, 1974b: 15; District 2021b). Williams & Burrows of Belmont began construction in mid-January 1975 after the District awarded the firm the contract for terminal construction and dredging operations (*Daily Independent Journal* 1975a: 1).

Design and Designers

The Larkspur Ferry Terminal was designed as a highly visible and architecturally expressive transportation facility intended to serve as the primary Marin County terminal for Golden Gate Ferry operations. Initial passenger amenities included an approximately 18,000-square-foot open-air terminal structure and a parking facility accommodating approximately 1,000 vehicles. The terminal was designed by the San Francisco-based architectural firm Braccia, DeBrer and Heglund under the leadership of architect Jacques de Brer, with landscape architecture by Royston, Hanamoto, Beck & Abey (District 2026; Naim 1979: 122).

Jacques de Brer was born in Brussels and raised in Santiago, Chile, de Brer relocated to Los Angeles as a teenager. He earned a bachelor's degree from the University of Southern California and a master's degree in architecture from the University of California, Berkeley, where he later served as a lecturer in the College of Environmental Design until the early 1990s. After winning first place in the Santa Rosa Civic Center design competition, de Brer established a private architectural practice in San Francisco. His work received numerous professional recognitions, including an American Institute of Architects award for his design of the Larkspur Ferry Terminal and an honorable mention for the Vietnam Veterans Memorial competition in Washington, D.C. In addition to projects in the United States, de Brer completed community-oriented design work in Guatemala and Eritrea. He remained active in architectural practice and education until his death in 2006 (*San Francisco Chronicle* 2006; *San Francisco Gate* 2006).

The Larkspur Ferry Terminal building is constructed in the Late Modernist style and is specifically associated with High Tech Structuralism, which is a design approach emerged in the 1970s. This style emphasizes the clear expression of structural systems, modern materials, and construction technology as visible elements of the design. This style is influenced by architects such as Norman Foster and Richard Rogers in Great Britain, as well as Renzo Piano and Santiago Calatrava internationally, High Tech Structuralism treats structure and engineering elements such as space frames, tensile roofs, and cable structures, as defining architectural features. Simmons notes that in the San Francisco Bay Area, examples of this style are not very common and therefore architects adapt elements of structural expression to create visually dynamic Late Modernist buildings that use exposed structural systems as a primary design feature (Simonson 2014: 84).

The dominant architectural feature of the Larkspur Ferry Terminal is its triangular steel space frame roof, which provides a covered but unenclosed passenger waiting and circulation area. The space frame forms an equilateral triangle measuring approximately 192 feet on each side at the roofline and is supported by three inverted pyramidal legs above an open terminal deck. The triangular geometry is repeated throughout the truss system, with horizontal members forming smaller equilateral triangles across multiple levels (Kowleski 1979: 13-14; Naim 1979: 122). Passenger circulation was a key design consideration. Ticketing and entry points are located adjacent to parking areas, bus stops, and passenger drop-off zones. Once inside the terminal, passengers are guided toward boarding areas through changes in elevation and the configuration of structural elements. Disembarking passengers use perimeter ramps that return them to parking area (Naim 1979: 122).

The terminal structure is supported by a pile-supported, cast-in-place concrete deck designed to address the site's geotechnical conditions, which include soft bay mud and marshland soils. This foundation system was intended to provide rigidity and seismic stability while extending the terminal structure over the water. The triangular configuration of the space frame allows for three ferry berths and associated maintenance space within the narrow navigation channel (Naim 1979: 122). Support facilities, which include service buildings, fuel storage, and parking, occupy the remainder of the approximately 25-acre site extending into Corte Madera Creek (Kowleski 1979: 13-14).

Landscape architecture for the terminal and surrounding site was designed by Royston, Hanamoto, Beck & Abey, a well-known San Francisco-based firm known for integrating large-scale infrastructure projects with environmental and community-oriented design. The firm is established in 1960, and it played a significant role in shaping postwar landscape architecture in California, completing parks, institutional campuses, transit facilities, and large-scale planning projects throughout the Bay Area. At Larkspur Ferry Terminal, the landscape design addressed circulation, parking, and environmental restoration (The Cultural Landscape Foundation 2026).

Larkspur Ferry Terminal has undergone several alterations since its construction. These include:

- Expansion of ferry berths, from the original three berths to four berths in the 1990s (District 2021b).
- A covered passenger waiting area was added within the existing space-frame structure (District 2021b)
- Removal of landscape planters between approximately 1987 and 1993 (NETR 1987 and 1993).
- Reconfiguration of the existing parking lot to accommodate additional vehicles circa 1995 and 2008 (District 2021b).
- Bicycle access to the terminal is improved and existing bicycle racks were replaced with new ones in 2008 (District 2021b).
- Addition of parking areas north and northwest of the original parking lot circa 2008, including installation of concrete walkways, curbs, and ADA-compliant ramps.

Page 15 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

- Repavement of parking areas circa 2013.
- Minor adjustments to passenger circulation and operational features to support evolving ferry service needs.
- Minor site and landscape modifications associated with environmental management and maintenance requirements.
- Accessibility improvements, with the facility designed to be wheelchair accessible (District 2021b).

Construction and Operation

Construction of the Larkspur Ferry Terminal began in mid-January 1975. Early in the construction phase, future commuter access to the site was identified as a significant problem. Local roads serving the terminal area had been designed for much lighter traffic volumes, originally accommodating horse-and-buggy circulation. The Golden Gate Bridge, Highway and Transportation District implemented short-term traffic control measures, including roadway improvements and installation of a four-way stops, while addressing longer-term access solutions (*Daily Independent Journal* 1975b: 6).

By January 1976, construction was reported to be approximately 80 percent complete. At that time, the project was approximately 35 months behind schedule and approximately \$9 million over the original cost estimate. Cost increases were due to higher-than-anticipated expenses related to the construction of the marine infrastructure (San Francisco Examiner 1976a: 3). Construction of Berth 1 was identified as a significant cost factor, as it proved more expensive than originally projected (*Daily Independent Journal* 1976a: 1).

Delays continued into early 1976. In February, the Marin County Grand Jury ruled that the terminal should not open until adequate ingress and egress improvements were completed. Although an opening had been projected for June 1976, the ruling effectively halted commencement of service until roadway issues were resolved (*Daily Independent Journal* 1976b: 16). During this period, reporting highlighted the widening gap between original system-wide estimates and actual expenditures. Plans released in 1970 had projected that seven ferries and four terminals could be constructed for approximately \$16.4 million. By 1976, costs exceeded \$38 million, while the system had been reduced to three terminals and three ferries (*Daily Independent Journal* 1976c: 1).

The terminal building itself was substantially complete by July 1976, however, the start of service was further delayed by the unavailability of ferry vessels (San Francisco Examiner 1976b: 1). The Larkspur Ferry Terminal was ultimately dedicated on Saturday, December 11, 1976. Opening ceremonies included representatives from the District, Marin County, and the City of Larkspur, as well as an inaugural sailing. To encourage ridership, free transportation was offered to passengers using feeder bus services during the initial commute period (*The Press Democrat* 1976: 3; District 2021b).

Regular commute service on the Larkspur route began on December 13, 1976. The first Spaulding-class vessel, the G.T. Marin, entered service at opening, followed by the G.T. Sonoma in March 1977 and the G.T. San Francisco in September 1977. With the delivery of the third vessel, ferry operations typically utilized two vessels in daily service, with one maintained as a backup (District 2021b).

Over time, the Larkspur Ferry Terminal became an important component of regional transportation, particularly during periods of disruption. In January 1982, severe storms and resulting mudslides closed Highway 101 for multiple days. During this time ferry use surged to record levels, exceeding 12,000 passengers in a single day. Additional vessels were temporarily chartered to meet the demand. The following years saw operational growth, increased service frequency, infrastructure additions such as the pedestrian overpass connecting the terminal to Larkspur Ferry Terminal in 1982, and expanded passenger amenities (District 2021b).

By the late 20th and early 21st centuries, ferry operations at Larkspur had evolved to incorporate high-speed vessels, service reconfigurations, and ongoing improvements to parking, access, and passenger facilities. These changes reflected the terminal's continued role as a major Marin County transportation hub and its adaptability to changing commuter needs (District 2021b).

NRHP and CRHR Evaluation:

The Larkspur Ferry Terminal has not been previously evaluated for eligibility in the NRHP or the CRHR. While the terminal has been recognized in professional architectural contexts, including identification by Documentation and Conservation of buildings, sites, landscapes and neighborhoods of the Modern Movement (DOCOMOMO) as an important example of 1970s modern architecture, no formal NRHP or CRHR eligibility determination has been identified. The following sections evaluate the Larkspur Ferry Terminal as an individual property, focusing on its architectural significance, historical associations, and integrity.

NRHP Criterion A, CRHR Criterion 1

The Larkspur Ferry Terminal is associated with broad patterns of regional transportation history, specifically the introduction of ferry service in the Golden Gate Corridor during the late 20th century as part of efforts to address increasing congestion on the Golden Gate Bridge and U.S. Highway 101. Construction of the terminal occurred within the context of statewide and regional initiatives that expanded the role of the Golden Gate Bridge, Highway and Transportation District into multimodal transit operations, including coordinated bus and ferry service serving Marin County.

Page 16 of 19

***Resource Name or #** (Assigned by recorder): Larkspur Ferry Terminal

***Recorded by:** Irem Oz, Jacobs Engineering Group

***Date:** 05/12/2026

☒ Continuation ☐ Update

While the terminal reflects these important transportation trends, it does not appear to meet Criterion A/1 of the NRHP/CRHR both individually and as a larger district. The revival of ferry service was initiated prior to construction of the Larkspur terminal and implemented across multiple locations. The Larkspur Ferry Terminal was not the first ferry terminal developed as part of this effort and did not serve as the primary catalyst for the District's transition into public transit operations. Rather, it functioned as one component within a broader transportation program.

Although the Larkspur Ferry Terminal is associated with these late-20th-century transportation planning efforts, the property does not demonstrate a direct or singular association with a significant historical event. Its development reflects broader regional trends rather than a uniquely influential role in shaping those events. As a result, the Larkspur Ferry Terminal does not meet the requirements for individual eligibility under NRHP Criterion A or CRHR Criterion 1.

NRHP Criterion B, CRHR Criterion 2

The Larkspur Ferry Terminal does not appear to be individually significant for its association with the lives of historically important persons at the local, state, or national level. Available information does not show that the property is directly associated with any individual whose contributions meet the level of significance required under NRHP Criterion B or CRHR Criterion 2.

NRHP Criterion C, CRHR Criterion 3

The Larkspur Ferry Terminal was constructed in the High-Tech Structuralism style, a late-20th-century expression of Late Modernism. This style is most commonly associated with large institutional and infrastructure buildings and projects. As defined in *San Francisco Modern and Postmodern Architectural Styles (1960-2000)*, this style emphasizes the visual expression of structure, engineering systems, and modern materials as primary architectural features rather than concealing them behind finished surfaces (Simonsen 2024: 84).

High-Tech Structuralism emerged in the 1970s as an expression of Late Modernism and is characterized by bold geometry, exposed structural systems, and innovative construction methods. The style is commonly features space frames, long-span structures, and clearly articulated load-bearing elements. The fully realized examples of High-Tech Structuralism are rare in San Francisco and the greater Bay Area, particularly in association with transportation or infrastructure facilities. Within this limited group, the Larkspur Ferry Terminal is specifically identified as a notable example (Simonsen 2024: 84).

Under NRHP Criterion C and CRHR Criterion 3, the Larkspur Ferry Terminal appears eligible for listing as a significant and rare example of the Late Modernist/High-Tech Structuralist-style. Constructed within the established period of significance for Late Modernism (1960s-1980s), the terminal demonstrates defining characteristics of the style through its monumental geometric form, extensive use of exposed steel structure, and emphasis on engineering as a visible architectural element (Simonsen 2024: 86). The design goes beyond basic functional needs to create a visually legible and sculptural public facility, consistent with principles of Institutional Late Modernism.

The terminal's architectural significance is further supported by professional recognition of its design. The project received an American Institute of Architects award, and the terminal was published in *Architectural Record* shortly after its completion (Naim 1979). While building's architect, Jacques de Brer, is not listed in the City's collection of biographies for Architects of Merit, the award and professional publication indicate the recognition of Larkspur Ferry Terminal's design quality. The terminal is also identified by DOCOMOMO as an important example of 1970s modern architecture, which further confirms its significance within the Late Modern architectural style.

Simonsen's Late Modernism evaluation framework also lists eligibility standards for NRHP Criterion C/CRHR Criterion 3 (2024: 87-88). The Larkspur Ferry Terminal meets all of these eligibility standards outlined by Simonsen as follows:

- Completed in 1976, within the Late Modernism period of significance.
- Design quality demonstrated through professional publication and awards (Naim 1979; AIA recognition).
- Retains character-defining features and high integrity of design, materials, and workmanship.
- Represents a rare extant example of High-Tech Structuralism applied to transportation infrastructure in the Bay Area.

Based on the applicable historic context, period of significance, and evaluation criteria, the Larkspur Ferry Terminal meets the requirements for individual eligibility under NRHP Criterion C and CRHR Criterion 3 as a rare and well-expressed example of High-Tech Structuralism within Late Modernist infrastructure architecture.

NRHP Criterion D, CRHR Criterion 4

Under NRHP Criterion D and CRHR Criterion 4, the resource is not significant for its research potential. What is known about the road, the owners, and activities regarding the Larkspur Ferry Terminal construction, modification, and use has been thoroughly researched and documented. Given the high level of documentation for the building, the physical components appear unlikely to yield important primary information under NRHP Criterion D or CRHR Criterion 4.

Page 17 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

*Recorded by: Irem Oz, Jacobs Engineering Group

*Date: 05/12/2026

☒ Continuation ☐ Update

Period of Significance and Character Defining Features

The period of significance for the Larkspur Ferry Terminal is 1976, the year the facility was completed and placed into service. This date falls within the period of significance for Late Modernism, which is defined in San Francisco Modern & Postmodern Architectural Styles as between 1960 and 1980 (Simonsen 2024: 86).

Based on the Late Modernism evaluation framework outlined in Simonsen (2024: 88), the following character-defining features of Late Modernist architecture are present at the Larkspur Ferry Terminal:

- Visually heavy massing and materials: The terminal's large-scale steel space-frame structure gives it a strong visual presence,
- Strong geometric and sculptural forms: The equilateral triangular space-frame roof and inverted pyramidal supports create a bold geometric and sculptural forms,
- Common use of flat roofs: The terminal features a flat roof form,
- Use of modern materials such as metal and concrete: The terminal features steel framing and concrete substructures,
- Pronounced structural components: Terminal's structural elements are intentionally exposed and visually emphasized,
- Expressionist and sculptural qualities: The terminal treats the roof structure as a sculptural element.

Integrity Discussion

Larkspur Ferry Terminal has undergone several alterations since its construction. These include:

- Reconfiguration of the parking lot to accommodate additional vehicles circa 1995 and 2008 (Goldengate.org n.d.).
- Removal of landscape planters between approximately 1987 and 1993 (NETR 1987 and 1993).
- Expansion of ferry berths, from the original three berths to four berths in the 1990s (Goldengate.org n.d.).
- Minor adjustments to passenger circulation and operational features to support evolving ferry service needs.
- Minor site and landscape modifications associated with environmental management and maintenance requirements.

To be eligible under NRHP Criterion C or CRHR Criterion 3, a Late Modernist property must retain integrity from the period when its design was completed, with emphasis on integrity of design, materials, and workmanship (Simonsen 2024: 89). The Larkspur Ferry Terminal was completed in 1976, within the period of significance for Late Modernism, and continues to retain the physical characteristics that convey its architectural significance.

Location: The Larkspur Ferry Terminal retains integrity of location. The terminal remains in its original waterfront setting at the mouth of Corte Madera Creek, where it was constructed in 1976 to serve ferry operations between Marin County and San Francisco.

Design: The terminal retains a high degree of integrity of design. The defining elements of the facility, the triangular steel space-frame roof structure, open terminal deck, and overall geometric configuration, remain intact. Alterations have been limited to functional and operational changes that do not alter the original architectural design.

Setting: The terminal facility retains a moderate degree of integrity of setting. Although surrounding infrastructure, parking areas, and adjacent development have changed over time, the terminal continues to serve as a waterfront ferry facility with a strong visual relationship to San Francisco Bay.

Materials: The ferry terminal retains integrity of materials. Primary materials associated with the period of significance, steel structural elements and concrete foundations and deck, remain extant. Later additions and site improvements have not replaced the materials that convey the building's Late Modernist and High-Tech Structuralist character.

Workmanship: The ferry terminal retains integrity of workmanship. The quality and expression of the original structural system remain visible and continue to convey the design and construction techniques of the period.

Feeling: The terminal retains integrity of feeling as a Late Modernist transportation facility. Its monumental form, exposed structure, and open terminal space continue to convey the architectural character of 1970s infrastructure design.

Association: The building retains integrity of association. The terminal continues to function as a ferry facility and remains directly associated with the transportation network.

Conclusion: Based on the integrity analysis above, the Larkspur Ferry Terminal retains a high degree of integrity across all aspects relevant to evaluation under NRHP Criterion C and CRHR Criterion 3.

Summary:

In conclusion, the Larkspur Ferry Terminal property meets the criteria for listing under NRHP Criterion C and CRHR Criterion 3 and is recommended eligible for listing on either register.

Page 18 of 19

*Resource Name or # (Assigned by recorder): Larkspur Ferry Terminal

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*Date: 05/12/2026

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Page 19 of 19

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*Recorded by: Irem Oz, Jacobs Engineering Group

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Appendix C. Representative Photographs (Taken June 4, 2021)



Photograph 1: Overview of Larkspur Ferry Terminal, facing southwest.



Photograph 2: Shelter Structure, facing southeast.



Photograph 3: Detail of southwest base support, facing south.



Photograph 4: "Kiosk A" and "Kiosk D" (which were physically combined) facing northeast.



Photograph 5: Service Building, facing south.



Photograph 6: Service Building eave detail view, facing south.



Photograph 7: View of piling supports for Shelter Structure and loading platforms, facing north.



Photograph 8: Utility shed, facing east.



Photograph 9: North Landing Structure, facing south.



Photograph 10: Maintenance Yard, facing southwest.



Photograph 11: Fuel tank and pump area, facing southwest.



Photograph 12: Representative view of Main Lot parking area, facing southwest.