



**RESPONSES TO COMMENTS
DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

**CASCADE CANYON OPEN SPACE PRESERVE
BRIDGES AND TRAIL IMPROVEMENT PROJECT**

October 23, 2023

INTRODUCTION

The draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Bridges and Trail Improvement Project (proposed project) at Cascade Canyon Open Space Preserve was available for a 32-day public review and comment period February 16 through March 19, 2021. The Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was posted at the Marin County Clerk’s Office and published on the Office of Planning and Research State Clearinghouse CEQAnet on February 16, 2021,¹ and the NOI for the proposed project was emailed and/or mailed to 320 neighborhood residents, stakeholders, tribes, responsible agencies, decision-makers, and individuals who previously expressed interest in receiving such notification. The NOI was published in the legal section of the Marin Independent Journal on February 16, 2021. The NOI was posted at the existing public trailheads at the project area and was posted on the Marin County Open Space District’s (MCOSD) website. During the public review period, the MCOSD hosted an on-line public meeting on March 4, 2021. Public comments were received through an online comment submission format and email.

MCOSD received comments from 189 individuals during the public review and comment period of which, 137 were in support of the proposed project. The comments were reviewed by the MCOSD and grouped into categories for response. The following ten Master Response categories:

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This Response to Comments document includes comment summaries and responses in each of the Master Response categories, a matrix that includes each of the comments received and which Master Response(s) respond to the comments, all comments received bracketed to show which Master Response(s) respond to the comments, changes to the draft IS/MND resulting from comments and responses to comments, and supplemental information prepared to respond to comments.

ATTACHMENTS

- 1.....Memorandum of Understanding with the Town of Fairfax
- 2.....Dusky-Footed Woodrat Nesting and Habitat Assessment
- 3.....Traffic Study
- 4.....Letter from Jason Weber, Fire Chief, Marin County Fire Department
- 5.....Comments Received on the Draft IS/MND
- 6.....Changes to the Draft IS/MND

¹ State Clearinghouse (SCH) Number 2021020230

MASTER RESPONSE 1: SUPPORT FOR THE PROPOSED PROJECT

Master Comment Summary: The MCOSD received comments supporting the proposed project.

Of the comments received, the 137 commenters supported the proposed project, including neighbors, Fairfax residents, and visitors. Common reasons for supporting the project include the following:

- Increasing accessibility to the preserve
- Increasing safety related to creek crossings
- Enhanced experience by providing safe passage of creeks
- Reducing erosion of the creek bed
- Protecting sensitive species
- Promoting preserve quality by decommissioning the High Water Trail

Response: The MCOSD appreciates the support of the proposed project from neighbors, residents, and visitors. Cascade Canyon Open Space Preserve provides a multi-use fire road and trail system for outdoor recreational use by the public that includes 2.57 miles of trails (consisting of a quarter mile of hiker-only trail, 2.32 miles of hiker and equestrian), and 4.56 miles of fire roads, which are multi-use trails for hikers, equestrians, cyclists, and dogs on leash. The purpose of the proposed project is to implement the MCOSD's Road and Trail Management Plan (RTMP) by providing the public with a safe multi-use trail system to enhance the visitor experience, reduce the environmental impacts on sensitive resources by reducing sedimentation and erosion, and establish a sustainable system of roads and trails that meet design and management standards. Implementation of the proposed project would improve the existing trail system within the project area.

Cascade Canyon Open Space Preserve is a popular recreational corridor for visitors traveling between residential areas of Fairfax and Camp Tamarancho, although recreational traffic through four existing low-water rock ford creek crossings within the San Anselmo Creek channel puts visitors at risk of injury during high creek flows. The project proposes to eliminate the need to cross San Anselmo Creek using the rock fords located within the creek, improving all visitor access, and complying with MCOSD's Inclusive Access Plan. The proposed project would provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve.

The sensitive aquatic habitats in San Anselmo Creek support federally- and state-listed steelhead, candidate for federally and state-listed foothill yellow-legged frog, and other native species. Recreational traffic through the San Anselmo Creek channel crossings can mobilize fine sediment that could negatively impact downstream steelhead redds and the upstream passage of young fish into summer rearing habitat. Additionally, foothill yellow-legged frogs in aquatic habitats could potentially incur physical impacts from preserve visitors using the rock fords. Implementation of the proposed project would enhance habitat protection for listed species by eliminating the need for crossing San Anselmo Creek through the existing low-water rock fords. This would also reduce erosion and sedimentation to the Corte Madera Creek watershed.

The High Water Trail is a narrow trail extending 1,200 feet up the north bank of San Anselmo Creek. The Trail has been determined by MCOSD to be substandard in design and safety per MCOSD trail evaluation component of the Region 2 trail designation process due to steep slopes and active erosion into San Anselmo Creek. The project proposes to decommission and restore the High Water Trail to reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species.

MASTER RESPONSE 2: PROCESS

Master Comment Summary: The public review period for the draft IS/MND should be extended, a new public meeting should be held, and an Environmental Impact Report should be prepared.

The public review period on the draft IS/MND should be extended to provide more time for residents to provide feedback, engage with the project team and primary stakeholders, and have additional public meetings to ensure the needs of the community are heard.

The timeframe from receiving the Notice of Intent to Adopt a Mitigated Negative Declaration February 18, 2021, the public meeting on March 4, 2021 did not provide sufficient time to fully understand the scope of the project before the end of the comment period on March 18, 2021. The end of the comment period should be 30 days after the public meeting. There is a longstanding precedent of local and state agencies to extend CEQA comment periods beyond minimum 30-day time period.

The public meeting conducted on ZOOM on March 4, 2021 was not well-publicized. The level of effort to leverage use of all communication channels including the Marin County Parks Facebook channel to notify residents of the meeting was poor and many Fairfax residents were not aware of the meeting.

The format of the public meeting was dissatisfying. The public was not allowed to state their comments and ask questions. Comments and questions were written and then screened, paraphrased, often reworded and misworded, and taken out of the intended context. Some questions and comments were not answered or addressed.

Request for a new public meeting with an open discussion.

Request for a new community meeting because the last one was in 2016 and there are many new residents in the neighborhood now.

Concern that the project is proceeding too quickly and the public is not being provided a true opportunity to provide feedback that is taken seriously and considered. Concern that approval of the proposed project is a foregone conclusion, already made, and public input has no bearing.

The process seems like a political tradeoff because the Marin County Bicycle Coalition, who “sponsored” the project, supports mountain bikers and say the proposed bridges would not affect recreation in the preserve. The powers that be behind the project are not being forthright about its intentions.

One comment referenced several CEQA lawsuits including *Union of Medical Marijuana Patients, Inc. v. City of San Diego* (2019),² *Azusa Land Reclamation Company, Inc. v. Main San Gabriel Basin Watermaster* (1997),³ *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016),⁴ *California Building Industry Association v. Bay Area Quality Management District* (2015),⁵ *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th,⁶ and *Berkeley Hillside Preservation v. City of Berkeley* (2015),⁷ generally to state that the MCOSD should prepare an Environmental Impact Report (EIR) for the proposed project because CEQA requires such when there is a fair argument that significant environmental impacts could occur from a proposed project even if there is substantial evidence that the project will not have a significant effect. Not preparing an EIR would be an abuse of discretion.

RESPONSE: The MCOSD conducted several public meetings and outreach efforts associated with the proposed project. As summarized in the IS/MND, the proposed project was initiated in 2013 with preparation of the Preliminary Trail Report that included the proposed project. The MCOSD met with neighbors on-site in December 2013, and during this meeting, the possibility of vehicular bridges across the creek was eliminated from further consideration. The Preliminary Trail Report was utilized during the Road and Trail Management Plan trail designation process, a process that included public outreach and public comment.

² *Union of Medical Marijuana Patients, Inc. v. City of San Diego* (2019) 7 Cal.5th 1171

³ *Azusa Land Reclamation Company, Inc. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal. App. 4th 1165

⁴ *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal. 5th 937

⁵ *California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369

⁶ *Jensen v. City of Santa Rosa* (2018) 23 Cal. App. 5th 877

⁷ *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal. 4th 1086

The designation process for Region 2 occurred in late 2015 and included a public workshop held on October 3, 2015 and a Region 2 Designation Meeting on November 30, 2015. In 2016 the MCOSD received a proposal from the Friends of Corte Madera Creek Watershed and the Marin County Bicycle Coalition. The MCOSD is the Lead Agency pursuant to CEQA and there is no sponsorship system for MCOSD projects. Consistent with the requirements included in the MCOSD's Road and Trail Management Plan, the proposal was reviewed and accepted as a proposed project. The MCOSD hosted a public meeting on the proposed project at the Fairfax Women's Club in 2016. The MCOSD provided information on project planning and heard public comments. A fishery biologist from the National Marine Fisheries Service presented information on San Anselmo Creek fish populations and the benefits of reduced erosion and sedimentation expected of the proposed project. Also in 2016, the MCOSD presented the proposed project to the Town of Fairfax at a Town Council meeting, which is an open public meeting. At this meeting, the Fairfax Town Council voted to approve a Memorandum of Understanding (MOU)⁸, included in this document as Attachment 1. The MCOSD hosted a public meeting in 2016, a site visit with Board member Katie Rice in 2017, met with the neighborhood in 2018 to discuss foothill yellow legged frog protection and the proposed project, and met with neighbors via ZOOM in July 2020 MCOSD staff have presented the proposed project at three Parks and Open Space Commission meetings, which are public meetings. The Commission has expressed general support of the proposed project.

In addition to input received at the public meetings described above, the MCOSD sought input from representatives of environmental groups through its Environmental Roundtable and from representatives of regulatory agencies through the Marin Project Coordination meetings. In June 2018, Timothy Best, CEG prepared an *Engineering Geologic and Geotechnical Review* (Engineering Report)⁹ for the proposed project in association with Haro, Kasunich and Associates, Inc., Waterways Consulting, and Mayone Structural Engineering. The purpose of the Engineering Report was to evaluate the geologic, geotechnical and hydrologic conditions at the project site, and develop recommendations and design parameters for the proposed trail bridges and trail upgrades. In 2018, Pacific Biology prepared The Cascade Canyon Bridges Project Biological Habitat Evaluation Report (Pacific Biology Report)¹⁰ to assess biological resources within the project area, evaluate potential impacts to these resources from the implementation of the study project, and recommend mitigation measures to reduce the effect of potential impacts to a less than significant level. Protocol-level surveys for special-status plants were conducted by Vollmar Natural Lands Consulting in 2017 and 2019. In 2019, Holman & Associates prepared an Archaeological Survey Report (ASR) for the proposed project. It included a cultural resources literature search completed at the Northwest Information Center of the California Historical Resources Information System (CHRIS), initial Native American Consultation with the Native American Heritage Commission, an archaeological survey of the project area, and a map of the Area of Potential Effects (APE) required for the United States Army Corps of Engineers regulatory permitting process.

After reviewing these reports, which were prepared by subject area experts, and conducting its own assessments, the MCOSD prepared an Initial Study (IS) to identify potentially significant environmental impacts that could result from the proposed project consistent with the State CEQA Guidelines¹¹ and the Marin County Environmental Impact Review Guidelines¹². The MCOSD relied on the reports described above and its independent judgement to assess potentially significant environmental impacts that could result from implementation of the proposed project. The draft Initial Study/Mitigated Negative Declaration (IS/MND) met the essential purposes of CEQA, which include:

⁸ Memorandum of Understanding Between the Town of Fairfax and the Marin County Open Space District. May 23, 2017.

⁹ Best, Timothy C., CEG. *Engineering Geologic and Geotechnical Review* June 2018.

¹⁰ Pacific Biology. Cascade Canyon Bridges Project Biological Evaluation Report. September 2018.

¹¹ State CEQA Guidelines Section 15063, et seq.

¹² Marin County Environmental Impact Review Guidelines, Policy and Procedure for Implementing the California Environmental Quality Act, Marin County Community Development Agency, Adopted May 17, 1994 by the Marin County Board of Supervisors.

1. Inform the decision-makers and the public about a proposed project's potential environmental impacts;
2. Identify ways to reduce or avoid environmental damage;
3. Prevent environmental damage by requiring project changes through alternatives or mitigation measures when feasible; and
4. Disclose to the public the rationale approval of a proposed project that may significantly impact the environment.

The draft IS/MND for the proposed project accomplishes all these purposes because it fully described the proposed project including implementation, operation, and maintenance, analyzed the potentially significant environmental effects of the whole project including direct and indirect impacts, identified potentially significant environmental impacts in the areas of biological resources and transportation, included mitigation measures to reduce the significance of these impacts to a less-than-significant level, and provided a 32-day public review of the draft IS/MND.

Utilizing the reports prepared by subject-area experts and the independent judgment of the MCOSD, the draft IS/MND for the proposed project analyzed the potentially significant environmental impacts that could result from implementation of the proposed project including the direct and indirect impacts that could result from implementation, operation, and maintenance of the proposed project and the exacerbation of existing hazards.¹³ Potentially significant environmental impacts were identified in the areas of biological resources and transportation. The draft IS/MND included mitigation measures to reduce the significance of these impacts to a less-than-significant level, concluded that there is no substantial evidence in light of the whole record, including direct and indirect impacts and the exacerbation of existing hazards that could result from implementation, operation, and maintenance, that the proposed project may result in significant environmental impacts that would require preparation of an EIR.¹⁴ The Mitigated Negative Declaration (MND) is the appropriate CEQA document for the proposed project because no potentially significant environmental impacts were identified following implementation of the mitigation measures identified.

An EIR is required when it can be fairly argued on the basis of substantial evidence that a proposed project may have significant environmental impact regardless of whether other substantial evidence supports the opposite conclusion. In determining whether a potential environmental impact is significant or not, Lead Agencies are required to use careful judgment based on scientific and factual data to the extent possible.¹⁵ The fair argument standard is applied to Initial Study/Negative Declarations (IS/NDs) and IS/MNDs and means that if a "fair argument" can be made that a project may have a significant effect on the environment, an EIR shall be prepared even though there may be other substantial evidence that the project will not have a significant effect.¹⁶ Substantial evidence means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.¹⁷ A MND can be prepared only when the environmental effects of the project can be avoided or mitigated to the point where clearly no substantial evidence in light of the whole record is presented that the project may have a significant effect.¹⁸ While CEQA requires preparation of an EIR if there is substantial evidence that a project may result in a significant effect on the environment,¹⁹ CEQA also provides that an EIR is not required if the Initial Study reveals there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.²⁰ The State CEQA Guidelines further explain that even when an Initial Study concludes that a project may result in significant

¹³ State CEQA Guidelines Section 15126(a)

¹⁴ State CEQA Guidelines Section 15065

¹⁵ State CEQA Guidelines Section 15064(b)

¹⁶ State CEQA Guidelines Section 15064(f)(1)

¹⁷ State CEQA Guidelines Section 15384

¹⁸ State CEQA Guidelines Section 15064(f)(2)

¹⁹ State CEQA Guidelines, Section 15063(a)

²⁰ State CEQA Guidelines, Section 15063(b)(2)

effects, a MND can be prepared in certain conditions including inclusion of mitigation measures to avoid or mitigate the effects to a point where no significant effects would occur.²¹

In the California Building Industry Association v. Bay Area Quality Management District (2015) 62 Cal.4th 369, the primary question was whether CEQA requires analysis of how existing environmental conditions would impact future residents or users of a proposed project. The California Supreme Court ultimately concluded the answer to this question is generally no: Lead Agencies are not required to analyze the impact of existing environmental conditions on future residents or users. But, when a proposed project risks exacerbating those environmental hazards or conditions that already exist, Lead Agencies are required to analyze the potential impacts of such hazards on future residents or users. In those specific instances, the Court further clarified, it is the project's impact on the environment - and not the environment's impact on the project - that compels an evaluation of how future residents or users could be affected by exacerbated conditions. Thus, CEQA requires the analysis and mitigation of those impacts on a project's future users or residents if a factual determination establishes that the proposed project risks exacerbating these existing environmental conditions. Here, the draft IS/MND did so by describing existing conditions in the Setting sections within each CEQA Checklist category. The data collected and reviewed in the draft IS/MND supports a determination that the proposed project does not risk exacerbating environmental hazards in the form of wildfire or increased traffic. Accordingly, CEQA does not require additional analysis of how the environment may impact the project. Nonetheless, the MCOSD completed a Traffic Study²² to address comments received during the public review period of the draft IS/MND pertaining to traffic, parking, and emergency vehicle access, which further supported the determinations included in the draft IS/MND.

The Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was published on February 16, 2021, consistent with State CEQA Guidelines Sections 15072 and 15073, and consistent with the Marin County Environmental Impact Review Guidelines, which initiated the draft IS/MND being released for public review and comment. The comment period ended on March 19, 2021, which provided a 32-day comment period and meets the requirements of the State CEQA Guidelines section 15073 and consistent with the Marin County Environmental Impact Review Guidelines. The NOI was posted at the Marin County Clerk's office; published on the MCOSD's website; published in the Marin Independent Journal; posted at three locations within Cascade Canyon Open Space Preserve including at the Cascade Drive entrance, the Canyon Road entrance, and on the Canyon Trail at the proposed Bridge 2 location; emailed and mailed via United States Postal Service to approximately 320 neighborhood residents, stakeholders, tribes, responsible agencies, decision-makers, and individuals who previously expressed interest in receiving such notification. Subscribers to RTMP updates also received notification of the public review period for the draft IS/MND. CEQA does not require a public meeting be held during the public review period. The MCOSD elected to host the March 4, 2021 public meeting during the public comment period because of the known interest in the proposed project. Information regarding the March 4, 2021 public meeting on ZOOM was included in the NOI, consistent with State CEQA Guidelines Section 15072. As stated on the public meeting flyer, the purpose of the public meeting was to present information regarding the proposed project and the CEQA document, and to answer questions from attendees submitted during the meeting.

Upon reviewing comments received on the draft IS/MND during the public review period, the MCOSD prepared a Restoration Plan to define how Mitigation Measure BIO-5 would be implemented. The MCOSD prepared the habitat restoration plan and presented it to the MCOSD's Environmental Round Table on August 04, 2021. The habitat restoration plan was revised based on comments received at this meeting and was presented to neighbors of the proposed project area on August 26, 2021.

The MCOSD also commissioned a Traffic Study to evaluate concerns regarding the potential for the proposed project to increase visitation and result in potential impacts on traffic, parking, emergency vehicle access and emergency evacuation within the residential neighborhoods on Cascade Drive and Canyon Road. The Traffic Study included a literature review of the relationship between the proposed project, available parking on the public roads that access Cascade Canyon Open Space Preserve, and the potential for the proposed project to increase park visitation. A field review of the project study area was performed to assess traffic and turn-around counts, parking availability, and roadway geometrics on Canyon Road and Cascade Drive. Vehicle trip generation, a tool used for forecasting travel demands by predicting the number

²¹ State CEQA Guidelines, Section 15070(b)(1)

²² Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022

of trips originating in or destined for a particular area, was characterized utilizing surveys previously conducted by W-Trans for facilities in Sonoma County with similar usage types as the proposed project. The Traffic Study supported the MCOSD's determination that implementation of the proposed project would not increase visitation and result in potentially significant environmental impacts by concluding that the proposed project would not increase vehicle trip generation or increase visitation because it would not be the type to attract residents far from the project area and therefore would not increase traffic or parking demand above existing conditions. Master Response 8 addresses comments regarding increased visitation.

The approval of the proposed project has yet to occur and is in no way certain or pre-determined. CEQA does not require the Lead Agency prepare responses to comments. The MCOSD has elected to prepare written responses to comments as a best practice and to demonstrate that comments received on the draft IS/MND have been considered, consistent with State CEQA Guidelines Section 15074. Consistent with State CEQA Guidelines Section 15074 and consistent with the Marin County Environmental Impact Review Guidelines, all comments received on the draft IS/MND and the MCOSD's responses to comments will be provided to the MCOSD's Board of Directors before adoption of the Mitigated Negative Declaration and approval of the proposed project are considered. The MCOSD's Board of Directors will consider the proposed project, comments received on the draft IS/MND, and MCOSD's responses to comments prior to making these decisions.

The MCOSD confirms its determination that a MND is the appropriate document for the proposed project in compliance with CEQA, a determination supported by the Marin County Community Development Agency's Environmental Coordinator.

Master Response 4: Project Development – Elliott Nature Preserve and the Town of Fairfax MOU summarizes comments and provides responses regarding these topics.

MASTER RESPONSE 3: PROJECT NEED, PURPOSE, AND OBJECTIVES

Master Comment Summary: There is no need for the proposed project due to the creek being dry most of the year, the lack of visitation to the preserve means that the bridges are unnecessary and will only disturb the habitat, and alternative creek crossings could be utilized such as footbridges.

The decommissioning of the High Water trail is unnecessary and would better serve the community if it was rehabilitated.

Large bridges are not in conformity with the character of the preserve, avoidance of the creek can be achieved with a footbridge and closure of the High Water Trail.

The proposed project would create redundant trails and add unwanted fences and gates to a pristine environment.

The creek is dry most of the year and does not support steelhead. Reducing sedimentation is not needed if there are no steelhead.

The IS/MND does not define the route of accessible trail and how access to the preserve will be accessible.

The addition of bridges is unnecessary because Cascade Canyon Open Space preserve is not highly visited.

The proposed project is bad for the environment and will disturb the habitat.

Decommissioning of the Happersberger Trail should be included in the proposed project for several reasons including: it contributes to sedimentation into Carey Camp Creek and San Anselmo Creek, to eliminate this point of connection with Canyon Trail to protect visitor safety from speeding mountain bike riders, to prevent environmental damage on the Carey Loop trail from mountain bike riders, and to allow for habitat restoration in biologically sensitive areas. Decommissioning the Happersberger Trail would eliminate the need to widen the Canyon Trail, install chicanes, and change its use to multi-use. Decommissioning the Happersberger Trail would be consistent with the RTMP and was previously identified as part of the proposed project. Not including decommissioning of the Happersberger Trail in the proposed project would result in segmentation.

Additional trail segments should be included in the baseline and monitoring especially those that already are eroding and causing sedimentation into the watershed, including Happersberger Trail, Carey Loop, and the 2nd and 3rd fords on San Anselmo Creek.

The proposed project would provide mountain bike riders easier access to Canyon Road Trail and would encourage continued and increased illegal use of Carey Loop and Happersberger Trail.

Response: The purpose of the proposed project is to implement the MCOSD's Road and Trail Management Plan (RTMP) to provide the public with a safe multi-use trail system to enhance the visitor experience, reduce the environmental impacts on sensitive resources by reducing sedimentation and erosion, and establish a sustainable system of roads and trails that meet design and management standards and would provide safe year-round access along the trail alignment. To reduce sediment loading to the Corte Madera Creek watershed, enhance habitat protection, and reduce the number of redundant trails and habitat fragmentation, the proposed project would install two new trail bridges to span San Anselmo Creek, decommission and restore the High Water Trail and Canyon Trail spur segment, and implement multi-user compatible trail improvements.

Cascade Canyon Open Space Preserve is a popular recreational corridor for pedestrians and cyclists traveling between residential areas of Fairfax and Camp Tamarancho. San Anselmo Creek contains sensitive aquatic habitats that support federally- and state-listed steelhead, candidate for federally and state-listed foothill yellow-legged frog and other native species. The Cascade Fire Road is an earthen seasonal road that extends from the end of Cascade Drive up into Cascade Canyon, crossing San Anselmo Creek four times at four low water rock ford crossings. These four low water rock ford crossings are impassable during periods of high creek flows. During these times, the only option for cyclists is to cross through San Anselmo Creek and pedestrian access is via the High Water Trail, a narrow trail extending 1,200 feet up the north bank of San Anselmo Creek that provides trail access during high creek flows. The High Water trail consists of portions that are actively eroding and have been determined by MCOSD to be substandard in design and safety per MCOSD trail evaluation of the Region 2 trail designation process. Due to steep slopes, unstable ground, and active erosion into San Anselmo Creek, the High Water Trail

decommissioning aligns with RTMP Policy SW.19: Redundant Roads and Trails which states that MCOSD will exclude from designation the trail segment or segments that have the highest overall maintenance costs and the worst profile of environmental impacts.

The decommissioning of the High Water Trail and Canyon Trail spur segment would reduce redundant trails within Cascade Canyon Open Space Preserve as shown on Figure 3 in the draft IS/MND. Identifying the decommissioning of this trail was determined in the trail designation process for Region 2, which included Cascade Canyon Open Space Preserve and occurred between October and November 2015. Access to the decommissioned High Water Trail would be restricted by woody vegetation, and exposed soil would be revegetated on areas of exposed soil with native species to conform with the character of the surrounding vegetation. The installation of fencing and signage would be consistent with the Town of Fairfax Memorandum of Understanding (MOU)²³ to safely redirect visitors onto the new bridge approaches and discourage the use of the rock fords. More information on the requirements included in the Town of Fairfax MOU, including fencing and signage requirements, can be found under Master Response 4: Project Development - Elliott Nature Preserve & Fairfax MOU.

Erosion and sedimentation within Cascade Canyon Open Space Preserve contributes to sedimentation within the entire Corte Madera Creek Watershed. The proposed project would reduce the amount of sedimentation for the San Anselmo Creek within the preserve as well as the greater watershed, where salmonids have historically spawned. In November of 2021, MCOSD received a report that an adult Chinook salmon (*Oncorhynchus tshawytscha*)²⁴ was found in a pool along the alignment of the High Water Trail. MCOSD natural resources staff received community photographs of the fish and visually confirmed the presence of the Chinook salmon in San Anselmo Creek within Cascade Canyon Preserve.

The proposed bridges would be 6-foot wide prefabricated recreational bridges with redwood decks. The design elements of the bridges were recommended in the Engineering Geologic and Geotechnical Review (Engineering Report).²⁵ The recommendations included bridge locations and elevations, bridge abutments specifications, and bridge site grading. The hydrologic and hydraulic analysis concluded that the 100-year flood elevation at the proposed Bridge 1 location be at elevation 194 feet and at 207.2 feet at the proposed Bridge 2 location. Abutment locations were determined by subsurface investigations. The resulting locations minimize interference and impacts to trees. The 6-foot width of the bridges is consistent with standards for multi-use recreational bridges included in the MCOSD's Inclusive Access Plan (IAP).²⁶

The proposed project would be fully compliant with the MCOSD's IAP, the purpose of which is to "increase the equitability of access to Marin County Parks open space trails and give open space users increased flexibility in how they make use of the preserves according to their own abilities." The proposed trail alignment on the north approach to the new Bridge 1 would consist of approximately 100 linear feet of 6-foot-wide trail and alignment on the south approach to the new Bridge 1 along the Canyon Trail would consist of approximately 20 linear feet of 6-foot-wide trail to match the existing grade of the canyon trail. The proposed trail alignment on the north side of Bridge 2 would consist of 180 linear feet of new, 6-foot-wide trail and the south approach would be approximately 50 linear feet of new, 6-foot-wide trail. The finished trail grade would be IAP compliant and match existing surrounding conditions. Master Response 9: Transportation includes more information regarding the MCOSD's IAP.

The purpose of the proposed project is to implement the MCOSD's Road and Trail Management Plan (RTMP) to provide the public with a safe multi-use trail system to enhance the visitor experience, reduce the environmental impacts on sensitive resources by reducing sedimentation and erosion, and establish a sustainable system of roads and trails that meet design and management standards and would provide safe year-round access along the trail alignment. On December 16, 2014, the MCOSD Board of Directors approved the Road and Trail Management Plan (RTMP) and certified its Tiered Program Environmental

²³ Memorandum of Understanding Between the Town of Fairfax and the Marin County Open Space District Consenting to the Construction of Two Bridges in the Elliott Nature Preserve Within Cascade Canyon Open Space Preserve. May 23, 2017.

²⁴ Email correspondence from Elia Narayan, Supervising Open Space Park Ranger, November 26, 2021.

²⁵ Best, Timothy C., CEG. *Engineering Geologic and Geotechnical Review* June 2018.

²⁶ MCOSD, Inclusive Access Plan, 2016

Impact Report (EIR).²⁷ The State CEQA Guidelines Section 15168(a)(3) states the following regarding a Program EIR:

A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related ... [i]n connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program.

The Tiered Program EIR format was selected for RTMP CEQA compliance because the RTMP is a large-scale planning document that provides the framework for specific projects to be developed in accordance with identified policies, standards, and requirements. The RTMP Tiered Program EIR functions as a second-tier environmental document that assesses the broad environmental impacts of future road and trail management projects, with the understanding that subsequent environmental reviews would occur on a project-specific basis. The RTMP Tiered Program EIR is a second-tier environmental document in relationship to the Marin Countywide Plan EIR, which is considered to be the first tier EIR for the RTMP. The RTMP is consistent with and implements the Countywide Plan's goals, policies, and programs for trails in Marin County. As a second-tier document, the RTMP Tiered Program EIR is intended to streamline the review of projects consistent with the approved RTMP, and to allow the scope of review for future projects to be narrowed pursuant to the rules for the subsequent use of Program EIRs set forth in State CEQA Guidelines Section 15168. The Tiered Program EIR did not evaluate the potential impacts of specific RTMP projects that could be developed by the MCOSD during implementation of the RTMP, which is why the draft IS/MND was prepared for the proposed project.

Under existing conditions, Happersberger Trail is an unsanctioned social trail that is not designated, shown on the trail map, or maintained and it remains closed to bicycling, horses, and dogs. It was proposed for decommissioning during the Region 2 designation process that occurred in late 2015 through a public proposal from the FootPeople, California Native Plant Society, and Marin Audubon Society. The Happersberger Trail decommissioning was proposed for several reasons, including to eliminate a potential source of sediment and to allow for habitat restoration. The proposal was evaluated and found to be consistent with the standards established for public submitted proposals by the RTMP and was found to meet the goals of the RTMP.

On September 8, 2016, the MCOSD hosted a Community Workshop in Fairfax on current proposed projects in the Cascade Canyon Open Space Preserve. Staff opened with a presentation about the Road and Trail Management Plan and its implementation and introduced two proposed projects including recommendations for their respective implementation. National Oceanic and Atmospheric Administration Fisheries Biologist, Dan Logan, presented on salmonid biology and current conditions in the Corte Madera Creek watershed. The two projects presented at the Community Workshop included the proposed project and the Happersberger Trail decommissioning. These two projects were presented as separate projects at the Community Workshop.

After the Community Workshop, an Update Regarding Pending Proposed Projects in the Cascade Canyon Open Space Preserve was published on November 23, 2016.²⁸ This document described the Community Workshop including the two proposed projects presented, a summary analysis of the two proposed projects, and a recommendations summary for the two proposed projects. Regarding the proposed Happersberger Trail decommissioning, the document described that while the MCOSD agreed with merit of the proposal and that the Happersberger Trail decommissioning would meet the goals of the RTMP, its implementation was delayed until it could be implemented in association with a project that would provide a broadly similar recreational experience in the general vicinity of the Cascade Canyon Open Space Preserve. This decision was made in light of the public input and also in light of the unusual circumstance that the Happersberger Trail had been part of the signed and mapped network of trail facilities maintained by the MCOSD as of the date of the Region 2 designation. It was further determined that the Happersberger Trail decommissioning would be reevaluated with future projects in the environs of Cascade Canyon Open Space Preserve as the RTMP planning evolves in the region.

The proposed Cascade Canyon Bridges and Trail Improvement Project does not include the Happersberger Trail decommissioning and there is not a current or foreseeable plan to decommission the Happersberger

²⁷ State Clearinghouse Number 2011012080

²⁸ Somers, Carl. Memorandum. November 23, 2016.

Trail. This would not result in project segmentation foremost because all RTMP projects would be under the RTMP Tiered Program EIR. Additionally, the proposed Cascade Canyon Bridges and Trail Improvement Project and the future potential Happersberger Trail decommissioning are two distinct projects that have independent utility, even though they share common objectives regarding reducing sedimentation from erosion in San Anselmo Creek. The objectives of the proposed project would be met without decommissioning the Happersberger Trail. The Happersberger Trail is outside of the project area of the proposed project even though they are both within Cascade Canyon Open Space Preserve.

Sedimentation from all possible sources to San Anselmo Creek within Cascade Canyon Open Space Preserve, including Happersberger Trail, Carey Loop, and the rock fords within San Anselmo Creek, have not been specifically studied, quantified, or compared. Visitor access through San Anselmo Creek to access the existing trail system is a known source of sedimentation and the implementation of the proposed project would alleviate sedimentation from this source.

The Carey Loop is designated as hiker/equestrian only and the Happersberger Trail can only be legally used by a hiker without a dog. The proposed project would not change these existing trail designations or allowed uses. The trail monitoring program at Cascade Canyon Open Space Preserve does not include the Happersberger Trail because it is a social trail and not incorporated as a designated trail. The Carey Camp Loop Trail is a designated trail that is monitored to prioritize maintenance needs.

MASTER RESPONSE 4: PROJECT DEVELOPMENT - ELLIOTT NATURE PRESERVE AND TOWN OF FAIRFAX MOU

Master Comment Summary: The proposed project is in conflict with the intention of the Elliott Nature Preserve and the IS/MND does not refer to the original goals of the Elliott Nature Preserve, which should guide all projects and management of the Elliott Nature Preserve.

Additional signage should be placed to educate visitors about the Elliott Nature Preserve including its history, wildlife, and plants to improve stewardship and create a sense of place. The IS/MND does not distinguish between the Elliott Nature Preserve and the Cascade Canyon Open Space Preserve.

Recreation within the Elliott Nature Preserve should be limited to passive recreation in keeping with the 1976 Grant Deed and exclude biking, especially large group ride events.

The Elliott Nature Preserve should be set aside for non-human species to live and thrive, and not be overrun by humans. There are several endangered species living in the Elliott Nature Preserve. Town of Fairfax should protect the Elliott Nature Preserve from development. Suggestion to close the Elliott Nature Preserve and Cascade Canyon Open Space Preserve at night to help wildlife recover from human impact.

Concern that the proposed project includes a bike rack within the Elliott Nature Preserve and that MCOSD would develop a parking lot within the Elliott Nature Preserve.

When the Town of Fairfax entered into the Memorandum of Understanding (MOU) with MCOSD, the MCOSD did not advise the Council of environmental impacts which would require mitigation, CEQA compliance, biological reports, or of the IAP compliance designation. Figure 20 does not show the IAP designation.

The MOU required No Bike signs, implementation of speed control measures, bike racks, signs directing visitors away from fords across San Anselmo Creek, and an agreement to monitor trail visitation following implementation and to employ an adaptive management strategy to any issues that may emerge. One comment encouraged the monitoring plan include a baseline assessment of visitor user numbers, behaviors, and conditions before the proposed project is implemented so that issues "that may emerge" can be properly analyzed against a baseline. Since the bridges and improved trail segments direct visitors to other trails in the preserve, the comment requested that other trail segments be included in the baseline and monitoring, especially those that already reveal erosion and sedimentation into the watershed, such as Happersberger and Cary Camp Loop trails, and the 2nd and 3rd creek fords where bank erosion is evident. The baseline should include other roads and trails where bikes are creating "eyebrows" that also contribute sediments to San Anselmo Creek. The comment further encouraged the MCOSD to include neighborhood residents' anecdotal input in the baseline, and that the baseline information be available to the public.

Response: The Elliott Nature Preserve was created in 1976 when Floyd Elliott deeded the 38.5 acres of land to the Town of Fairfax to be "held in open space and used exclusively as a public park and nature preserve dedicated to passive recreation."²⁹ On January 12, 1987, the Town of Fairfax conveyed the Elliott Nature Preserve to the County of Marin.³⁰ The Grant Deed included the following provisions: "Grantee agrees that it will not sell, trade, or exchange said property or construct any improvements thereon without the express consent of Grantor. Grantee further agrees to designate said property as "Elliott Nature Preserve." Violation of the foregoing covenants by Grantee shall result in property reverting to Grantor."

On May 23, 2017, the Town of Fairfax and the MCOSD entered into a Memorandum of Understanding (MOU) Consenting to the Construction of Two Bridges in the Elliott Nature Preserve within Cascade Canyon Open Space Preserve,³¹ included in this document as Attachment 1. The MOU included recitals regarding the proposal from the Friends of Corte Madera Creek Watershed and the Marin Bicycle Coalition for the MCOSD to construct the proposed project which includes two non-vehicular bridges crossing San Anselmo Creek, one of which would be located within the Elliott Nature Preserve, and decommissioning the High

²⁹ Resolution No. 1073: A Resolution of the City Council and Town of Fairfax Making Determinations and Approving the Annexation of the Territory Designated as "Elliott Nature Preserve" to the Town of Fairfax. August 9, 1976.

³⁰ Grant Deed No. 87 17275. Recorded March 13, 1987.

³¹ Memorandum of Understanding Between the Town of Fairfax and the Marin County Open Space District Consenting to the Construction of Two Bridges in the Elliott Nature Preserve Within Cascade Canyon Open Space Preserve. May 23, 2017.

Water Trail, and the MCOSD's determinations that the proposed project would provide safe access across San Anselmo Creek for all users including people with disabilities, reduce harmful sediment in San Anselmo Creek, and improve habitat for salmonids. In the MOU, the Town of Fairfax expressly consented to the proposal consistent with the reversionary language in the Grant Deed.

The MOU included the following requirements for the MCOSD, all of which have been incorporated into the proposed project:

- Install No Bike signs at the intersections of the redesignated portion of Canyon Trail where bicycles will be allowed, at the intersection of the unaffected portions of Canyon Trail where bicycles would not be allowed, any other trails where bicycles would not be allowed, and at the intersection of Canyon Trail with the Cascade Fire Road informing visitors that they are on a shared-use trail and requesting cyclists to ride slowly.
- Install bicycle speed reduction measures including chicanes along the re-designated portion of Canyon Trail.
- Install a bicycle rack near the main entrance of the preserve, at the end of Cascade Drive.
- Implement project design features or signs that would direct visitors away from the creek fords and towards the bridges.
- Monitor trail visitation following implementation and employ an adaptive management strategy to any issues that may emerge.

Exhibit A to the MOU consisted of a map showing where the signs and bike rack would be located, which was included in the IS/MND as Figure 20. The project design implements the requirements included in the MOU. Figure 20 in the IS/MND does not show the trails that would be compliant with the MCOSD's Inclusive Access Plan (IAP), which was finalized in July 2016, because project design had not been completed when the MOU was signed. All elements of the proposed project would be compliant with the MCOSD's IAP.

The IAP requires that all RTMP projects be evaluated for accessibility improvements during the planning and design process. To the extent that accessibility improvements are feasible, they are incorporated into the proposed project. The feasibility assessment is a complex, project-specific assessment involving the consideration of environmental, physical, and financial constraints and was applied to the proposed Cascade Canyon Open Space Preserve Bridges and Trail Improvements Project. None of the elements included in the proposed project have been included specifically to render the proposed project compliant with the IAP or represent a departure from the kind of project that was described in the MOU between the Town of Fairfax and the MCOSD. The IAP is tiered off of the RTMP and is incorporated into the RTMP, so compliance with the IAP is compliance with the RTMP.

Existing signage at Cascade Canyon Open Space Preserve is consistent with the cohesive system of signs at all MCOSD open space preserves and Marin County parks, and pathways. The purpose of signage is to provide wayfinding information and general rules for visitors. Cascade Canyon Open Space Preserve also includes small interpretive signs regarding special status species to minimize the occurrence of visitors entering San Anselmo Creek. The entry to Cascade Canyon Open Space Preserve from Cascade Drive currently includes a large sign for the Elliott Nature Preserve. The MCOSD would consider additional information to educate visitors about the history of the Elliott Nature Preserve on the Cascade Canyon Open Space Preserve webpage. This could include a graphic showing the boundaries of the Elliott Nature Preserve within Cascade Canyon Open Space Preserve.

The objectives of the proposed project include the following:

- Provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve;
- Eliminate the need to cross San Anselmo Creek using the rock fords located within the creek;
- Enhance habitat protection for listed species;
- Improve trail safety;
- Improve visitor access compliant with MCOSD's Inclusive Access Plan;

- Reduce trail erosion and sedimentation to the Corte Madera Creek watershed; and
- Reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species.

These objectives augment the purpose of the proposed project, which is to implement the MCOSD's Road and Trail Management Plan by providing the public with a safe multi-use trail system to enhance the visitor experience, reducing the environmental impacts on sensitive resources by reducing sedimentation and erosion, and establishing a sustainable system of roads and trails that meet design and management standards and would provide safe year-round access along the trail alignment. The project purpose and objectives align with the intent of the 1976 Grant Deed in that the portion of the proposed project within the Elliott Nature Preserve would remain an open space and used exclusively as a public park and nature preserve dedicated to passive recreation. The Town of Fairfax expressly consented to the proposed project upon entering into the 2017 MOU. The Town of Fairfax was provided the Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project at the beginning of the public review period. The Town of Fairfax did not request additional time to review the draft IS/MND and did not submit comments on the draft IS/MND.

Active recreation is widely understood to include activities such as organized sports, playground activities, swimming pools, skate and bike parks, and activities allowing the use of motorized vehicles. Active recreation facilities may require extensive facilities. Passive recreation is generally non-motorized activity that requires minimal visitor facilities to support the activity and those facilities result in minimal impacts³²³³. The quality of the environment and "naturalness" of an area is the focus of the recreational experience in a passive recreation area. The MCOSD maintains passive recreation areas for the health and well-being of the public in its open space preserves while focusing on preservation of natural resources for plants, wildlife, and cultural resources. Examples of passive recreation include sightseeing, hiking, picnicking, equestrian activities, and cycling. Bicycle use is generally considered a passive recreation activity because it is a non-motorized activity that requires only minimal visitor facilities directly related to safety and minimizing impact from the activity. In *Mount Laurel Township v. Mipro Homes*,³⁴ it was implicitly assumed that passive recreation includes bicycle use as the use of eminent domain by the township to acquire land included passive use through creation of a park with bike paths.

Cascade Canyon Open Space Preserve currently includes approximately 4.56 miles of fire roads, all of which are multi-use, and approximately 2.57 miles of trails. Of that, 0.25 mile is hiker-only, and the remaining 2.32 miles are hiker/equestrian.

The Cascade Fire Road is approximately 0.69 mile in length and is designated as multi-use within the MCOSD trail system. It is used for year-round recreational use as well as for seasonal maintenance, fire, and emergency vehicle access. The proposed project would install two trail bridges to cross San Anselmo Creek and associated trail approaches to the bridges, Bridge 1 would connect Cascade Fire Road to the Canyon Trail and Bridge 2 would connect two segments of Cascade Fire Road. These proposed improvements would not significantly affect the length of the Cascade Fire Road or change the designation.

The Canyon Trail is approximately 1,600 feet in length and is currently designated hiker/equestrian. Should the proposed project be implemented, approximately 750 feet of this trail would be re-designated to multi-use to allow bicycle use between the proposed bridges. Bicycles would not be permitted on the Canyon Trail between the proposed Bridge 1 and the trail entrance at Canyon Drive, as shown on Figure 3 - Location of the Proposed Project Elements in Aerial View, included in the IS/MND. The existing trail width and length would remain the same as the existing trail.

The High Water Trail is approximately 1,200 feet in length. This trail was determined to be substandard in design and safety per MCOSD trail evaluation part of the Region 2 trail designation process due to steep slopes and active erosion into San Anselmo Creek. The High Water Trail is no longer a designated trail within the MCOSD trail system, is not shown on the trail map, and is not included in the calculations of trail mileage.

³² <https://definitions.uslegal.com/p/passive-recreation-area/>

³³ <https://semspub.epa.gov/work/HQ/174083.pdf>

³⁴ *Mt. Laurel TP v. Mipro*, (1995) 379 N.J. Super. 358

The Cascade Canyon Open Space Preserve website includes the following regulations regarding bike use. Bikes are permitted on signed fire roads and trails designated for multi-use and hikers/bikers, bike use on trails not designated for bikes is prohibited, the speed limit on the trails designated for bike use is 15 miles per hour, and bikes must slow to 5 miles per hour when passing others and around blind turns. Basic trail etiquette is encouraged, such as all trail users must yield the right-of-way to horses, and cyclists must also yield to pedestrians. Permits are required for commercial use and groups of more than 15 people. Motorized vehicles are prohibited, though individuals with qualified disabilities may operate certain kinds of zero-emission mobility devices, such as battery-operated wheelchairs, on some roads, multiuse trails, and certain other facilities. The use of model airplanes, drones, or other self-propelled crafts is prohibited.

As included on the MCOSD webpage, the Cascade Canyon Open Space Preserve, including the Elliott Nature Preserve, is open 24-hours between the months of August and January. Between the months of February and July, some areas are subject to night closure.³⁵ More specifically, the Blue Ridge Fire Road, which is outside of the project area, is closed to nighttime use between February 01 and June 30, and open 24-hours between July 01 and January 31. The Existing Setting section of the IS/MND has been revised to include the following language. The addition of this language does not present new information or a change regarding the analysis of potentially significant environmental impacts or new mitigation measures and therefore its inclusion does not result in recirculation of the draft IS/MND.

[The Cascade Canyon Open Space Preserve, including the Elliott Nature Preserve, is open 24-hours consistent with the MCOSD's general practice. The Blue Ridge Fire Road, which is outside of the project area, is closed to nighttime use between February 01 and June 30, and open 24-hours between July 01 and January 31.](#)

The design of the proposed project, including placement of the proposed bridges, was completed after biological resource studies and geotechnical investigations were completed so that potentially significant environmental impacts would be avoided. Implementation of the proposed project does not add new uses. Hikers and cyclists, on designated trails, are allowable uses in Cascade Canyon Open Space Preserve, including the Elliott Nature Preserve, under existing conditions. The proposed project does not include a vehicular parking area and the MCOSD has no plans to develop vehicular parking at Elliott Nature Preserve or the greater Cascade Canyon Open Space Preserve.

The MCOSD installed a motion-activated camera on the Cascade Fire Road in between the existing Cut Trail and the location of the proposed location for Bridge 2 for a four-week period between August 26 and September 22, 2019 and a three-week period between April 5 and April 25, 2021 to determine the level of visitor use in four categories including pedestrian, dog walker with dogs on-leash, dog walker with dogs off-leash, and cyclist. The MCOSD conducted a motion-activated camera survey for a six-week period between February 21 and April 3, 2023.

Visitation increased across all categories between the pre-Covid 2019 survey and the Covid-era 2021 survey, with an aggregated increase of 88 percent. This increase was consistent with the nationwide surge in outdoor recreation due to the indoor social limitations during the COVID pandemic. The MCOSD observed similar increases in trail use on MCOSD trails measured at ten collection points throughout its Open Space District Preserve system, with an average of 117 percent increase. Visitation decreased across all categories between the 2021 and 2023 surveys, with an aggregated decrease of 16 percent. The 2023 survey occurred during several severe weather events which included several atmospheric river events. These weather conditions could have affected the total number of visitors to Cascade Canyon Open Space Preserve across all visitor use categories during the survey period. Even when considering the possible effect of weather conditions during the 2023 survey period, the results show that visitation at Cascade Canyon Open Space Preserve is similar to the post-pandemic survey period in 2021 which may indicate that visitation has achieved equilibrium after the pandemic-era surge. During all three survey periods, the largest user category was pedestrians. Master Response 8: Recreation – Visitation includes additional information regarding the motion-activated camera surveys.

The MCOSD would continue to track these trends in the post project implementation surveys consistent with the following condition included in the Memorandum of Understanding between the MCOSD and the Town of Fairfax regarding the proposed project.

³⁵ <https://www.parks.marincounty.org/parkspreserves/preserves/cascade-canyon?tabnum=3>

The MCOSD maintains a trail monitoring program that includes regular inspections of designated trails to prioritize maintenance needs, decommissioned trails to ensure that closure methods are effective, and newly implemented trail projects to ensure the trails are performing in a sustainable manner and prioritize adaptive management actions if needed. After implementation of the proposed project, the trail monitoring program would include the existing fords within San Anselmo Creek which would no longer be needed for trail use.

The following has been added to the IS/MND Operations section regarding monitoring trail visitation following implementation and an adaptive management strategy to address issues that may emerge:

A visitor use camera would be installed at Cascade Fire Road in between the existing Cut Trail and the location of the proposed location for Bridge 2 for a four-week period in years 1, 2 and 5 after project implementation to capture visitor use trends. This, combined with regular trail inspections as part of the existing MCOSD trail maintenance program, would provide early detection of, and rapid response to, any trail issue including trail widening due to visitors utilizing areas adjacent to formal system trails, impacts to vegetation adjacent to trails from visitor use, and visitors accessing decommissioned trails. If monitoring indicates an issue, MCOSD would identify and implement remediation actions. Remediation actions could include signage about remaining on the defined trail, not accessing decommissioned trails, and respecting neighbors. Physical obstacles, including logs, brush, and additional revegetation, could be placed in problem areas as a deterrent to going off trail or accessing decommissioned trails. Increased ranger presence could also be utilized.

This updated language provides additional information to augment that included in the IS/MND when it was published, does not change the assessment of potentially significant environmental impacts or require additional mitigation measures, and does not require recirculation of the draft IS/MND.

MASTER RESPONSE 5: PROJECT DESCRIPTION

Master Comment Summary: The IS/MND should include additional information regarding cost of the proposed project, how the project area would be affected during project implementation, how the proposed project would function after implementation, and suggested alternatives to the proposed project. The IS/MND did not include information regarding project cost using public funds. Questions regarding better use of this money including smaller bridges given most visitors are hikers and walkers and towards firewise protection, restoration, enforcement, and management of current issues such as maintenance and debris removal due to fire danger.

Concern that implementation of the proposed project would motivate future development of the park entrance.

Question regarding where construction equipment would be parked within the project area.

Comment that the construction period of two months seems excessively long and would result in a burden to the residents give traffic slow-downs and a daily schedule of 7am to 6pm.

Request to clarify trail closure during the project implementation including how the trails and roads leading to the project area be closed, whether there would be no access from Cascade Drive and Canyon Road, if the preserve would be closed all week, would cyclists who ride into the preserve from other areas be restricted, and how would visitors be notified.

Question regarding protocol for passing on the bridge and establishment of speed limits, how the proposed trail treatments at Bridge 2 would affect cyclist speed, and if the proposed trail treatments would be user-friendly by IAP compliant visitors.

Question regarding how visitors would be deterred from entering the 2nd and 3rd fords within San Anselmo Creek.

Question regarding how the IAP trail system would be advertised after the new trail configuration is designated into the Region 2 trail system and published on maps. Question regarding whether designated parking would be provided.

Question regarding the materials that would be used to improve and the entrance from the gates at the north approach to Bridge 1 fully compliant with the MCOSD's IAP and if use of crushed rock was considered because it would better fit the character of the preserve. Comment that aggregate base rock hardens into a concrete-like appearance and question regarding whether the aggregate base rock would repel water and create more opportunity for runoff.

Comment that the proposed project doesn't address use of the project area by small children. The proposed fence at the first bridge removes access from small children and would prevent them from throwing rocks into the creek.

Suggestions regarding project alternatives and measures to compensate for the negative impacts of speeding mountain bikes on the multi-use trails, including:

- Maintain the High Water Trail on the north side of the three San Anselmo Creek crossings with widening or handrails on short sections of the trail and allow bikes to be walked on the trail when water is flowing across the creek crossings. Far lower cost work is needed to widen or add downside handrails to some short sections of the existing trail. And allow bikes to be walked on that trail when the water is actually flowing across the creek crossings. Or allow bikes to access the closed to bikes section of Canyon Trail to Canyon Road and only build one short bicycle and hiker access bridge at the west-most creek Cascade Fire Road crossing to connect to the western end of the High Water Trail.
- Allow cyclists to use the single-track trail on the south side of the canyon.
- Install pinch points on the trails to slow bike speeds.
- Close social trails, especially of those used by bikes to cross the creek.
- Require bikes be walked across the bridges and in the project area.

- Include self-closing gates or other devices on the bridge to provide safe passage of various user groups.
- Educate visitors regarding best practices for safe trail sharing.
- Regularly monitoring by rangers and increased enforcement of visitor violations.
- Include a low curb or gate on the Carey Camp Trail bridge to prevent or slow down bike speeds. Existing signage is ineffective.
- Open the gate to Elliott's Nature Preserve during the daytime hours and allow hikers to park in the open space to minimize traffic and parking impacts from visitors on residents.
- Disallow vehicle use of the fire road especially when the creek is flowing except for emergency response vehicles because one single crossing by a motor vehicle causes more damage to a wet road and disturbs more endangered species frogs and fish than hundreds or thousands of bicycles crossing the same creek crossings and would render the protections to the creek from the proposed trail bridges useless.

Response: The California Environmental Quality Act does not require environmental documents to include information regarding the cost or funding source of a proposed project. The MCOSD is providing this information here to be fully responsive to the comment. The most recent cost estimate for implementation of the proposed project is \$480,000 from March 2021. Funding may be provided through the MCOSD's Measure A. It should be noted that costs may increase or decrease depending on the cost of construction materials and labor at the time the proposed project is in a formal bidding process. Funding for enforcement, maintenance, vegetation management for fire fuel reduction, and measures to restore habitat and protect special status species are funded through separate funding sources than those used for project implementation. The proposed project includes implementation of Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan, which would reduce potential impacts from implementation of the proposed project to a less-than-significant level. No additional development at the entrances to Cascade Canyon Open Space Preserve are proposed as part of the project. The Project Description on page 5 of the draft IS/MND states that, "The flat open area on the north side of the San Anselmo Creek would be used for a staging area" for Bridge 1 and "The open area on both sides of the crossing would be used for a staging area" for Bridge 2. These areas are shown on Figure 4: Location of the Proposed Project Elements in Plan View. The construction staging area is also shown on the new Figure 30: Conceptual Restoration Plan, which is included in Master Response 6: Biological Resources and incorporated into the Revised IS/MND. The IS/MND states that "Construction would occur Monday through Friday, from 7:00 a.m. to 6:00 p.m. and would require approximately two months." The MCOSD acknowledges that project implementation would affect visitors to Cascade Canyon Open Space Preserve including access to the trails within the project area and traffic along Cascade Drive. Closure of the trails within the project area is required for public safety. The exact locations of trail closures would be determined with the contractor and the MCOSD's Road and Trail crew to ensure that public access into Cascade Canyon Open Space Preserve is maintained throughout project implementation.

The draft IS/MND includes Mitigation Measure Transportation-1 to address the potentially significant impact of restricting on-street parking in limited areas along Cascade Drive when construction equipment and sections of the prefabricated bridges need access. Mitigation Measure Transportation-1 requires the Contractor to prepare a traffic control plan prior to initiating construction activities which would identify the specific areas on Cascade Drive where on-street parking would be temporarily limited and preparation of a communication plan to provide residents within the affected areas and emergency service providers adequate notice of temporary on-street parking prohibitions. Approvals as required from the Marin County Department of Public Works, the Town of Fairfax, and/or the MCOSD would need to be secured prior to implementing the traffic control plan. The MCOSD would also notify residents on Cascade Drive and Canyon Road when the construction dates are known as well as including this information on its webpage. The following has been included in the revised IS/MND under the Construction subheading in the Project Description:

[The MCOSD would notify residents on Cascade Drive and Canyon Road when the construction dates are known and will include this information on its webpage.](#)

This updated language provides additional information to augment that included in the draft IS/MND and does not change the assessment of potentially significant environmental impacts, does not require additional mitigation measures, or require recirculation of the draft IS/MND.

The proposed project would include split rail fencing and signage along the existing trail approaches to the rock fords to discourage visitor use of the rock fords and direct visitors to the trail bridges, consistent with the Town of Fairfax Memorandum of Understanding, as described on pages 5 and 7 of the Project Description. The proposed trail alignments would render visitor crossing at all four of the existing rock fords unnecessary. Detachable rail systems at the existing rock fords would allow MCOSD and emergency vehicle access. The MCOSD would only utilize the existing rock fords for vehicle access when necessary for maintenance activities, including vegetation management for fire fuel reduction, and to assist in emergency situations.

Existing signage at the entrance to Cascade Canyon Open Space Preserve and the existing Cascade Canyon Open Space Preserve webpage includes the following:

BIKES

- Permitted on signed fire roads and trails designated for multiuse and hikers/bikes.
- Off-fire road and off-trail use prohibited.
- Speed limit is 15 mph or less. Must slow to 5 mph when passing others or around blind turns.

Regulations regarding bicycles are included on the MCOSD webpage, including the following:

No person shall operate any bicycle on district lands except upon fire protection roads, designated bicycle pathways or public roads not signed against such use. Furthermore, no person shall operate or possess any bicycle elsewhere on District lands, including trails, unless signed specifically to permit such possession.³⁶

The MCOSD webpage also references Park Code³⁷ 10.05.030 – Bicycles, which states:

- (a) No person shall operate any bicycle or similar vehicle within parks except upon paved roads, fire protection roads, designated bicycle and multi-use pathways, or public roads not signed against such use. Furthermore, no person shall operate or possess any bicycle or similar vehicle elsewhere within parks, including trails, unless signed specifically to permit such operation.
- (b) No person shall operate any class 1 or class 2 electric bicycle within parks except upon paved roads, paved designated bicycle and multi-use pathways or public roads not signed against such use. Furthermore, no person shall operate or possess any class 1 or class 2 electric bicycle elsewhere within parks, including fire roads and trails, unless signed specifically to permit such operation.
- (c) No person shall operate any class 3 electric bicycle within parks except upon public roads or parking lots or other areas signed specifically to permit such operation.
- (d) Any person operating a bicycle or electric bicycle on a designated multi-use pathway shall yield the right-of-way to pedestrians and horses.

Park Code 10.05.050 – Speed Limits, states:

- (a) With the exception of the Mill Valley-Sausalito Multi-Use Pathway, no person shall operate any land vehicle, including bicycles and electric bicycles, at speeds in excess of fifteen miles per hour on lands managed by the department, unless otherwise posted. No vehicle shall be operated at a speed greater than is reasonable for safe operation, nor in any manner that may endanger the safety of others or the protection of facilities and environmental resources.

These speed limits would apply to the proposed bridges and would be enforceable. Implementation of the proposed project would improve the existing connection from the Cascade Canyon Open Space Preserve

³⁶ <https://www.parks.marincounty.org/parkspreserves/rules-and-regulations>

³⁷ https://library.municode.com/ca/marin_county/codes/municipal_code?nodet=TIT10PA_CH10.05VETRRE_10.05.050SPLI

entrance to the north side of proposed Bridge 2 to be compliant with the MCOSD's Inclusive Access Plan (IAP), consistent with one of the Project Objectives to improve visitor access compliant with the MCOSD's IAP. The MCOSD does not have regulations that require cyclists to walk bikes across trail bridges and the proposed project does not include a new regulation to require this. The proposed project also does not include self-closing gates on the bridges. The MCOSD only utilizes self-closing gates in areas of its open space preserves that include cattle grazing. Self-closing gates could be a barrier to some visitors, which would not meet the Project Objective to improve visitor access compliant with the MCOSD's IAP.

Additionally, the MCOSD's website includes a link to the Marin County Trail Partners website³⁸ featuring the "Slow and Say Hello" campaign that encourages all trail users to practice this etiquette when passing others on the trails and other trail safety guidelines.

The proposed project would include surfacing the approaches to the proposed bridges with aggregate base rock. The MCOSD includes this material throughout its open space preserve system as a trail overlay. Compacted aggregate base rock is compliant with the MCOSD's IAP because it would provide a firm and stable surface. As described in the IS/MND Project Description, the proposed trail improvements would be designed to reduce accelerated erosion and sedimentation into San Anselmo Creek. Use of aggregate base rock at the proposed bridge approaches would help to shed water and reduce concentrations of water volume runoff.

Parking for visitors accessing Cascade Canyon Open Space Preserve is described on page 3 of the Project Description as very limited roadside parking along Cascade Drive but no dedicated visitor parking within Cascade Canyon Open Space Preserve. The draft IS/MND on page 9 states that the proposed project does not include any parking. Master Response 9: Transportation – Traffic and Parking includes additional response regarding comments related to parking, including the MCOSD's IAP and allowing visitor parking on Elliott's Nature Preserve to minimize traffic and parking impacts from visitors on residents.

The High Water Trail currently provides an alternative route to the Canyon Trail during the winter when San Anselmo Creek is flowing and uncrossable via the existing rock fords, rendering the Canyon Trail inaccessible. It was named the High Water Trail to reflect the high-water use condition in San Anselmo Creek during the winter. Implementation of the proposed bridges over San Anselmo Creek along the Canyon Trail would remediate this current condition by providing safe access over San Anselmo Creek when the creek is full. Portions of the High Water Trail are actively eroding and the MCOSD has determined it to be substandard in design and safety per MCOSD trail evaluation part of the Region 2 trail designation process due to steep slopes and active erosion into San Anselmo Creek. The High Water Trail was not designated for adoption into the MCOSD trail system during the Region 2 road-and-trail planning process. The proposed project would decommission this trail. Suggestions to maintain, improve, and provide connections to the High Water Trail as an alternative to the proposed project would not meet the objectives of the proposed project which include providing safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve, eliminate the need to cross San Anselmo Creek using the rock fords located within the creek, enhance habitat protection for listed species, improve trail safety, improve visitor access compliant with MCOSD's Inclusive Access Plan, and reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species.

The proposed project includes redesignating the section of the existing Canyon Trail between the proposed bridges from hiker and equestrian only use to multiuse, which would allow bicycle use in addition to hiking and equestrian use. As described on page 5 of the draft IS/MND, speed control features known as chicanes would be installed along the Canyon Trail on the south side of Bridge 1 approximately 75 feet from bridge approach. Chicanes would be placed at intervals to slow bike riders down and promote trail user compatibility. They would consist of a minimum of two boulders/logs on the inside of two tight corners, in some cases it may be necessary to use additional boulders/logs to block any undesirable lines to avoid the chicane. The chicanes would have at least 18 feet of straight trail before reaching the chicane to avoid heavy braking and thereby would reduce erosion before the chicane. The Canyon Trail is of a sufficient width to accommodate the proposed change in use and it would not be widened. The proposed chicanes would be consistent with the Town of Fairfax MOU to safely accommodate the addition of bicycles on this segment of trail.

³⁸ <https://safetrailsmarin.org/>

There are no social trails that cross San Anselmo Creek within the project area.

The MCOSD currently does not publish IAP-compliant trails on its maps.

The Carey Camp Trail is outside of the project area and therefore suggested improvements to this trail are not included in the proposed project. Bikes are not a permitted use on the Carey Camp Trail.

Like all of the MCOSD's 34 open space preserves, Cascade Canyon Open Space Preserve is regularly visited by MCOSD Open Space Rangers, who amongst other duties, enforce visitor violations when they are witnessed. The MCOSD Open Space Rangers also respond to calls for service and information received from citizen incident reports. Incident reports and enforcement activities in each of the MCOSD's open space preserves are available to the public, including information regarding citations, field interviews, and incident types. The open data portal is updated monthly and can be accessed at: [Open Data Portal - Incident Reports](#).³⁹

At Cascade Canyon Open Space Preserve, a total of 113 citations have been issued during the past five years. Of those, approximately 70 percent were for vehicle and traffic regulations, issued to the vehicle and traffic subsection of the MCOSD Code pertaining to bicycles and similar vehicles.⁴⁰ The MCOSD open space rangers do not have jurisdiction outside of the MCOSD open space preserve boundaries. Approximately 26 percent of the 113 citations during the past five years were for domestic animal regulations, and the remaining four percent were for visitor conduct and resources regulations. Additionally, 140 field interviews were conducted and of those, approximately 43 percent were for vehicle and traffic regulations, approximately 52 percent were for domestic animal regulations, and the remaining four percent were for visitor conduct and resources regulations. A total of 28 verbal warnings were issued. Of those, approximately 29 percent were for vehicle and traffic regulations, approximately 39 percent were for domestic animal regulations, and approximately 32 percent were for visitor conduct and resources regulations.

³⁹ <https://data.marincounty.org/Public-Safety/Park-and-Preserve-Incidents-Reported-by-Rangers/63v5-xmvp>

⁴⁰ Municipal Code, Marin County, Appendix A: Marin County Open Space District, Chapter 02.04.020: Land Use Regulations – Vehicle and Traffic Regulations, Bicycles and Similar Vehicles. https://library.municode.com/ca/marin_county/codes/municipal_code

MASTER RESPONSE 6: BIOLOGICAL RESOURCES

Master Comment Summary: Native and special-status plant species and woodrat nests should be protected before, during, and after project implementation and habitat restoration should occur after project implementation.

The biological reports need to be reviewed for possible omissions and sensitive and rare species need to be monitored in the project area up to project implementation.

The IS/MND does not correctly identify existing locations of bent-flower fiddleneck. How will observed habitat areas for bent-flower fiddleneck be protected?

The IS/MND does not identify a buffer zone on each side of the trail or fire road for sensitive species.

MCOSD should only rule out uncommon species during identifiable seasons and collect propagules of uncommon and special status species to be properly stored and sown after project completion.

Madrone individual should be considered a small tree and replacement ratios should follow recommendations of CNPS and MCL.

Native plants within the project area that are dug up should be relocated to alternative locations within the preserve.

Concern regarding the protection of dusky-footed woodrats within the proposed project area and direct and indirect effects on northern spotted owls (NSOs), including:

The IS/MND does not address NSOs in the project area nor does it identify buffer around the occupied habitat.

The changes in use brought by the Project are likely to have a significant impact on NSOs that inhabit the project area because daytime and nighttime bicycle use would disturb potential foraging NSOs.

The IS/MND and the Pacific Biology Report do not correctly identify the existence of dusky-footed woodrat nests within the project area.

Discuss the protection plan for species with pre-existing populations and suitable habitat in the project area, such as the dusky footed woodrat.

Construction of the bridges and increased use will affect nearby nesting Northern spotted owls.

Response: The MCOSD contracted with Pacific Biology who prepared The Cascade Canyon Bridges Project Biological Habitat Evaluation Report (Pacific Biology Report)⁴¹ in 2018 to assess biological resources within the project area. The Pacific Biology Report recommended mitigation measures to reduce the effect of potential impacts to a less than significant level. Additionally, the proposed project implements the MCOSD's Road and Trail Management Plan (RTMP), which includes Best Management Practices (BMPs) to address both construction-related and long-term impacts to biological resources. The proposed project was designed to enhance habitat protection and reduce habitat fragmentation in an area rich in sensitive species.

Sensitive species management

Special-status plants include those species that are state or federally-listed as Rare, Threatened or Endangered; federal candidates for listing; proposed for state or federal listing; or identified by the CNPS Inventory of Rare and Endangered Plants of California (CNPS Inventory) as Rank 1, 2, 3, or 4 species. Special-status plant surveys were conducted at the study area on April 6, April 23, and June 26 in 2017, as well as March 8, April 10, and June 27 in 2019. Out of a total of 187 plant taxa, 11 were identified within the study area, none of which are designated as special-status or otherwise considered to be rare. Based on the archival research and protocol-level plant surveys, no special status plant species are expected to occur within the developed Canyon Trail, however, there is potential for them to occur adjacent to the trail segment.

MCOSD will incorporate mitigation measures and RTMP BMPs to minimize or avoid potential environmental impacts on special-status species. Actions to mitigate potential impact to sensitive species with suitable

⁴¹ Pacific Biology. Cascade Canyon Bridges Project Biological Evaluation Report. September 2018.

habitats in the project area, such as the bent-flower fiddleneck (*Amsinckia*), would be initiated. Under the guidance of Mitigation Measure BIO-1: Preconstruction Special-Status Plant Survey,⁴² qualified MCOSD biologists or a consultant shall conduct a botanical survey of the 350-foot disturbance area of the Canyon Trail. If special-status plants are found, MCOSD shall implement measures to avoid impacts. The MCOSD will implement RTMP BMP Special-Status Plants-2: Avoidance and Protection of Special-Status Plant Species near Road and Trail Management Projects⁴³ when construction-related road and trail management is planned to occur within or adjacent to special-status plant populations:

- Identify potential special-status plant habitat and survey to determine if it is occupied before initiating road and trail management activities. Surveys will include the proposed road and trail management footprint and a 100-foot buffer area around the footprint if potential special-status plant habitat exists. Surveys will be conducted within 14 days of the start of active ground-disturbing activities.
- To the greatest extent possible, avoid occupied special-status plant populations completely.
- If full avoidance is not possible, restrict work to the period when special-status plants have flowered or set seed.
- Establish a buffer of at least 100 feet around special-status plant populations. Within the buffer area, select the least harmful road and trail management activities.
- Mark special-status plant populations with flagging or temporary fencing.
- Prevent unnecessary vehicular and human intrusion into special-status plant species habitat from adjacent construction, maintenance, and decommissioning activities. Where necessary, reroute or sign and fence trails to avoid the special-status plant population.

Conceptual Restoration Plan

The draft IS/MND had incorrectly referred to the one 8-inch diameter measured at breast-height (DBH) madrone (*Arbutus menziesii*) individual as a sapling instead of a small tree. The IS/MND will be revised to correct this terminology. This terminology correction would not change the assessment of potentially significant environmental impacts, Mitigation Measure BIO-6: Tree Protection and Replacement, the replacement ratio of six to one for this individual as originally stated in Table BIO-2,⁴⁴ or require recirculation of the draft IS/MND. The change to the IS/MND occurring on pages 5, 15, 72, 81, 84, 87, and 92 will be as follows:

Vegetation removal would include one 8-inch diameter at breast height (DBH) madrone ~~tree sapling~~ and some small brush.

The proposed project implements the recommendations in the Pacific Biology Report, which includes mitigation measures to address both construction-related and long-term impacts to biological resources. The implementation of the proposed project would involve removal of understory vegetation and minimal tree removal. At the Bridge 1 site, vegetation removal would include one 8-inch DBH madrone (*Arbutus menziesii*) tree and some small brush confined to approximately 0.02 acre of valley oak woodland habitat. Additionally, minimal pruning may be necessary at the Bridge 2 site to avoid damage when the bridge sections are installed. While tree pruning and removal required to implement the proposed project would be minimal and would not result in a potentially significant environmental impact, the Initial Study includes Mitigation Measure BIO-6: Tree Protection and Replacement to address pruning, tree root protection zones, and tree replacement ratios. The Initial Study also includes Table Bio-2: Tree Replacement Ratios and would be used to implement appropriate tree replacement ratios which recommends that native trees 6 inches in DBH and above be replaced at a six to one ratio.

The draft IS/MND included Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan⁴⁵ which, amongst other actions, requires MCOSD restore all areas temporarily disturbed by project implementation

⁴² Draft IS/MND, page 82

⁴³ Draft IS/MND, Appendix page 19

⁴⁴ Draft IS/MND, page 87

⁴⁵ IS/MND page 86

to pre-construction conditions or better. After reviewing comments on the IS/MND and in response to comments from the public meeting requesting the restoration plan be provided in advance of project approval, the MCOSD prepared a Conceptual Revegetation Plan to identify restoration and planting areas. The Conceptual Revegetation Plan was shared with the MCOSD's Environmental Roundtable on August 04, 2021 and was presented to neighbors of the proposed project area on August 26, 2021. Overall, the Conceptual Revegetation Plan was well-received. Requests from the meeting with the neighbors included a revision to Map 2 – Elliott Nature Preserve within Cascade Canyon Open Space Preserve to more clearly delineate the trail system and a revision to Map 29 – Region 2 VBMP Classification to more clearly delineate the vegetation classification zones within Elliott Nature Preserve. These revised graphics are incorporated in the revised IS/MND. There were suggestions to address Douglas fir tree population outside of the project area, to prepare a comprehensive habitat management plan for the entire Elliott's Nature Preserve and Cascade Canyon Open Space Preserve, and to include the decommission of the Cut Trail as part of the restoration. The MCOSD responded that these areas are outside of the project scope and therefore are not included in the Conceptual Restoration Plan. The Conceptual Restoration Plan has now been incorporated into the draft IS/MND and would be submitted to regulatory agencies as part of the regulatory permitting process. The following language has been added to Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan:

Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan

Prior to the commencement of construction, all required permits, agreements, and certifications shall be obtained from the ACOE, RWQCB, and CDFW. The MCOSD shall comply with all conditions of those permits. At a minimum, all creek and riparian habitats shall be restored to ensure a “no net loss” of wildlife value and acreage of creek and riparian habitat. If required by regulatory permit conditions, a Creek and Riparian Habitat Restoration Plan shall be prepared and submitted to ACOE, RWQCB, and CDFW for approval, which could include the following components: [A Conceptual Restoration Plan is included as Figure 30.](#)

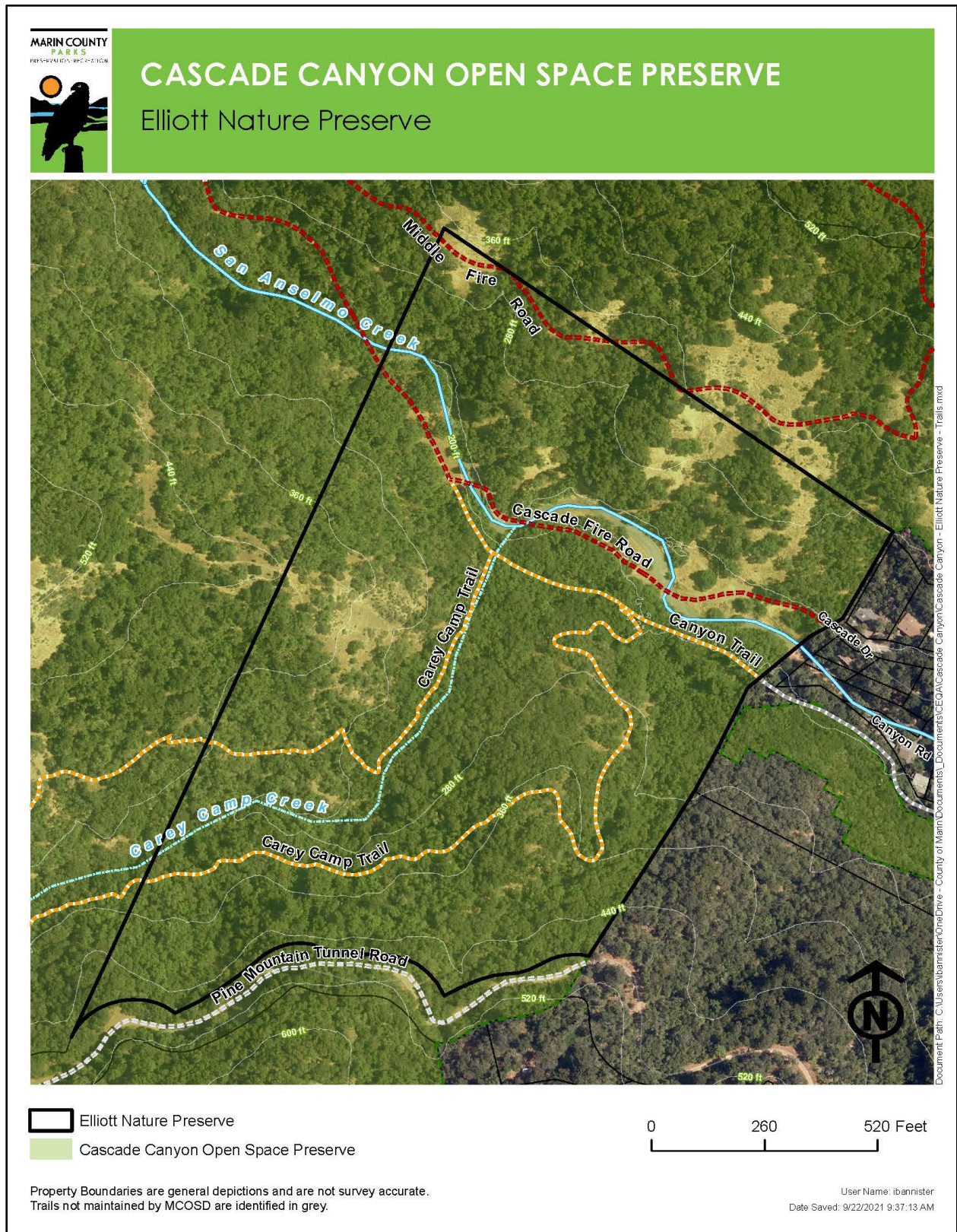
- The preconstruction habitat conditions within jurisdictional areas to be impacted shall be documented by a qualified biologist.
- All temporarily disturbed areas shall be restored to pre-construction conditions or better.
- For any disturbed wetland/riparian vegetation, the plan would specify, at a minimum, the following:
 - a) Location of the mitigation site(s).
 - b) Procedures for procuring plants, such as transplanting or collecting cuttings from plants to be impacted, including storage locations and methods to preserve the plants.
 - c) Quantity and species of plants to be planted or transplanted.
 - d) Planting procedures, including the use of soil preparation and irrigation.
 - e) Schedule and action plan to maintain and monitor the mitigation site for a minimum 3-year period, including monitoring the health of trees near the Bridge 1 footing excavation area.
 - f) Reporting procedures, including the contents of annual progress reports.
 - g) List of criteria such as growth, plant cover, and survivorship, by which to measure success of the plantings.
 - h) Contingency measures to implement if the plantings are not successful such as weed removal, and/or supplemental plantings.
- For any disturbed unvegetated streambed habitat, the plan shall detail how temporarily disturbed habitats will be restored through minor grading, replacing or reconfiguring creek substrate, and/or other methods.

The Conceptual Revegetation Plan shows the staging areas with a blue hatch marking. The staging areas would be temporarily impacted by construction activities. In these areas, native grass seed would be broadcasted after project implementation is complete, timed to coincide with the first major rain event of the season. The eastern staging area is mostly contained with the meadow restoration area and would benefit

from additional plantings. These meadow restoration areas are bounded by Cascade Canyon Fire Road, San Anselmo Creek, and the High Water Trail and total approximately 9,500 square feet of currently degraded grassland with a high percentage of weed cover. The meadow would be restored to native grassland which will involve decompaction of the soil, broadcast seeding of native grasses, and planting of container-grown native grasses and forbs, as well as ongoing weed control efforts. Potential native tree planting areas are shown with a green hatch marking and potential areas for additional native trees and shrubs are shown with an orange hatch marking, along the High Water Trail and the connector trail from Cascade Canyon Fire Road to Canyon Trail which are proposed for decommissioning. Shrubs planted on the decommissioned trails would obscure the former trail and encourage visitors to use designated trails. The areas directly adjacent to the west side of Bridge 1 are identified as potential replacement tree planting areas to allow the replacement trees to be planted in the vicinity of the 8-inch DBH madrone that would be removed. Most container plants used for revegetation would be grown at the Marin County Parks nursery from locally collected seed. Approximately 2,500 container plants would be used for initial implementation. Plants would be planted in the winter to early spring following implementation of the proposed project, after the first significant rain event. Plantings would be watered as needed once rains end in spring and will be monitored for drought stress post-planting. Figure 30: Conceptual Restoration Plan has been added to the revised IS/MND.

This updated language in Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan and new Figure provide additional information to augment that included in the draft IS/MND and does not change the assessment of potentially significant environmental impacts, does not require additional mitigation measures, or require recirculation of the draft IS/MND.

Revised Figure 2: Elliott Nature Preserve within the Cascade Canyon Open Space Preserve



Revised Figure 29: VBMP Classifications within Project Area

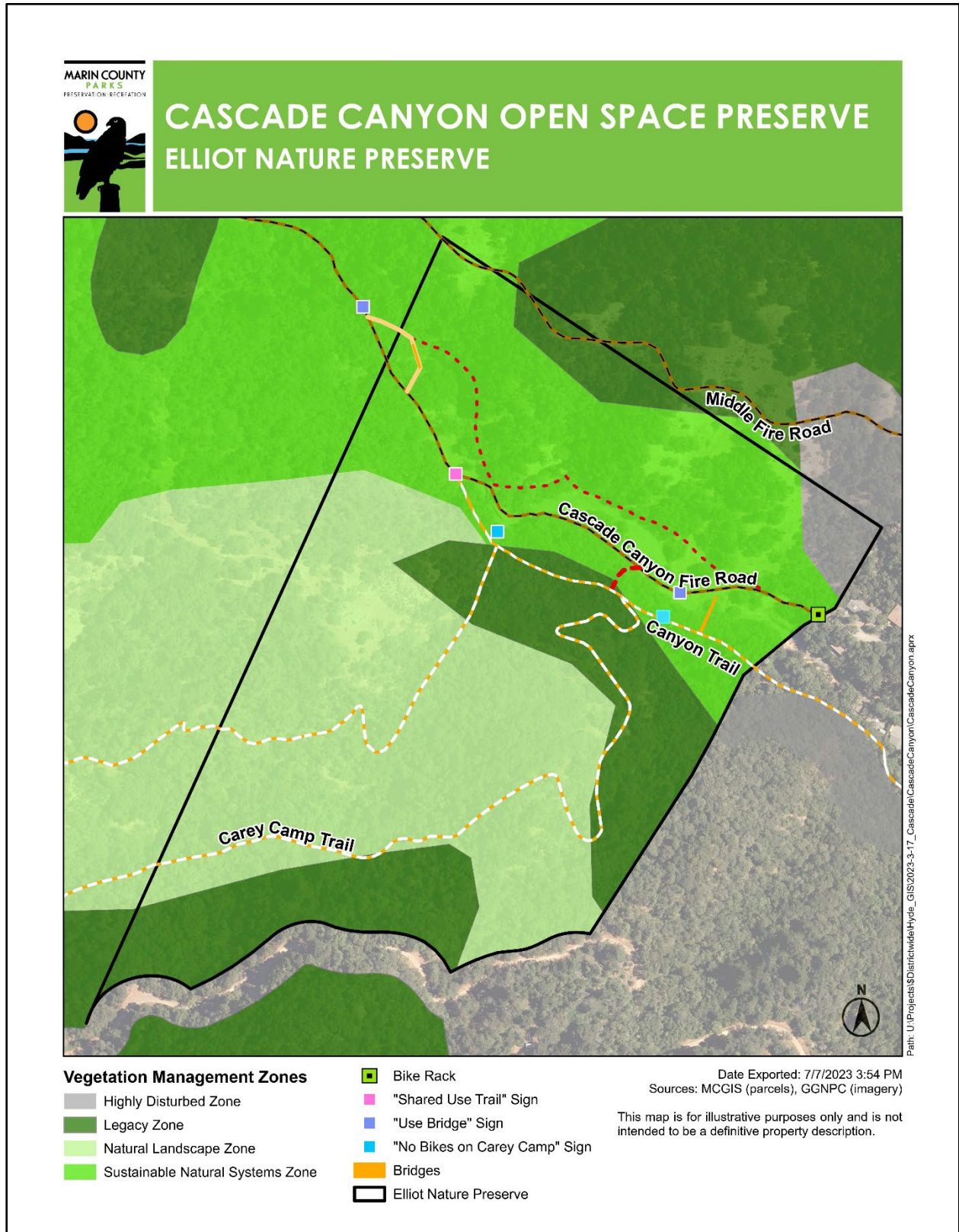
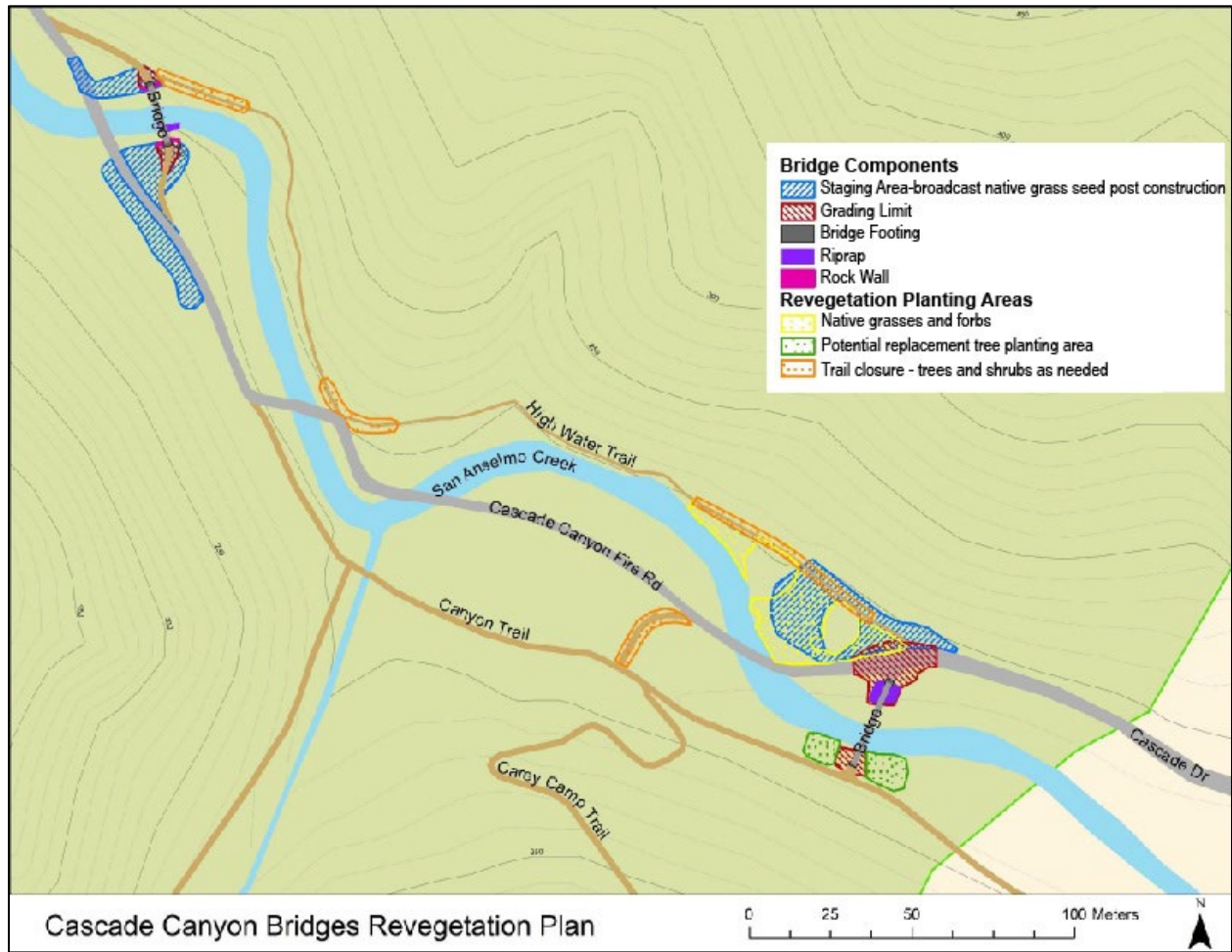


Figure 30: Conceptual Restoration Plan



Northern Spotted Owls and Dusky-Footed Woodrats

The draft IS/MND presented information and based conclusions on information included in the Point Blue Biology Resources Assessment Report (2019)⁴⁶ regarding existing northern spotted owl (*Strix occidentalis caurina*) habitat and long-term monitoring data. The California Natural Database (CNDDDB) and Point Blue Conservation Science report several non-nesting occurrences from within 0.25 mile of the study area, and the closest documented nesting occurrence being approximately 0.5 mile from the study area. Potential northern spotted owl nesting habitat is still present within the project area, although the most recent surveys conducted by Point Blue have concluded that northern spotted owl nesting still is not taking place within the project area and the closest occurrence is the non-nesting pair outside the project area. Implementation of the proposed project would include ground-disturbing activities and construction-related noise which could result in impacts on nesting birds if present in and near the work area. Therefore, the MCOSD would implement applicable RTMP Policies and BMPs, which were designed to minimize or avoid potential environmental impacts to special-status species. The draft IS/MND identified Best Management Practices Special-Status Wildlife-2: Preconstruction Surveys, Special-Status-3: Seasonal Restrictions During Bird Nesting Season, and Special-Status Wildlife-4: Avoidance and Protection of Northern Spotted Owl as necessary to reduce potential impacts on northern spotted owl to less than significant levels. Mitigation Measure BIO-3: Special-status and Nesting Birds clarifies how RTMP BMP Special-Status Wildlife-3 would be implemented and supersedes the buffers included in the BMPs.

The draft IS/MND included Mitigation Measure BIO-3: Special-status and Nesting Birds,⁴⁷ which identifies the nesting season and buffer areas for NSO nests in Table BIO-1. The restricted work period identified in the IS/MND Table BIO-1 is February through July, during which time no ground-disturbing activities would occur without a pre-construction survey seven days prior to the beginning of work. If an active nest is identified, no work shall occur within 1,320 feet or 0.25 miles.

As presented in the draft IS/MND, the common dusky-footed woodrat (*Neotoma fuscipes*) plays an important role in the ecosystem as a primary prey species for the Northern spotted owl.⁴⁸ The draft IS/MND explains that suitable habitat is present within Cascade Canyon Open Space Preserve. It is possible that vegetation removal associated with implementation of the proposed project could result in the loss of or disturbance to dusky-footed woodrat or its nest and would be a potentially significant impact due to the indirect effect on Northern spotted owls. The draft IS/MND identifies Mitigation Measure BIO-4⁴⁹ on page 85 to reduce the impact to a less-than-significant level.

The Pacific Biology Report did not include a survey for dusky-footed woodrat nests and none were noted during their surveys.⁵⁰ Since the time of the Pacific Biology Report, MCOSD staff biologists conducted woodrat nest surveys and habitat assessment of the project area in 2021 and 2023. The results of these surveys concluded that eight woodrat nests were present in 2021 and nine were present in 2023 within the project area. Following these surveys, MCOSD prepared a Dusky-Footed Woodrat Nesting and Habitat Assessment for the Proposed Cascade Bridges and Trail Improvement Project⁵¹ (Woodrat Nest Assessment) to address the site conditions, presence of woodrat nests, and guidance on mitigation of potential project impacts.

California Department of Fish and Wildlife does not have specific protocols for relocation procedures for common dusky-footed woodrats, however, there are projects in San Mateo County and others implemented by California State Parks and the National Park Service that have included relocation procedures for San Francisco dusky-footed woodrat nests (*Neotoma fuscipes annectens*), of a related subspecies, which is a California Species of Special Concern that is protected by the California Department of Fish and Wildlife. The measures appear to be a successful means of protecting the subspecies. Although the dusky-footed

⁴⁶ Cormier, L. Renee. 2019. Northern Spotted Owl Monitoring on Marin County Parks and Marin Municipal Water District Lands, 2019 Report. Point Blue. Petaluma, CA.

⁴⁷ IS/MND, page 83

⁴⁸ IS/MND, page 84

⁴⁹ IS/MND, page 85

⁵⁰ Pacific Biology. op cit

⁵¹ Dusky-Footed Woodrat Nesting and Habitat Assessment for the Proposed Cascade Bridges and Trail Improvement Project. MCOSD. May 3, 2023.

woodrat species present in the Cascade Canyon Open Space Preserve is not a listed species or California Species of Special Concern, the measures commonly used to avoid related subspecies could be used during implementation of the proposed project if a dusky-footed woodrat house cannot be avoided during bridge installation and trail realignment.

To protect dusky-footed woodrat nests during construction, guidance from the MCOSD's Woodrat Nest Assessment and existing measures used by California State Parks and the National Park Service for the related subspecies have been used to augment Mitigation Measure BIO-4: Identify and Protect Dusky-Footed Woodrat Nests. Mitigation Measure BIO-4 has been augmented to align with these new findings and would be implemented to reduce impacts on dusky-footed woodrats to a less-than-significant level. The clarifying language in Mitigation Measure BIO-4 is shown in ~~strikeout~~ and underline text:

Dusky Footed Woodrat

Although not a listed species, local concern has been raised for the common dusky-footed woodrat because it is a primary prey species for the Northern spotted owl. Suitable woodland habitat for dusky-footed woodrat is present within Cascade Canyon Open Space Preserve although no woodrat nests were observed during surveys conducted for the Pacific Biology Report. Surveys conducted by the MCOSD Wildlife Biologist in 2021 and 2023 located woodrat nests within the project area. ~~However, it~~ is possible that vegetation removal associated with implementation of the proposed project could result in the loss of a woodrat nest. The loss of or disturbance to dusky-footed woodrat or its nest would be a potentially significant impact because the loss of woodrats could indirectly affect Northern spotted owls. Implementation of Mitigation Measure BIO-4 would reduce this impact to a less-than-significant level. The CDFW does not have protocols regarding potential impacts to woodrat nests. The MCOSD would implement the following measures to reduce potentially significant impacts on dusky-footed woodrat:

Mitigation Measure BIO-4: Preconstruction Woodrat Survey and Nest Relocation

Include dusky-footed woodrats to the biological education materials provided for construction personnel.

A Biological Monitor would be present during ground disturbance for the bridge installations due to the sensitive natural resources within the preserve.

Within ~~30~~ 7 days prior to vegetation removal, a qualified biologist would inspect the potential area of disturbance and adjacent areas for woodrat houses. The pre-construction survey would assess nest activity and inhabitation based on guidance from California State Parks and the National Park Service, such as a cleared entrance or recently placed vegetation on the nest. If none are found, then no additional measures are necessary.

If a woodrat house is identified within a work area, an exclusion zone would be erected around the existing woodrat houses using flagging or a temporary fence that does not inhibit the natural movements of wildlife, such as steel T-posts and a single strand of yellow rope or similar materials. The exclusion zone would be a 25-foot buffer area surrounding the woodrat house. The work area would be relocated as necessary to avoid removing woodrat houses, ~~even if avoidance is by only a few feet.~~ The orientation of the work area would allow for escape routes to nearby suitable habitat, meaning that the work area would not completely surround the protected woodrat house. ~~If woodrat houses cannot be avoided, CDFW would be contacted for approval to relocate individuals and dismantle the nest.~~

If project features and work areas do not provide sufficient room for a 25-foot exclusion zone around a woodrat house, the MCOSD would erect the exclusion zone to achieve the greatest area of exclusion zone feasible.

If a project feature would directly impact a woodrat nest, the MCOSD would take the following actions:

- Evaluate the feasibility of relocating the project feature and/or work area to avoid the woodrat house by at least 10 feet, and then relocate the project feature and/or work area if feasible.

- Contact CDFW for guidance If the project feature and/or work area cannot be relocated to avoid the woodrat house by at least 10 feet and implement CDFW guidance which may include:
 - Flushing and dismantling the woodrat house and then piling the materials in a nearby location outside of the work area for woodrats to use in reconstructing a house.
 - Dismantling a clearly unoccupied house in an area integral for construction during the routine construction period. Woodrat nest occupancy can be determined by whether the structure is maintained. Signs of an active woodrat nest include fresh vegetation, scat, tracks, cleared excavated cavities, signs of teething, and sharp spiked branches. Signs of inactive nests are the absence of maintenance – including cobwebs across entrances, nest deterioration, and the absence of fresh cuttings and scat.
 - If the house appears to be occupied, it would not be dismantled until the non-breeding season of October-November, if feasible. If young are encountered during nest dismantling, the dismantling activity would cease and the material replaced back on the house. The house would be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own, as determined by a qualified biologist. Once the young can fend for themselves, the house dismantling would continue.
 - Note: Due to the possibility of exposure to hanta virus (*Orthohantavirus*) known to be carried by woodrats, any dismantling or observations of the woodrat houses would be conducted only in a manner that fully protects the health of crews, equipment operators, or surveyors.^[2]

The updated language in Mitigation Measure BIO-4: Preconstruction Woodrat Survey and Nest Relocation provides clarification and language regarding the discovery of woodrat nests in the project area during project implementation and provides more robust protections to reduce any potential project impacts so that the proposed project continues to have an impact that is Less Than Significant with Mitigation and therefore, no recirculation of the draft IS/MND is required.

The MCOSD received concern from commenters regarding the potential destruction of a woodrat nest during the 2017 geotechnical investigation. The MCOSD takes natural resource protection very seriously and requires staff biologists to be onsite during any projects with ground disturbing activities that could affect woodrat nests. In response, the MCOSD staff wildlife biologist who was on-site to ensure no wildlife were impacted by the work was contacted on March 24th, 2023. The wildlife biologist recalled that one of the original locations for a test pit had a woodrat nest and the equipment operator was instructed to move the test pit to keep the nest intact.⁵² The staff wildlife biologist conducted protocols to fully avoid and protect the woodrat nest in accordance with RTMP BMP General 7: Include Standard Procedures in Construction Contracts, which is listed in the Biological Resources section of the IS/MND under Applicable RTMP Policies and BMPs. This BMP is also included in the MCOSD's Vegetation and Biodiversity Management Plan (VBMP) as BMP-GENERAL-7.

RTMP BMP General-7: Include Standard Procedures in Construction Contracts

- **Protect environmentally sensitive areas.** The MCOSD natural resource staff will identify any Environmentally Sensitive Areas in or near the road and trail project area prior to the start of work. Environmentally Sensitive Areas may include: special-status plant or wildlife species or their habitats (e.g., woodrat nests, habitat for special-status plant and wildlife species, individuals or populations of listed special-status plant or wildlife species or locally rare species); wetlands including creeks streams and related riparian area; and sensitive vegetation types as described in this report. The MCOSD staff and contractors will fully avoid and protect such areas during habitat restoration work or will help obtain and comply with necessary permits and regulatory requirements.

^[2] California State Parks and National Park Service. 2015. *Redwood Creek Trail Realignment and Dias Ridge Trail Extension Project*, March 2023

⁵² Michl, Lisa. Personal Communication. March 24, 2023

VBMP BMP General-7

- **Protect environmentally sensitive areas.** The MCOSD natural resource staff shall identify any Environmentally Sensitive Areas in or near construction work areas prior to the start of work. Environmentally Sensitive Areas may include special-status plant or wildlife species or their habitats (e.g., woodrat nests, habitat for special-status plant and wildlife species, individuals or populations of listed special-status plant or wildlife species or locally rare species); wetlands including creeks streams and related riparian area; and sensitive vegetation types as described in this report. The MCOSD staff and contractors will fully avoid and protect such areas during habitat restoration work or will help obtain and comply with necessary permits and regulatory requirements.

MASTER RESPONSE 7: HYDROLOGY AND WATER QUALITY

Master Comment Summary: While reduction of sediment into the creek is important, the IS/MND does not consider additional non-point source sedimentation from fords 2 and 3, sections of the Happersberger Trail, and non-sanctioned trails leading into Cary Camp Loop.

Has the MCOSD considered adding split rail fencing to discourage use of these features?

The High Water Trail is not major contributor to fine sediment run off in comparison to Cascade Fire Road. What data supports the claim that decommissioning the trail would reduce sediment into the creek?

The creek bed is bare rock, there is no sediment to stir up at the crossings.

Response: Sedimentation from all possible sources to San Anselmo Creek within Cascade Canyon Open Space Preserve, including Happersberger Trail, Carey Loop, and the rock fords within San Anselmo Creek, have not been specifically studied, quantified, or compared. Visitor access through San Anselmo Creek to access the existing trail system is a known source of sedimentation and the implementation of the proposed project would alleviate sedimentation from this source.

The hydrology and geology of the project area within Cascade Canyon Open Space Preserve was characterized in detail in the draft IS/MND and the Engineering Report⁵³ prepared to evaluate the geologic, geotechnical, and hydrologic conditions at the proposed project site. The project area is within the Corte Madera Creek Watershed, which includes the upper reaches of San Anselmo, Carey Camp, and Cascade creeks. San Anselmo Creek occupies a broad alluvial filled valley bottom, draining a 2.4 square mile forested watershed and is incised approximately 9 feet into the valley bottom through old alluvial sediments. The nature of the site hydrology and unstable nature of the watershed can lead to channel erosion and incision, as well as the development of flood events that can carry significant quantities of sediment, treefall, and related debris through the creek corridor. The Engineering Report also identifies steep gradient "V" shaped tributaries along the side slopes of the creek. Debris fans have formed at the mouths of these drainages from natural high sediment loads and infrequent debris flow landslides that extend down the tributary channel. Test pits conducted during the geological survey were excavated along the outer edge of a low gradient alluvial/debris fan that extends out from the mouth of a nearby side drainage. The Engineering Report states that it is quite possible that the sediment exposed here is at least partially derived from side slope drainages rather than from the coarser alluvial sediments that characterize most of San Anselmo Creek.

The purpose of the proposed project is to reduce environmental impacts on sensitive resources by reducing sedimentation and erosion, and provide a safe, sustainable trail system that meets design standards. By removing the need for visitors to ford the creek and restoring the eroding trail, the proposed project will result in a reduction of sediment discharge into the watershed. Excess amounts of fine sediment (silt and clay) can adversely affect water quality by diffusing light, retaining heat, and increasing water temperature. In addition, negative impacts to the fish habitat result when excessive amounts of sediment clog the spaces between gravel, cobble, and boulders. The reduction of these fine sediments into the creek will improve the overall health of the watershed as well as the spawning habitat for federally listed Steelhead trout.

Portions of the High Water Trail are actively eroding and the MCOSD has determined it to be unsafe and substandard in design per MCOSD trail evaluation as part of the Region 2 trail designation process. Active erosion into San Anselmo Creek from the High Water Trail was determined by the Engineering Report as the High Water Trail is a part of the wider watershed that drains into the creek. Test pits during the geological investigations revealed a high level of alluvial sediment within the creek characteristic of erosion within the watershed. This active trail erosion, redundancy of the trail, and determination to not designate the High Water Trail during the Region 2 road and trail planning process all contributed to the decision to decommission the trail.

⁵³ Best, Timothy C. CEG. Engineering Geology and Hydrology. "Engineering Geologic and Geotechnical Review Cascade Canyon Trail Bridge Project." June 2018.

MASTER RESPONSE 8: RECREATION - VISITATION

Master Comment Summary: The IS/MND does not adequately address the potential impacts of increased visitation that would result from implementation of the proposed project, which would increase existing traffic and parking within the neighborhoods and result in impacts to emergency service vehicle access, emergency evacuations, plants, and wildlife.

Relying on the RTMP Program EIR conclusion that increases in use after project implementation would be due to regional population growth and not to the attraction of the improvements is not necessarily true. The proposed project may attract new visitors. One objective of the proposed project is to make trails more accessible to others, which conflicts with the conclusion that visitation is not expected to increase substantially.

The proposed bridges would provide safe year-round access not previously available, which could result in increased visitation during the wet season.

The proposed project would make it easier for visitors to reach the interior of the Preserve which could result in a corresponding disturbance to wildlife. Under existing conditions, cyclists enter Cascade Canyon Open Space Preserve from other open space trails, including Tamarancho. The proposed project would enable cyclists to ride the Carey Loop and Happersberger trails, where cycling is not permitted. The proposed project would provide year-round trail use from these locations which would result in an increase in use.

The proposed project would enable large cycling events such as the annual Turkey Trot. The MCOSD has been closing the preserve for the past several years on Thanksgiving Day. Allowing the Turkey Trot and other unsanctioned cycling events would be a change in use, would result in an adverse physical effect on the environment, and is not allowed in the Elliott Nature Preserve Grant Deed. This was not adequately addressed in the IS/MND.

Social media, publications catering to bicyclists, waterfall sight-seeing, and hiking, and the Marin County Parks website have resulted in increased visitation.

The MCOSD should develop a baseline of existing visitor use and monitor visitor use post-project. The IS/MND should describe how issues would be managed.

The MCOSD should determine the carrying capacity of the Elliott Nature Preserve and Cascade Canyon Open Space Preserve to determine the maximum number of visitors relative to protecting plants and wildlife.

Response: The IS/MND addresses the potentially significant impacts that could result from project implementation regarding increased visitation in the Aesthetics, Biological Resources, Greenhouse Gas Emissions, Recreation, Transportation, and Wildfire sections of the CEQA Checklist.⁵⁴ The IS/MND concluded that visitor use of the project area for public recreation could attract a nominal increase in visitor use due to the improved trail conditions and during times when the water level is high in San Anselmo Creek because visitors would more easily be able to cross the creek by utilizing the proposed trail bridges. Under existing conditions, there is no dedicated parking for Cascade Canyon Open Space Preserve. Visitors arriving by vehicle can access limited parking availability on Cascade Drive and Canyon Road, which are public roads within the Town of Fairfax. Parking availability is a limiting factor on visitation, which would continue because the proposed project does not include the provision of additional parking. Visitors accessing Cascade Canyon Open Space Preserve by vehicle would continue to utilize on-street parking on public roads, walk, or bike to the site.

After project implementation, use of the trails for public recreation would continue similar to existing conditions. The level and types of recreational use of the project area would remain essentially the same as existing use patterns because the proposed project would not increase trail miles, parking capacity, new user groups, or amenities that would normally result in an increase in visitation.

The proposed project would improve trail conditions and access for certain user groups including those who rely on wheelchairs and those utilizing strollers. These user groups would not be considered new user groups because visitors with limited mobility and who use strollers can enjoy Cascade Canyon Open Space

⁵⁴ IS/MND pages 68, 81, 89-90, 113, 139, 142, 152

Preserve under existing conditions. Improved conditions that would result from implementation of the proposed project are not expected to substantially increase visitation by these user groups. The proposed project would improve the existing trail system within the project area to provide more equitable access for visitors with limited mobility and those who use strollers.

The IS/MND concluded that since there would not be a substantial increase in visitation from implementation of the proposed project, significant impacts to plants, wildlife, habitats, traffic and parking within the neighborhoods, emergency service vehicle access, or emergency evacuations would not occur. Implementation of the proposed project would improve conditions for fish and wildlife species including Foothill yellow-legged frog (*Rana Boylii*), which is a species of concern and one of the only two known populations in Marin County exist at Cascade Canyon Open Space Preserve, because the proposed bridges would remove visitor access through San Anselmo Creek which would prevent trampling and improve water quality in the creek. Emergency vehicles would continue to access fire roads within the project area utilizing the existing rock fords within San Anselmo Creek via removable sections of the split-rail fence.

The Traffic Study⁵⁵ completed to address traffic and parking related comments on the IS/MND confirmed the conclusions in the IS/MND associated with the potential of the proposed project to result in a substantial increase in visitation.

A large cycling event such as the Turkey Trot would require a Special Events Permit from the MCOSD. Implementation of the proposed project would not sanction, enable, promote, or encourage large cycling events such as the annual Turkey Trot.

Visitor Use Surveys

The MCOSD installed a motion-activated camera on the Cascade Fire Road in between the existing Cut Trail and the location of the proposed location for Bridge 2 for a four-week period between August 26 and September 22, 2019 and a three-week period between April 5 – 25, 2021 to determine the level of visitor use in four categories including pedestrian, dog walker with dogs on-leash, dog walker with dogs off-leash, and cyclist. Table MR 8-1 shows the weekly average visitor use categories surveyed and results from the respective time periods and the percent increase between 2019 and 2021:

Table MR 8-1: Weekly Average Visitor Use Surveys 2019 and 2021

Category	2019	2021	Percent Change
Pedestrian	44	81	+ 84 percent
Dog walker with dogs on leash	5	9	+ 80 percent
Dog walker with dogs off leash	4	5	+ 25 percent
Cyclist	4	12	+ 200 percent
Total	57	107	+ 88 percent

The increased visitation across all categories between the pre-Covid 2019 survey and the Covid-era 2021 survey is consistent with the nationwide surge in outdoor recreation due to the indoor social limitations during the COVID pandemic. The MCOSD observed similar increases in trail use on MCOSD trails measured at ten collection points throughout its Open Space District Preserve system, with an average of 117 percent increase. While the percent increase is large, particularly in the pedestrian, dog walker with dogs on leash, and cyclist categories the actual numbers demonstrate relatively low use, particularly in the dog walker with dogs on leash and cyclist categories. The largest use category in both 2019 and 2021 was pedestrian.

The highest percent increase between the two survey periods was in the bicycle category at 200 percent, followed by pedestrians at an 84 percent increase, dog walkers with dogs on leash at an 80 percent

⁵⁵ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

increase, and dog walkers with off-leash dogs at a 25 percent increase. During both survey periods, the largest user category was pedestrians.

In both survey periods, the pedestrian and dog walker with dogs on leash categories had highest use on the weekend days compared to weekdays. In the 2019 survey period, the dog walker with dogs off leash category had higher use on the weekends and the bicycle category had the same use on both weekdays and weekends. In the 2021 survey period, the dog walker with dogs off leash category had higher use on the weekdays and the bicycle category had highest use on the weekends.

The MCOSD conducted a motion-activated camera survey for a six-week period between February 21 and April 3, 2023. Table MR 8-2 shows the results in the same visitor use categories and the percent increase between 2021 and 2023.

Table MR 8-2: Weekly Average Visitor Use Surveys 2021 and 2023

Category	2021	2023	Percent Change
Pedestrian	81	79	-2 percent
Dog walker with dogs on leash	9	7	-22 percent
Dog walker with dogs off leash	5	3	-40 percent
Cyclist	12	0.6	-95 percent
Total	107	89.6	-16 percent

Table MR 8-3 shows the results in the same visitor use categories and the percent increase between 2019 and 2023.

Table MR 8-3: Weekly Average Visitor Use Surveys 2019 and 2023

Category	2019	2023	Percent Change
Pedestrian	44	79	+80 percent
Dog walker with dogs on leash	5	7	+40 percent
Dog walker with dogs off leash	4	3	-25 percent
Cyclist	4	0.6	-85 percent
Total	57	89.6	+57 percent

The 2023 survey occurred during several severe weather events which included several atmospheric river events. These weather conditions could have affected the total number of visitors to Cascade Canyon Open Space Preserve across all visitor use categories during the survey period. Even when considering the possible effect of weather conditions during the 2023 survey period, the results show that visitation at Cascade Canyon Open Space Preserve is similar to the post-pandemic survey period in 2021 which may indicate that visitation has achieved equilibrium after the pandemic-era surge.

The 2023 survey showed the highest average visitation days on the weekends. The average peak visitation times were in the afternoon between noon and 3:00pm. Consistent with the 2019 and 2021 surveys, the highest visitor use category during the 2023 survey was pedestrian.

The MCOSD would continue to track these trends in the post project implementation surveys consistent with the following condition included in the Memorandum of Understanding between the MCOSD and the Town of Fairfax regarding the proposed project⁵⁶:

⁵⁶ Memorandum of Understanding Between the Town of Fairfax and the Marin County Open Space District Consenting to the Construction of Two Bridges in the Elliott Nature Preserve Within Cascade Canyon Open Space Preserve. May 23, 2017.

An agreement to monitor trail visitation following implementation and to employ an adaptive management strategy to any issues that may emerge.

The post project implementation camera monitoring is discussed in more detail in Master Response 4: Project Development – Elliott Nature Preserve and Town of Fairfax MOU.

Traffic Study

The MCOSD completed a Traffic Study⁵⁷ to address traffic and parking related comments on the IS/MND. It included a literature review of the relationship between the proposed project, available parking on the public roads that access Cascade Canyon Open Space Preserve and the potential for the proposed project to increase park visitation. A field review of the project study area was performed to assess traffic and turn-around counts, parking availability, and roadway geometrics on Canyon Road and Cascade Drive. Vehicle trip generation, a tool used for forecasting travel demands by predicting the number of trips originating in or destined for a particular area, was characterized utilizing surveys previously conducted by W-Trans for facilities in Sonoma County with similar usage types as the proposed project.

The Traffic Study explained that normally an increase in visitation would occur if a proposed project included new or enhanced water bodies; new park amenities such as new recreational facilities, increased length of trails, park renovations including the repair or refresh of aging parks; implementation of supervised activities and programming; population density of nearby neighborhoods; and parking availability. The proposed project does not include these features. The proposed project is unlikely to generate an increase in vehicle trips because it would not increase trail miles, parking capacity, new user groups, or amenities that would normally result in an increase in visitation. The proposed bridges, trail connectors, and trail improvements would facilitate existing recreational use and encourage protection of San Anselmo Creek, which hikers and cyclists currently cross by foot or by bike. Regarding the concerns that visitation by cyclists would increase during the winter months because the proposed bridges would allow cyclists to safely cross San Anselmo Creek, this result is unlikely because cyclists can cross San Anselmo Creek to reach the waterfalls under existing conditions and can walk their bikes on the existing trails when trail conditions are inconducive to riding. For these reasons, there does not appear to be a reason to anticipate that the change in the type of creek crossing would more than nominally increase the number of visitors who would be attracted to this trail system. The modest changes in the existing trail system at Cascade Canyon Open Space Preserve associated with the proposed bridges would not constitute an attraction that does not already exist.

The Traffic Study concluded that there is no evidence to support a conclusion that the proposed project would increase visitation or parking demand or that the proposed project would be likely to generate an increase in vehicle trips. It was further concluded that there is no basis for anticipating that visitation of Cascade Canyon Open Space Preserve would increase beyond current levels, as parking capacity, site accessibility, length of trails, amenities, programs, and facilities would either not change or would be reduced. Due to the proximity of the Cascade Canyon Preserve to other Marin County open space preserves, the proposed project is also not anticipated to increase visitation because the proposed project would not be the type to attract residents far from the project area.

Master Response 9: Transportation – Traffic and Parking provides a summary of the comments and responses regarding these topics and more discussion regarding the Traffic Study.

Carrying Capacity

Carrying capacity, also referred to as user capacity, is generally defined as the amount and type of use that can be accommodated without unacceptable impacts to resources. In the context of the MCOSD's RTMP projects, the process includes determining the types and levels of fire road and trail use that can be accommodated by various user groups while sustaining the desired resource and social conditions that fulfill the MCOSD's mission and RTMP policies. The primary question being how much change to resources is acceptable.⁵⁸

The MCOSD's process for making decisions related to carrying capacity includes:

⁵⁷ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

⁵⁸ RTMP EIR Community Workshop: Carrying Capacity, Visitor Experience, and Resource Protection, March 26, 2011.

- Evaluate mission and goals
- Assess existing conditions
- Identify desired conditions
- Evaluate to determine if conditions are exceeded
- If conditions are exceeded, implement management action which may include monitoring, research regarding standards, enforcement, and/or physical changes to encourage desired conditions
- Monitor management action to determine if conditions continue to be exceeded

The MCOSD's mission is two-fold:

“We are dedicated to educating, inspiring, and engaging the people of Marin in the shared commitment of preserving, protecting and enriching the natural beauty of Marin's parks and open spaces, and providing recreational opportunities for the enjoyment of all generations.”

The MCOSD's priority to protect resources is further defined in the RTMP Policies and BMPs. For example, the proposed project would comply with the requirements of the RTMP, including Policy SW.4: Overall Reduction in Road, Trail, and Visitor Impacts:⁵⁹

The designated system of roads and trails will have less overall impact to resources compared to the network of roads and trails existing as of November 2011. Impacts will be reduced by decommissioning non-system roads and trails, and by the improvement, conversion, or rerouting of system roads and trails. The MCOSD will maximize the reduction of road, trail, and visitor impacts in Sensitive Resource Areas, compared to Conservation Areas and Impacted Areas. Impacted Areas will exhibit the widest range of acceptable road, trail, and visitor impacts.

The proposed project would achieve this policy goal of achieving a net reduction of environmental impacts from the existing road and trail system by reducing erosion and sedimentation, reducing the environmental impacts at existing stream crossings, redesigning trails to avoid impacts to sensitive habitat and species, and decommissioning existing non-system trails.

⁵⁹ IS/MND page 156

MASTER RESPONSE 9: TRANSPORTATION – TRAFFIC AND PARKING

Master Comment Summary: The IS/MND does not address the potential impacts of increased traffic and parking demand within the neighborhoods that would result from implementation of the proposed project.

The IS/MND does not adequately assess potential impacts of the project on limited neighborhood traffic and parking and nuisance issues along Cascade Drive and Canyon Road, and their impacts on the neighborhood. The existing baseline for traffic and parking shows inadequate parking availability and the narrow, dead-end roads with no sidewalks are substandard and inadequate for vehicle access by existing visitors. The proposed project would create more accessible trails which could increase visitation, which would worsen the existing traffic and parking issues on Canyon Drive and Canyon Road.

The former Vice Mayor of the Town of Fairfax stated in a 2014 letter that the impact of existing and increased recreational parking on residents on Cascade Drive and Canyon Road be addressed.

Visitors speed on Cascade Drive and Canyon Road looking for parking which creates an unsafe to walk on the roads. Visitors use private driveways to turnaround, park on private property sometimes on lawns, blocking driveways, damaging private property, and blocking fire hydrants. The proposed project would result in increased visitation which would exacerbate the current problems including increased traffic, congestion, and parking demand on Cascade Drive and Canyon Road.

Parked cars partially block the roads meaning that emergency vehicles cannot access the area. Fire trucks need 15 feet to pass and extinguish a fire.

Cyclists speed down the Cascade Drive and Canyon Road, sometimes in packs of multiple riders crating a traffic hazard and disrupting the peace and quiet of the neighborhoods with bright headlamps and loud voices.

The IS/MND should address additional traffic and parking impacts that could result from increased visitation consistent with the ruling in *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal. App. 4th 1013, where the court held that the creation of additional need for parking spaces could be a significant impact under CEQA: “as a general rule, we believe CEQA considers a project's impact on parking of vehicles to be a physical impact that could constitute a significant effect on the environment.”⁶⁰ The court also clarified that traffic and parking issues could also result in adverse social effects on residents and that CEQA requires the social impact on humans be considered if a project could result in a direct or indirect in a physical condition in an area, that could lead to a related social effect. Since traffic and parking impacts to residents are already significant, the exacerbated traffic and parking impacts that would be caused by the proposed project and the related social impacts to the residents should be analyzed.

The IS/MND RTMP Policies and BMPs that are limited to the roads and trails within MCOSD lands, including Policies SW.17 and SW.18, and do not acknowledge the impact of MCOSD's projects on local roads that lead to MCOSD trailheads. By narrowing consideration of impacts to within MCOSD lands, the IS/MND's conclusions regarding emergency access as less than significant is inadequate given that Cascade Drive is a substandard road that currently has inadequate emergency access/egress and the project would increase visitors arriving by car, which would increase legal and illegal parking and interfere with emergency response and evacuation.

Marin County Parks website currently directs visitors to Cascade Drive and Canyon Road and acknowledges the existing parking limitation. The IS/MND should address parking displacement created by visitors to Cascade Canyon Open Space Preserve that impacts local residents' ability to park near their homes.

Request for a graphic showing where construction would displace on-street parking and a public meeting with neighbors and Town of Fairfax to present the traffic control plan include in Mitigation Measure Transportation-1.

⁶⁰ *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal. App. 4th 1013: 1050-1055

The Town of Fairfax has recently tried to limit the speed to 15 mph. It is only on the curvy part of Cascade. The Town of Fairfax does not respond to neighbor complaints about visitors blocking driveways or parking on private property due to being short staffed. The Town of Fairfax needs to address the neighborhood traffic and parking impacts.

Suggestion to create a space for a turn-around in the park property outside the main gate so that drivers have an alternative to private driveways.

Suggestion to open the entry gate to allow parking in the open space.

Concern that the MCOSD will develop a parking lot in the meadow area to accommodate increased visitation and pressure on limited roadside parking. Doing so would violate the terms in the Elliott Nature Preserve Memorandum of Understanding and would increase traffic along the substandard road and overflow parking along Cascade Drive.

Suggestion to increase Town of Fairfax police presence on Cascade Drive and Canyon Road.

Suggestion to decrease parking on Cascade Drive and Canyon Road to non-residents, especially on weekends.

Suggestion to mark existing parking spaces on Cascade Drive and Canyon Road

Suggestion to post signage at the corner of Canyon Road and Cascade Drive indicating the parking area at the end of Canyon Drive and to let drivers know that Cascade Drive is a dead end with very limited public parking.

Response: The IS/MND and the Cascade Canyon Open Space Preserve webpage acknowledge the limited parking leading to trailheads. The IS/MND includes the following statement: "There is no parking at Cascade Canyon Open Space Preserve except for a very limited amount of roadside parking, and the proposed project does not include the provision of parking facilities."⁶¹ The IS/MND also includes the following: "Cascade Drive, which is a narrow public road within a residential neighborhood. Cascade Drive climbs in elevation and has many steep turns. On-street parking is permitted."⁶² The webpage includes the following: "Parking here can be really difficult, especially on a busy weekend. Limited parking spaces are available along the road. Make sure you pay attention to the parking signs, as there are several "no parking" sections and areas where your car must be parked completely off the road. If parking on Cascade Drive is too difficult, there's a second trailhead close by at the end of Canyon Road, which is right off Cascade Drive. If you park here, follow the short Canyon Trail until it meets up with Cascade Fire Road."⁶³

The proposed project does not include parking within Cascade Canyon Open Space Preserve or on the public roads leading to the preserve. As stated in the IS/MND, parking would continue to be a limiting factor associated with Cascade Canyon Open Space Preserve. The proposed project does not include the type of improvements such as new or enhanced water bodies; new park amenities such as new recreational facilities, increased length of trails, park renovations including the repair or refresh of ageing parks; implementation of supervised activities and programming; population density of nearby neighborhoods; or parking availability.

CEQA Analysis

The State CEQA Guidelines Section 15382⁶⁴ defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." The State CEQA Guidelines Section 15064 provides guidance on determining the significance of the environmental effects caused by a project and includes the following regarding indirect effects: "An indirect physical change is to be considered only if that

⁶¹ IS/MND page 141

⁶² IS/MND page 143

⁶³ <https://www.parks.marincounty.org/parkspreserves/preserves/cascade-canyon>

⁶⁴ California Code of Regulations, Title 14, Section 15382

change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.”

In the Transportation section of the Initial Study Checklist, the MCOSD analyzed the potentially significant environmental impacts of the proposed project utilizing vehicle miles traveled (VMT) methodology to analyze transportation impacts. Vehicle miles traveled refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Automobile delay, represented by level of service (LOS) analysis, does not constitute a significant effect on the environment though it can still be utilized as an augment to the required VMT analysis. Other considerations include conflict with programs, plans, ordinances, or policies that address circulation systems including transit roadway, bicycle, and pedestrian facilities; an increase in hazards due to road geometry or project design features; and inadequate emergency access.

The analysis concluded the following regarding implementation of the proposed project:

- Would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities
- Would result in a beneficial effect on existing bicycle and pedestrian facilities at Cascade Canyon Open Space Preserve
- Is not expected to result in an increase of vehicle miles traveled, public transit, or non-motorized travel
- The level and types of recreational use of the project area after implementation of the proposed project are expected to remain essentially the same as existing use patterns
- Increased use is expected to be minimal and largely result from the local communities, proportional with regional population growth
- Is not expected to result in an increase in non-motorized travel
- Would result in no impact associated with inadequate emergency access within Cascade Canyon Open Space Preserve

The analysis concluded that a potentially significant environmental impact could result when large construction equipment would be accessing Cascade Canyon Open Space Preserve on Cascade Drive. There may be a few locations in which the large construction equipment that would be required to implement the proposed project would require no on-street parking on Cascade Drive to avoid increased hazards due to a geometric design feature or incompatible uses. Mitigation Measure Transportation – 1 was included in the IS/MND to reduce the significance of this impact to a less than significant level.

Mitigation Measure Transportation – 1

The Contractor shall prepare a traffic control plan prior to initiating construction activities. The traffic control plan shall include:

- An assessment of Cascade Drive to determine if there are areas where no on-street parking would be permitted when large construction equipment is assessing or departing the project area;
- A communication plan to provide residents within the affected areas adequate notice of the temporary on-street parking prohibition;
- A communication plan to provide emergency service providers adequate notice regarding construction equipment use of Cascade Drive;
- Approvals as needed from MCOSD, Marin County Department of Public Works, and/or the Town of Fairfax.

Some comments requested a graphic showing where construction would displace on-street parking and a public meeting with neighbors and Town of Fairfax to present the traffic control plan required in Mitigation Measure Transportation-1. The communication plan would be developed by the contractor and the specifics would depend on the construction equipment identified for use and the contractor’s assessment of the road conditions. As stated in Mitigation Measure Transportation-1, the areas that would be affected by temporary

on-street parking prohibitions would be shared with the residents and the traffic control plan would require approvals from the MCOSD, the Marin County Department of Public Works, and/or the Town of Fairfax. If requested by the Town of Fairfax, the MCOSD would present the proposed traffic control plan at a Town meeting.

Some comments stated that the IS/MND is inadequate because parking concerns were not addressed. The IS/MND included statements describing the existing condition of Cascade Drive and Canyon Road, including the limited availability of on-street parking. Cascade Drive and Canyon Road are public roads within the Town of Fairfax jurisdiction. The MCOSD cannot initiate a project to make improvements on these roads including provision of resident-only parking, marking existing parking spaces, creation of turnarounds, establishment of posted speed limits, and placement of signage advising drivers of the dead-end roads and limited public parking. The MCOSD also cannot require the Town of Fairfax to increase police patrols on Cascade Drive and Canyon Road or influence how the Town of Fairfax Police Department prioritizes calls from neighbors regarding traffic and parking issues.

One comment stated that the IS/MND is required to analyze potential traffic and parking impacts from the proposed project on Cascade Drive and Canyon Road, which are the public roads that provide access to Cascade Canyon Open Space Preserve, according to the rulings in the 2013 case *Taxpayers for Accountable School Bond Spending v. San Diego Unified School District*.⁶⁵ As discussed above in this document, that case involved a project to upgrade high school athletic facilities, including adding parking, stadium lighting, a public address system, and ADA compliant facilities. Although the District did not dispute that the project would increase traffic and aggravate existing parking issues around the project location, the District argued that CEQA did not require it to consider whether impacts on parking and traffic could constitute a significant impact on the physical environment. The court rejected the District's argument, relying on State CEQA Guidelines Section 15064 which states: "If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded a significant effect."⁶⁶

The parking component of this case is not analogous to the parking concerns associated with the proposed project. The project associated with the case included the addition of nighttime athletic events and the infrastructure to support them. This would be considered new and enhanced recreational facilities and programming that would normally result in increased visitation and thereby resulting in the type of traffic and parking concerns that should be analyzed in a CEQA document. The proposed project does not include enhancements that would typically result in increased visitation. The proposed bridges and trail improvements are infrastructure improvements with the objectives of improving habitat for listed species and improving public safety by eliminating the need to cross the creek using the existing rock fords. While implementation of the proposed project would improve trail safety and would provide access consistent with the MCOSD's Inclusive Access Plan, the proposed bridges and associated trail improvements are not the type that would increase visitation, such as new nighttime athletic events and associated infrastructure.

Traffic Study

Some comments stated that the IS/MND is inadequate because potential increased visitation was not addressed. Master Response 8 specifically addresses the comments received regarding a potential increase in visitation that could result from implementation of the proposed project. To address these comments regarding increased visitation, traffic, parking, emergency vehicle access, and evacuation, the MCOSD completed a Traffic Study⁶⁷. The Traffic Study concluded that the proposed project would not increase vehicle trips to Cascade Canyon Open Space Preserve because the visitation, and thereby would not increase traffic or parking demand, because the proposed project does not include the types of changes that would normally result in increased visitation and because parking would remain a limiting factor. The following text will be added to the Transportation section of the IS/MND:

⁶⁵ *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal. App. 4th

⁶⁶ California Code of Regulations, Title 14, Section 15064(e)

⁶⁷ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

Traffic Study

A Traffic Study for the Cascade Canyon Trail Improvement project was completed by W-Trans in June 2022 to address concerns regarding the potential for the proposed project to increase visitation and result in potential impacts on traffic, parking, emergency vehicle access and emergency evacuation within the residential neighborhoods on Cascade Drive and Canyon Road. The Traffic Study included a literature review of the relationship between the proposed project, available parking on the public roads that access Cascade Canyon Open Space Preserve and the potential for the proposed project to increase park visitation. A field review of the project study area was performed to assess traffic and turn-around counts, parking availability, and roadway geometrics on Canyon Road and Cascade Drive. Vehicle trip generation, a tool used for forecasting travel demands by predicting the number of trips originating in or destined for a particular area, was characterized utilizing surveys previously conducted by W-Trans for facilities in Sonoma County with similar usage types as the proposed project.

The Traffic Study explained that normally an increase in visitation would occur if a proposed project included new or enhanced water bodies; new park amenities such as new recreational facilities; increased length of trails, park renovations including the repair or refresh of ageing parks; implementation of supervised activities and programming; population density of nearby neighborhoods; and parking availability. The proposed project does not include these features. The proposed project is unlikely to generate an increase in vehicle trips because it would not increase trail miles, parking capacity, new user groups, or amenities that would normally result in an increase in visitation. The proposed bridges, trail connectors, and trail improvements would facilitate existing recreational use and encourage protection of San Anselmo Creek, which hikers and cyclists currently cross by foot or by bike. Regarding the concerns that visitation by cyclists would increase during the winter months because the proposed bridges would allow cyclists to safely cross San Anselmo Creek, this result is unlikely because cyclists can cross San Anselmo Creek to reach the waterfalls under existing conditions and can walk their bikes on the existing trails when trail conditions are inconducive to riding. For these reasons, there does not appear to be a reason to anticipate that the change in the type of creek crossing would more than nominally increase the number of visitors who would be attracted to this trail system. The modest changes in the existing trail system at Cascade Canyon Open Space Preserve associated with the proposed bridges would not constitute an attraction that does not already exist.

The Traffic Study concluded that there is no evidence to support a conclusion that the proposed project would increase visitation or parking demand or that the proposed project would be likely to generate an increase in vehicle trips. It was further concluded that there is no basis for anticipating that visitation of Cascade Canyon Open Space Preserve would increase beyond current levels, as parking capacity, site accessibility, length of trails, amenities, programs, and facilities would either not change or would be reduced. Due to the proximity of the Cascade Canyon Preserve to other Marin County open space preserves, the proposed project is also not anticipated to increase visitation because the proposed project would not be the type to attract residents far from the project area.

This updated language provides additional information to augment that included in the IS/MND and does not change the assessment of potentially significant environmental impacts or require additional mitigation measures.

Potential for Increased Visitation

The MCOSD installed a motion-activated camera on the Cascade Fire Road in between the existing Cut Trail and the location of the proposed location for Bridge 2 for a four-week period between August 26 and September 22, 2019 and a three-week period between April 5 – 25, 2021 to determine the level of visitor use in four categories. The surveys showed an 88 percent increase in total visitation between 2019 and 2021. The increased visitation across all categories between the pre-Covid 2019 survey and the Covid-era 2021 survey is consistent with the nationwide surge in outdoor recreation due to the indoor social limitations during the COVID pandemic. The MCOSD observed similar increases in trail use on MCOSD trails measured at ten collection points throughout its open space preserve system, with an average of 117 percent increase. The MCOSD conducted a motion-activated camera survey for a six-week period between February 21 and April 3, 2023. The surveys showed a 16 percent decrease in total visitation between 2021 and 2022 and a 57 percent increase in total visitation between 2019 and 2023. The 2023 survey occurred during several severe weather events which included several atmospheric river events. These weather conditions could have affected the total number of visitors to Cascade Canyon Open Space Preserve

across all visitor use categories during the survey period. Even when considering the possible effect of weather conditions during the 2023 survey period, the results show that visitation at Cascade Canyon Open Space Preserve is similar to the post-pandemic survey period in 2021 which may suggest that visitation has achieved equilibrium after the pandemic-era surge. All three surveys showed the highest visitor use category was pedestrian.

The Traffic Study⁶⁸ completed to address traffic and parking related comments on the IS/MND confirmed the conclusions in the IS/MND that implementation of the proposed project would not result in a substantial increase in visitation. For these reasons, implementation of the proposed project would not result in increased traffic or parking issues on Cascade Drive and Canyon Road. Master Response 8 specifically addresses the comments received regarding potential increase in visitation that could result from implementation of the proposed project.

Fire Truck Access on Existing Public Roads

Some comments stated that the IS/MND is inadequate because the potential impacts to emergency vehicle access and evacuation were not addressed. The IS/MND included information regarding the project area being served by the Ross Valley Fire Department, that emergency access is provided from Cascade Drive and a series of internal fire roads, including Cascade Canyon Fire Road, that emergency access would be maintained during implementation and operation of the proposed project, and that implementation of the proposed project would not increase emergency response demands. The conclusion that implementation of the proposed project would not increase emergency response demands is based on the fact that the proposed project does not include new housing, commercial, or industrial development which could result in the need for new or improved public services such as fire protection, police protection, schools, parks, or other public facilities. The MCOSD further concluded that implementation of the proposed project would not increase emergency response demands because the proposed project would not increase emergency response demands is based on the fact that the proposed project does not include new housing, commercial, or industrial development. For these reasons, implementation of the proposed project would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities.

Implementation of the proposed project would not interfere with emergency plans or evacuation routes, nor would it affect access for emergency service vehicles including fire trucks. Parking along the public roads leading to Cascade Canyon Open Space Preserve would remain the same as existing conditions and therefore the number of vehicles parked on the public roads for the purpose of accessing Cascade Canyon Open Space Preserve would not increase as a result of implementation of the proposed project. The Traffic Study⁶⁹ completed to address traffic and parking related comments on the IS/MND supported this conclusion:

Consideration was given to the potential impact the proposed project might have on emergency response given the narrow widths of both Cascade Drive and Canyon Road. It is noted that the proposed project would not be expected to increase the number of users or vehicles, therefore it would have no impact beyond what currently exists.

For these reasons, implementation of the proposed project would not affect fire truck access on Cascade Drive and Canyon Road. Master Response 10 specifically addresses the comments received regarding potential increase in fire hazard impacts that could result from implementation of the proposed project.

MCOSD Inclusive Access Plan (IAP)

The IS/MND includes the following description of the IAP on page 18:

The Inclusive Access Plan (IAP) was finalized in July 2016. The IAP is a guidance document focused on improving the MCOSD trail accessibility and increase the equitability of access to visitors of all abilities, developed with a public engagement process that included open houses, focus groups, workshops, and review of the IAP. The IAP's "Access for All" includes all users including those with

⁶⁸ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

⁶⁹ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

disabilities, older visitors, children, and visitors pushing strollers. The IAP is a supplement to the RTMP and helps to guide the accessibility component of trail-planning efforts. It includes:

- An evaluation of the existing inventory of pedestrian trails, the identification of an initial system of Access and Discovery Trails, providing access for users of all abilities to experiences in a variety of natural settings and a framework for expanding an Improved Access Trail system
- A review of and recommendations for policies and procedures, including the use of service animals, mobility devices, and visitor amenities in MCOSD open space preserves
- Recommendations for methods of communicating information about trails and trail conditions
- Design guidelines and standards that incorporate inclusive design principles and accessible elements in new construction and reconstruction of existing open space trails

As required by the IAP for trail redevelopment projects, MCOSD completed a Trail Accessibility Standards analysis for the proposed Project relative to the applicability of accessibility standards as defined by the Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas. The conclusion of this analysis was that the proposed Project would meet the accessibility trail design guidelines and is fully compliant with the IAP.

The purpose of the IAP is not to increase visitation, but rather to “increase the equitability of access to Marin County Parks open space trails and give open space users increased flexibility in how they make use of the preserves according to their own abilities.”⁷⁰ The MCOSD recognizes that recreational trails and open space offer an important opportunity for people of all ages and abilities to experience nature, participate in physical activity, and explore their communities, and the IAP is a tool to assist the MCOSD in providing equitable access opportunities within its open space preserves.

Cascade Canyon Open Space Preserve currently provides access to user groups including hikers, equestrians, cyclists, and visitors with limited mobility. One of the objectives of the proposed project is to improve visitor access compliant with the MCOSD’s Inclusive Access Plan, which is a guidance document focused on improving trail accessibility and increase the equitability of access to visitors of all abilities. While the proposed project would be fully compliant with the MCOSD’s IAP, it would not introduce new users to Cascade Canyon Open Space Preserve because visitors with limited mobility are an existing user group. The proposed project would improve the existing trail system within the project area to provide more equitable access for visitors with limited mobility.

The IAP addresses parking that serves the MCOSD open space preserves on page 6-72:

Marin County Parks will rely primarily on public rights-of-way to provide the parking to serve open space visitors arriving by motorized vehicle (MCOSD Policy P1). However, there may be locations where adequate on-street accessible parking cannot be provided within the right-of-way. These situations will warrant further evaluation to the appropriateness of parking improvements located on open space preserves. Managing emergency access for fire and emergency vehicles will also dictate where parking can and cannot be located. If a proposed parking area impedes emergency access in any way, the parking will need to be adjusted or removed.

The existing parking limitations on Cascade Drive and Canyon Road to access Cascade Canyon Open Space Preserve are well noted by the MCOSD in the IS/MND and on the Cascade Canyon Open Space Preserve webpage and by the residents who reside on these public roads. Some comments suggested the development of parking on the meadow just inside the entrance gate at the end of Cascade Drive. Some comments voiced concern that such parking would be developing, noting that developing parking on this meadow would violate the terms of the Memorandum of Understanding between the Town of Fairfax and the MCOSD regarding the Elliott Nature Preserve.⁷¹ The proposed project does not include development of parking within Cascade Canyon Open Space Preserve. Given the terrain and the natural resources at Cascade Canyon Open Space Preserve, there is no viable area within the preserve to develop parking.

⁷⁰ MCOSD, Inclusive Access Plan, 2016, page 1-1

⁷¹ Memorandum of Understanding Between the Town of Fairfax and the Marin County Open Space District Consenting to the Construction of Two Bridges in the Elliott Nature Preserve Within Cascade Canyon Open Space Preserve. May 23, 2017.

Cascade Drive and Canyon Road are public roads within the Town of Fairfax jurisdiction. The MCOSD cannot initiate a project to make improvements on these roads. The development of a designated parking area for Cascade Canyon Open Space Preserve would be the type of facility improvement that would likely lead to increased visitation. A latent visitor demand study was prepared for the East Bay Regional Park District regarding a proposed parking expansion project at Mission Peak Regional Preserve in 2015 by BAE Urban Economics.⁷² This study concluded that expansion of the parking area at Mission Peak Regional Preserve would increase visitation due to latent demand by between 33 and 38.8 percent.

The proposed project would be compliant with the purpose of the MCOSD's IAP to increase equitable access because it would improve the existing trail system at Cascade Canyon Open Space Preserve, it would implement the accessibility standards as defined by the Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas and would continue to rely primarily on public rights-of-way to provide the parking to serve open space visitors arriving by motorized vehicle. The proposed project is consistent with the purpose.

The MCOSD confirms its determination that the proposed project would not result in potentially significant environmental impacts or exacerbation of existing conditions regarding transportation, primarily traffic and parking on the public roads leading to Cascade Canyon Open Space Preserve.

⁷² Mission Peak Regional Preserve Latent Visitor Demand Study. Prepared for East Bay Regional Park District. BAE Urban Economics. June 2015.

MASTER RESPONSE 10: WILDFIRE

Master Comment Summary: The IS/MND does not address potentially significant impacts associated with a lack of adequate emergency access in case of wildfire, including fire truck access and neighborhood evacuation, which could be exacerbated by implementation of the proposed project.

Construction of the proposed project would increase fire risk from the large equipment needed to construct the bridges and timing of project implementation in August.

The existing public roads leading to the Cascade Canyon Open Space Preserve and Elliott Nature Preserve, including Cascade Drive and Canyon Road, are narrow and there are problems with visitors parking under existing conditions, including blocking fire hydrants and driveways. Fire trucks have difficulty accessing Canyon Road under existing conditions. The potential increase in visitation that could result from implementation of the proposed project would result in additional parking on the narrow roads from visitors, and that the additional parking would result in potentially significant impacts in that fire trucks would not be able to access the area nor would residents or visitors be able to evacuate the area in the case of wildfire.

The IS/MND does not consider the potential impact of the proposed improvements on local roads leading to its trailheads.

The potential increase in visitation that could result from implementation of the proposed project would result in an increased fire risk from visitors smoking, lighting candles, arsonist activity, and use of other power-driven mobility devices (OPDMD) such as power-driven wheelchairs. The MCOSD cannot enforce RTMP Policy SW.26: Control or Restrict Access to Ignition Prevention Zones when Red-Flag Conditions Exist.

The IS/MND does not address changes in conditions since the proposed project was “approved” by the Fairfax Town Council in 2017 including climate change, drought, and longer fire season that increase fire hazard conditions in the project area.

The adjacent neighborhoods do not have cell phone service and do not have landline phone service when there is no electrical service, and therefore cannot receive wildfire evacuation notices.

IS/MND erred by concluding the project area is not near a very high fire hazard severity zone, and that when combined with the existing conditions including narrow roads, steep slopes, upslope winds, ascending drainages, and dense vegetation would exacerbate fire intensity and spread. The neighborhood is in the Upper Ross Valley Wildfire Urban Interface (WUI) and is one of the most fire vulnerable areas in Marin County; neighborhood is in a Level 6 Urban Fire Zone; Fairfax listed as being the 13th most vulnerable to fire risk in Northern California; no evacuation plan.

Suggestion that the Fire Department be put in charge of the operations to ensure safe egress.

Response: The draft IS/MND addresses the potentially significant impacts that could result from project implementation regarding wildland fires in the Hazards and Hazardous Materials and the Wildfire sections of the CEQA Checklist. Both sections include the following statements:⁷³

The California Department of Forestry and Fire Protection (CalFire) has mapped areas of high wildfire hazards throughout California, including Marin County. The project area is mapped as a Local Responsibility Area.⁷⁴ The area surrounding the project area is mapped as a Moderate Fire Hazard Severity Zone and further out, there are areas of High and Very High Fire Hazard Severity Zones. The Town of Fairfax identifies steep hill neighborhoods, including those on Cascade Drive, as having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads.⁷⁵

The Wildfire section also includes the following statement:

⁷³ IS/MND, pages 118 and 151.

⁷⁴ CA State Geoportal Fire Hazard Severity Zone Viewer.
<https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>

⁷⁵ Town of Fairfax 2010-2030 General Plan, Safety Element, p. S-24, adopted April 4, 2012

The project area also is mapped as within a Wildland Urban Interface Zone.⁷⁶

The IS/MND includes the following RTMP Policies and BMPs that are applicable to wildfire, which were designed to minimize or avoid potential environmental effects from wildfire and are provided in their entirety, in Appendix A. to the IS/MND:

- Policy SW.26: Control or Restrict Access to Ignition Prevention Zones when Red-Flag Conditions Exist
- Construction Contracts-1: Standard Procedures in Construction Contracts

Increased Fire Risk During Construction

The Hazards and Hazardous Materials section addressed the issue of equipment used during construction and maintenance activities associated with the proposed project, and state that equipment could generate sparks which could result in wildland fire. As stated in the IS/MND, the MCOSD would require the contractor and maintenance staff to implement applicable policies and Best Management Practices included in the MCOSD's Road and Trail Management Plan to minimize risk of wildfire that could be initiated from equipment to construct and maintain the proposed project, such as requiring vehicles be equipped with fire extinguishers to address small fires ignited by construction or maintenance activities before a wildland fire develops. Accordingly, the potential impact was determined to be less than significant.

Additionally, the MCOSD has not experienced wildfire igniting from construction equipment or activities associated with implementation of its road and trail projects.

Increased Visitation Could Lead to Increased Fire Risk

Comments stated that the proposed project would exacerbate wildfire risk and would impair an adopted emergency response plan and emergency evacuation plan because the proposed project would attract increased visitation which would result in more vehicles and uncontrolled parking on the public roads, more pedestrians, mountain bikes, and electric bikes which would increase wildfire ignition risk and obstruct emergency access and egress.

The IS/MND addresses the potentially significant impacts that could result from project implementation regarding increased visitation in the Aesthetics, Biological Resources, Greenhouse Gas Emissions, Recreation, Transportation, and Wildfire sections of the CEQA Checklist.⁷⁷ The IS/MND concluded that visitor use of the project area for public recreation could attract a nominal increase in visitor use due to the improved trail conditions and during times when the water level is high in San Anselmo Creek because visitors would more easily be able to cross the creek by utilizing the proposed trail bridges.

Under existing conditions, there is no dedicated parking for Cascade Canyon Open Space Preserve. Visitors arriving by vehicle can access limited parking availability on Cascade Drive and Canyon Road, which are public roads within the Town of Fairfax. Parking availability is a limiting factor on visitation, which would continue because the proposed project does not include the provision of additional parking. Visitors accessing Cascade Canyon Open Space Preserve by vehicle would continue to utilize on-street parking on public roads, walk, or bike to the site.

After project implementation, use of the trails for public recreation would continue similar to existing conditions. The level and types of recreational use of the project area would remain essentially the same as existing use patterns because the proposed project would not increase trail miles, parking capacity, new user groups, or amenities that would normally result in an increase in visitation.

The proposed project would improve trail conditions and access for certain user groups including those who rely on wheelchairs and those utilizing strollers. These user groups would not be considered new user groups which would increase visitation because they can utilize Cascade Canyon Open Space Preserve under existing conditions. Improved conditions for these user groups that would result from project implementation are not expected to substantially increase visitation by these user groups.

⁷⁶ Ross Valley Fire Department. Wildfire Urban Interface Map.
https://www.rossvalleyfire.org/images/WUI_IncorporatedRossValley.pdf

⁷⁷ IS/MND pages 68, 81, 89-90, 113, 139, 142, 152

The IS/MND concluded that since there would not be a substantial increase in visitation from implementation of the proposed project, significant impacts to plants, wildlife, habitats, traffic and parking within the neighborhoods, emergency service vehicle access, or emergency evacuations would not occur. Implementation of the proposed project would improve conditions for fish and wildlife species because the proposed bridges would remove visitor access through San Anselmo Creek which would improve water quality in the creek. Emergency vehicles would continue to access trails within the project area utilizing the existing rock fords within San Anselmo Creek via removable sections of the split-rail fence.

The MCOSD had a Traffic Study⁷⁸ completed to address traffic and parking related comments on the IS/MND. It included a literature review of the relationship between the proposed project, available parking on the public roads that access Cascade Canyon Open Space Preserve and the potential for the proposed project to increase park visitation. A field review of the project study area was performed to assess traffic and turn-around counts, parking availability, and roadway geometrics on Canyon Road and Cascade Drive. Vehicle trip generation was characterized utilizing surveys previously conducted by W-Trans for facilities in Sonoma County with similar usage types as the proposed project.

The Traffic Study explained that normally an increase in visitation would occur if a proposed project included new or enhanced water bodies, new park amenities, new recreational facilities, increased length of trails, park renovations such as the repair or refresh of ageing parks, implementation of supervised activities and programming, if the project area experienced an increase in population density of nearby neighborhoods, and parking availability. The proposed project does not include these features. The proposed project is unlikely to generate an increase in vehicle trips because it would not increase trail miles, parking capacity, new user groups, or amenities that would normally result in an increase in visitation. The proposed bridges, trail connectors, and trail improvements would facilitate existing recreational use and encourage protection of San Anselmo Creek, which hikers and cyclists currently cross by foot or by bike. Regarding the concerns that visitation by cyclists would increase during the winter months because the proposed bridges would allow cyclists to safely cross San Anselmo Creek, this result is unlikely because cyclists can cross San Anselmo Creek to reach the waterfalls under existing conditions and can walk their bikes on the existing trails when trail conditions are inconducive to riding. For these reasons, there does not appear to be a reason to anticipate that the change in the type of creek crossing would more than nominally increase the number of visitors who would be attracted to this trail system. The modest changes in the existing trail system at Cascade Canyon Open Space Preserve associated with the proposed bridges would not constitute an attraction that does not already exist.

The Traffic Study concluded that there is no evidence to support a conclusion that the proposed project would increase visitation or parking demand or that the proposed project would be likely to generate an increase in vehicle trips. It was further concluded that there is no basis for anticipating that visitation of Cascade Canyon Open Space Preserve would increase beyond current levels, as parking capacity, site accessibility, length of trails, amenities, programs, and facilities would either not change or would be reduced. Due to the proximity of the Cascade Canyon Open Space Preserve to other Marin County open space preserves, implementation of the proposed project is not anticipated to increase visitation because the proposed project would not be the type to attract residents far from the project area.

The Traffic Study confirmed the conclusions in the draft IS/MND associated with the potential of the proposed project to result in a substantial increase in visitation. The Letter from the Marin County Fire Department's Fire Chief supported the conclusions of the Traffic Study.⁷⁹

The Traffic Study considered the potential impact the proposed project might have on emergency response given the narrow widths of both Cascade Drive and Canyon Road. It concluded that the proposed project would not be expected to increase the number of users or vehicles, and therefore it would have no impact on emergency response.⁸⁰

Master Response 8: Recreation – Visitation includes a summary of the comments regarding concerns that the proposed project would result in increased visitation and the responses to those comments.

⁷⁸ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

⁷⁹ Weber, Jason. Fire Chief, Marin County Fire Department. June 14, 2023.

⁸⁰ Traffic Study, Op. cit. Page 7

Fire Zones

The IS/MND includes the following information in the Wildfire section of the CEQA Checklist:⁸¹

The California Department of Forestry and Fire Protection (CalFire) has mapped areas of high wildfire hazards throughout California, including Marin County. The project area is not mapped as a Very High Fire Hazard Severity Zone.⁸² However, the Town of Fairfax identifies steep hill neighborhoods, including those on Cascade Drive, as having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads.⁸³ The project area also is mapped as within a Wildland Urban Interface Zone.⁸⁴

The IS/MND will be updated as follows to include information in the Wildfire section Setting:

The industry standard for wildfire risk is based on two zones: Wild Urban Interface (WUI) and Fire Hazard Severity Zones (FHSZ). The Public Resources Code 4201-4204 directs the California Department of Forestry and Fire Protection (CalFire) to map fire hazard within State Responsibility Areas (SRA) based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as FHSZ, classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone. ~~The California Department of Forestry and Fire Protection (CalFire)~~ has mapped areas of high wildfire hazards throughout California, including Marin County.⁸⁵ The project area is in the Local Responsibility Area (LRA). Under the authority of Government Code Sections 51175-89, CalFire makes recommendations of Very High Fire Hazard Severity Zones in LRAs based on the same hazard model used for SRA, but only for areas that meet the criteria for the Very High classification. Upon adoption by local ordinance, these areas confer similar fire safety regulations as those required in SRA FHSZ zones.⁸⁶ The project area is not mapped as a ~~Non~~-Very High Fire Hazard Severity Zone (VHFHSZ).⁸⁷ Other areas of Cascade Canyon Open Space Preserve and the surrounding area are in the State Responsibility Area (SRA). Those areas adjacent to the LRA are mapped as within a Moderate Fire Hazard Severity Zone (MFHSZ). There are areas mapped as within a VHFHSZ further to the north and west of the project area. Based on this fire hazard severity metric, areas surrounding the Upper Ross Valley are shown on the map as being primarily moderate to very high depending on specific location. ~~However,~~ Additionally, the Town of Fairfax identifies steep hill neighborhoods, including those on Cascade Drive, as having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads.⁸⁸ The project area also is mapped as within a Wildland Urban Interface Zone.⁸⁹

Figure 31 shows the Fire Hazard Severity Zones for the project area and surrounding neighborhoods

Figure 32 shows the Wildland Urban Interface Zone for the project area and surrounding neighborhoods

⁸¹ IS/MND page 151

⁸² Very High Fire Hazard Severity Zones in LRA as Recommended by Calfire.
https://osfm.fire.ca.gov/media/6709/fhszl_map21.pdf

⁸³ Town of Fairfax 2010-2030 General Plan, Safety Element, p. S-24, adopted April 4, 2012

⁸⁴ Ross Valley Fire Department. Wildfire Urban Interface Map.
https://www.rossvalleyfire.org/images/WUI_IncorporatedRossValley.pdf

⁸⁵ Very High Fire Hazard Severity Zones in LRA as Recommended by Calfire.
https://osfm.fire.ca.gov/media/6709/fhszl_map21.pdf

⁸⁶ <https://egis.fire.ca.gov/FHSZ/Help.html>

⁸⁷ Very High Fire Hazard Severity Zones in LRA as Recommended by Calfire.
https://osfm.fire.ca.gov/media/6709/fhszl_map21.pdf

⁸⁸ Town of Fairfax 2010-2030 General Plan, Safety Element, p. S-24, adopted April 4, 2012

⁸⁹ Ross Valley Fire Department. Wildfire Urban Interface Map.
https://www.rossvalleyfire.org/images/WUI_IncorporatedRossValley.pdf

The updated language and inclusion of Figures 31 and 32 provide additional information to clarify the fire history in the project area. The additional information does not change the assessment of potentially significant environmental impacts or require additional mitigation measures, and therefore does not require recirculation of the IS/MND.

On February 16, 2023, the MCOSD Chief of Conservation Science, Projects and Design spoke with the Marin County fire agency personnel regarding whether the project area and surrounding neighborhoods are within the Level 6 Urban Fire Zone and whether the Town of Fairfax is listed as being the 13th most vulnerable to fire risk in Northern California. Neither have knowledge of these rankings and confirmed that they do not exist within the industry standards. One of them suggested it may be an insurance company ranking that is private and proprietary and not based on the same metrics that fire officials use. No ranking by number or by city/town exists in the Fire Protection/Service Agencies. Both fire officials confirmed that the industry standard metrics for wildfire risk are WUI and Fire Hazard Severity Zones.

Emergency Response Plan and Emergency Evacuation Plan

The Hazards and Hazardous Materials section of the IS/MND included the following regarding an adopted emergency response plan or emergency evacuation plan for the project area:

The project area is not located within an adopted emergency response plan or emergency evacuation plan area, nor is the project area currently used for emergency access. Implementation of the proposed project would improve pedestrian and bicycle egress in case of a fire or other emergency should one occur within Cascade Canyon Open Space Preserve. For these reasons, implementation of the proposed project would result in no impact associated with implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Wildfire section of the IS/MND included the following regarding an adopted emergency response plan or emergency evacuation plan for the project area:

Cascade Canyon Open Space Preserve is not within an adopted emergency response plan area or an emergency evacuation plan area. Implementation of the proposed project would improve trail access and safety within the project area, which would improve egress of visitors from the project area in case of an emergency. Emergency vehicles would continue to access trails within the project area utilizing the existing rock fords within San Anselmo Creek via removable sections of the split-rail fence. For these reasons, implementation of the proposed project would result in no impact associated with impairment of an adopted emergency response plan or emergency evacuation plan.

Since publication of the IS/MND, the MCOSD has become aware that emergency planning does exist for the neighborhoods surrounding the Cascade Canyon Open Space Preserve and can be found via the following links:

- <https://rossvalleyfire.org/evacuation#>
- <https://firesafemarin.org/prepare-yourself/evacuation-guide/evacuation-maps/#gsc.tab=0>

Implementation of the proposed project would not interfere with emergency plans or evacuation routes, nor would it affect access for emergency service vehicles including fire trucks. Parking along the public roads leading to Cascade Canyon Open Space Preserve would remain the same as existing conditions and therefore the number of vehicles parked on the public roads for the purpose of accessing Cascade Canyon Open Space Preserve would not increase as a result of implementation of the proposed project. The Traffic Study⁹⁰ completed to address traffic and parking related comments on the IS/MND supported this conclusion:

Consideration was given to the potential impact the proposed project might have on emergency response given the narrow widths of both Cascade Drive and Canyon Road. It is noted that the proposed project would not be expected to increase the number of users or vehicles, therefore it would have no impact beyond what currently exists.

For this reason, the conclusion of No Impact to the IS/MND Checklist question of “Would the project impair an adopted emergency response plan or emergency evacuation plan?” remains No Impact.

⁹⁰ Traffic Study for the Cascade Canyon Trail Improvement Project. W-Trans. June 30, 2022.

Implementation of the proposed project would improve emergency egress of visitors within Cascade Canyon Open Space Preserve because the proposed bridges would provide a safer egress than crossing the existing rock fords within San Anselmo Creek and because the High Water Trail would be closed, eliminating an unsafe egress especially under emergency conditions.

The IS/MND will be updated as follows to include information regarding emergency planning:

Hazards and Hazardous Materials section of the IS/MND

The project area is ~~not~~ located within an adopted emergency response plan or emergency evacuation plan area, ~~nor is~~ and the project area currently ~~used for~~ has an emergency access plan through the Ross Valley Fire Department and Fire Safe Marin. Cascade Canyon Open Space Preserve is in Zone MRN-E120 Watershed North. The residential neighborhood immediately adjacent on Cascade Drive and Canyon Road is in Zone FAI-E006 Cascade/Fairfax on the Ross Valley Fire Department⁹¹ mapping and in Zone 7 on the Fire Safe Marin evacuation map.⁹² Neighborhoods adjacent to Cascade Canyon Open Space Preserve are directed to evacuate utilizing Cascade Drive towards Sir Francis Drake Drive. Implementation of the proposed project would improve pedestrian and bicycle egress in case of a fire or other emergency should one occur within Cascade Canyon Open Space Preserve. For these reasons, implementation of the proposed project would result in no impact associated implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Figure 33 shows the Fire Safe Marin Evacuation Route for the neighborhoods adjacent to Cascade Canyon Open Space Preserve.

Wildfire section of the IS/MND

Cascade Canyon Open Space Preserve is ~~not~~ within an adopted emergency response plan area ~~of~~ and has an emergency evacuation plan ~~area~~ through the Ross Valley Fire Department and Fire Safe Marin. Cascade Canyon Open Space Preserve is in Zone MRN-E120 Watershed North. The residential neighborhood immediately adjacent on Cascade Drive and Canyon Road is in Zone FAI-E006 Cascade/Fairfax on the Ross Valley fire Department⁹³ mapping and in Zone 7 on the Fire Safe Marin evacuation map.⁹⁴ Neighborhoods adjacent to Cascade Canyon Open Space Preserve are directed to evacuate utilizing Cascade Drive towards Sir Francis Drake Drive. Implementation of the proposed project would improve trail access and safety within the project area, which would improve egress of visitors from the project area in case of an emergency. Emergency vehicles would continue to access trails within the project area utilizing the existing rock fords within San Anselmo Creek via removable sections of the split-rail fence. For these reasons, implementation of the proposed project would result in no impact associated with impairment an adopted emergency response plan or emergency evacuation plan.

Figure 33 shows the Fire Safe Marin Evacuation Route for the neighborhoods adjacent to Cascade Canyon Open Space Preserve.

Implementation of the proposed project would not interfere with emergency or evacuation plans, nor would it affect the existing condition regarding the adjacent neighborhoods not having cell phone service or landline phone service when there is no electrical service, which affects receiving wildfire evacuation notices.

This updated language and Figure 33 provides additional information that was not known at the time the IS/MND was published. The additional information does not change the assessment of potentially

⁹¹ Zonehaven webpage: <https://aware.zonehaven.com/zones/US-CA-XMR-FAI-E006?z=14.538394279068314&latlon=37.97869493515445%2C-122.60634344563596>

⁹² Fire Safe Marin webpage: https://grcgcustomers.s3-eu-west-1.amazonaws.com/account9351681/9207120_1.pdf?0.3184458748818013

⁹³ Zonehaven webpage: <https://aware.zonehaven.com/zones/US-CA-XMR-FAI-E006?z=14.538394279068314&latlon=37.97869493515445%2C-122.60634344563596>

⁹⁴ Fire Safe Marin webpage: https://grcgcustomers.s3-eu-west-1.amazonaws.com/account9351681/9207120_1.pdf?0.3184458748818013

significant environmental impacts or require additional mitigation measures, and therefore does not require recirculation of the IS/MND.

Changed Conditions Including Climate Change, Drought, and Longer Fire Season

The Setting portion of the Wildfire section of the CEQA Checklist identifies the project area as "...having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads."⁹⁵ The IS/MND will be updated to include the following language in the Setting portion of the Wildfire section:

The Town of Fairfax identifies steep hill neighborhoods, including those on Cascade Drive as having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads. [Climate change, drought, and longer fire season in California also contribute to wildland fire risk in the project area.](#)

[Most of Cascade Canyon Preserve has not burned in over 70 years. The natural fire return interval is roughly every 20-40 years⁹⁶. The areas that comprise Cascade Canyon Open Space Preserve burned three to four times in the period between 1859 and 2020. Compared to other areas like the upper slopes of Mt. Tamalpais which burned seven to 11 times, Cascade Canyon is not considered to be a frequent burn zone⁹⁷. All of Cascade Canyon burned in the large 1861 fire that reached from Nicasio to Corte Madera. Then the 1904 Bolinas Ridge Fire burned to the southwestern edge of Cascade Canyon Open Space Preserve and the 1923 Ignacio Fire covered all but the southeastern edge of the preserve. The 1973 Tamarancho Fire burned mostly within White Hill Open Space Preserve to the north of Cascade Canyon Open Space Preserve but may have covered a small part of the preserves northernmost area. The much larger 1945 Mill/Carson Canyon Fire covered the western half of Cascade Canyon Open Space Preserve and areas all the way west to Highway 1, south to Mt. Tamalpais, and north to San Geronimo Ridge.⁹⁸](#)

[MCOSD field staff and contractors follow fire prevention procedures⁹⁹ to reduce the likelihood of maintenance or construction activities igniting fuels and to reduce the likelihood of fire spread in the unlikely event of an ignition. These procedures include suspending the use of equipment and power tools during red flag conditions, shifting work to lower fire danger days or times \(mornings\), proper vehicle and equipment maintenance including the use of spark arrestors, safe fueling procedures, fire extinguisher requirements, presence of trucks with water pumps and/or use of designated observers with fire extinguishers during certain activities and conditions, preventing contact between hot exhaust or tools and dry vegetation, grass removal prior to welding as well as wetting the ground and vegetation prior to work and every 15 minutes thereafter, and using non-metallic heads on weed cutters.](#)

Implementation of the proposed project would not exacerbate the existing conditions that contribute to wildfire risk. The updated language provides additional information to clarify the fire history in the project area. The additional information does not change the assessment of potentially significant environmental impacts or require additional mitigation measures, and therefore does not require recirculation of the IS/MND.

The draft IS/MND states that the MCOSD would implement RTMP Policy SW.26 in the Hazards and Hazardous Materials and the Wildfire sections of the CEQA Checklist on pages 116 and 151, respectively.

Policy SW26: Control or Restrict Access to Ignition Prevention Zones when Red-Flag Conditions Exist. Appropriate actions will be taken to minimize the risk of wildfire ignition when red-flag conditions exist. These actions may include prohibiting vehicle access, closing trails, or closing

⁹⁵ IS/MND page 151

⁹⁶ Golden Gate National Parks Conservancy. (2023). Appendix B: Wildfire History. In Marin Regional Forest Health Strategy. Tamalpais Lands Collaborative (One Tam). <https://www.onetam.org/forest-health>.

⁹⁷ Ibid.

⁹⁸ https://vegmap.press/marin_forest_health_downloader. Accessed March 08, 2023.

⁹⁹ Marin County Parks 'Fire Prevention Procedures for Contractors and Permittees' (January 23, 2012); Marin County Open Space District 'Field Staff Fire Prevention Procedures' (May 31, 2013)

entire areas to all human activities until red-flag conditions expire. The public will be informed of the reasons why such actions are being taken, and areas will be patrolled to ensure compliance.

Red Flag Warnings

The Red Flag Warnings are issued by the National Weather Service when weather conditions are right for extreme wildfire events. These are days with sustained or gusty winds, and hot and dry conditions, that make wildfires more likely to ignite and spread rapidly. During these times extreme caution is urged by all residents. When this occurs, the MCOSD implements RTMP Policy SW.26 and Land Use Restrictions and Closures (LURAC) in alignment with other Mt. Tamalpais agencies which includes Marin County Fire Department and Marin Municipal Water District.¹⁰⁰ This would include posting notice at the four main access points at Cascade Canyon Open Space Preserve; Cascade Drive, Canyon Road, and two locations on Toyon Drive. The notice states: “RED FLAG WARNING – FIRE DANGER TODAY – High to extreme fire danger today. For your safety, please suspend use of this preserve until hazardous conditions diminish.” Visitors are encouraged not to visit, but the Preserve is not closed. Special Use Permits and other activities that were scheduled to occur during the time of the Red Flag Warning are cancelled, as required by LURAC procedures. The Red Flag Warning area would be patrolled. The most recent Red Flag Warning that included Cascade Canyon Open Space Preserve was September 30, 2021.¹⁰¹ The Fire Safe Marin webpage includes information about how individuals can prepare for Red Flag Warnings.¹⁰² Separate from MCOSD compliance with RTMP Policy SW.26 and LURAC procedures, Red Flag Warnings are provided to the community through Nixel, news outlets, and social media. Large signs with Red Flag Warning are posted on major roads and intersections. Individuals can also register for Alert Marin to receive evacuation and emergency messages when an action is required at their address. There also are several apps available for smartphones that would notify users when a warning is issued in their area.

CEQA Requirement for Evaluating Environmental Effects of a Project

Public Resources Code (PRC) Section 21083(c) generally states that a project may have a significant effect on the environment if the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly. CEQA Guidelines Section 15126.2(a), which interprets PRC Section 21083, directs the lead agency to consider significant environmental effects a proposed project might cause “by bringing development and people into the area affected.” CEQA does not require lead agencies to analyze potential impacts from existing hazards on a proposed project where the proposed project would not exacerbate the existing hazard. CEQA requires an analysis of the existing environment on a project only if the proposed project would exacerbate impacts from existing environmental hazards, or when specifically required by statute, such as when the proposed project is located adjacent to an airport¹⁰³, involves the purchase of a school site or the construction of a new elementary or secondary school¹⁰⁴, or involves certain types of housing development projects¹⁰⁵.

CEQA requires the analysis and mitigation of impacts on a project’s future users or residents only if a factual determination establishes that the proposed project risks exacerbating these existing environmental conditions. Here, the draft IS/MND described existing conditions in the Setting sections within each CEQA Checklist category and explained the rationale of the analysis and conclusions. The draft IS/MND identified no potentially significant impacts that would result from implementation, operation, and maintenance of the proposed project, with the implementation of the mitigation measures included in the draft IS/MND, including direct and indirect impacts and the exacerbation of existing fire hazards.¹⁰⁶ The conclusions of the draft IS/MND pertaining to increased visitation that could result from implementation of the proposed project and the related potentially significant impacts in the areas of Transportation and Wildfire by way of

¹⁰⁰ Golan, Ari, Park and Open Space Superintendent, Email October 05, 2023.

¹⁰¹ Narayan, Elia, MCOSD Supervising Open Space Ranger, Email October 06, 2023.

¹⁰² <https://firesafemarin.org/prepare-yourself/red-flag-warnings/#gsc.tab=0>

¹⁰³ Public Resources Code Section 21096

¹⁰⁴ Public Resources Code Section 21151.8

¹⁰⁵ Public Resources Code Section 21159.21(f), (h); 21159.22(a), (b)(3); 21159.23(a)(2)(A); 21159.24(a)(1), (3); 21155.1(a)(4), (6)

¹⁰⁶ State CEQA Guidelines Section 15126(a)

increased traffic and parking are supported by the Traffic Study completed to address comments received during the public review period of the draft IS/MND.

The IS/MND includes the following analysis regarding the potential impact of the proposed project to exacerbate wildfire risks and exposing project occupants to pollutant concentrations from a wildfire due to slope, prevailing winds, and other factors:¹⁰⁷

Implementation of the proposed project would not exacerbate wildfire risks in the area. The trails would continue to be utilized for outdoor recreation. No structures or amenities would be developed that could potentially exacerbate wildfire risks and implementation of the proposed project is not expected to result in a significant visitation increase.

Construction and maintenance equipment could generate sparks and could temporarily increase fire risk. To address this potential, MCOSD vehicles are equipped with fire extinguishers to address small fires ignited by construction activities before a problem develops and the MCOSD Road and Trail Management Plan Best Management Practice Construction Contracts-1 requires all construction vehicles to be equipped with a suitable fire extinguisher. For these reasons, implementation of the proposed project would result in a less than significant impact associated with exacerbation of wildfire risks that would thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

The IS/MND includes the following analysis regarding the potential impact of the proposed project to exacerbate fire risk from the installation or maintenance of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities:¹⁰⁸

Implementation of the proposed project would improve the existing trail system at Cascade Canyon Open Space Preserve, the only infrastructure within the project area. There are no existing vehicular roads, water sources, power lines or other utilities within the project area and none are proposed as part of the project. The proposed project does not include any structures or other facilities that would be flammable or otherwise increase the wildfire risk. Implementation of the proposed project would not increase emergency response demands.

Implementation of the proposed project would result in a beneficial effect on the existing MCOSD's fuel management activities within Cascade Canyon Open Space Preserve because the trail access would be improved. The proposed trail system improvements would improve safety for trail users, which is a beneficial effect and would provide improved egress for visitors utilizing the trail system in case of emergency. The existing rock ford crossings within San Anselmo Creek would continue to be available for emergency vehicle use same as existing conditions. For these reasons, implementation of the proposed project would result in no impact associated with the installation or maintenance of associated infrastructure, such as roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

In *Newtown Preservation Society v. County of El Dorado*,¹⁰⁹ the Court of Appeal¹¹⁰ ruled, in part, that "argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence"¹¹¹ and that "complaints, fears, and suspicions about a project's potential environmental impact likewise do not constitute substantial evidence."¹¹² The Court elaborated that "substantial evidence means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. Members of the public may provide opinion evidence where special expertise is not required, however, interpretation of technical or

¹⁰⁷ IS/MND page 152

¹⁰⁸ IS/MND page 152

¹⁰⁹ *Newton Preservation Society v. County of El Dorado* (2021), 65 Cal. App. 5th 771

¹¹⁰ Court of Appeal of the State of California Third Appellate District (El Dorado)

¹¹¹ *Id.* at pages 927-928, 21 Cal. Rptr. 3rd 791

¹¹² *Joshua Tree Downtown Business Alliance v. County of San Bernardino*. 2016. 1 Cal. App. 5th 677, 690

scientific information requires an expert evaluation. Testimony by members of the public on such issues does not qualify as substantial evidence. In the absence of a specific factual foundation in the record, dire predictions by nonexperts regarding consequences of a project do not constitute substantial evidence.”¹¹³

The MCOSD confirms its determination that the proposed project would not result in potentially significant environmental impacts regarding wildfire including the exacerbation of potential hazards associated with wildfire that currently exist in the project area.

¹¹³ Joshua Tree Downtown Business Alliance v. County of San Bernardino. 2016. 1 Cal. App. 5th 690-691

Figure 31: Fire Hazard Severity Zones for the Project Area and Surrounding Neighborhoods

<https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>

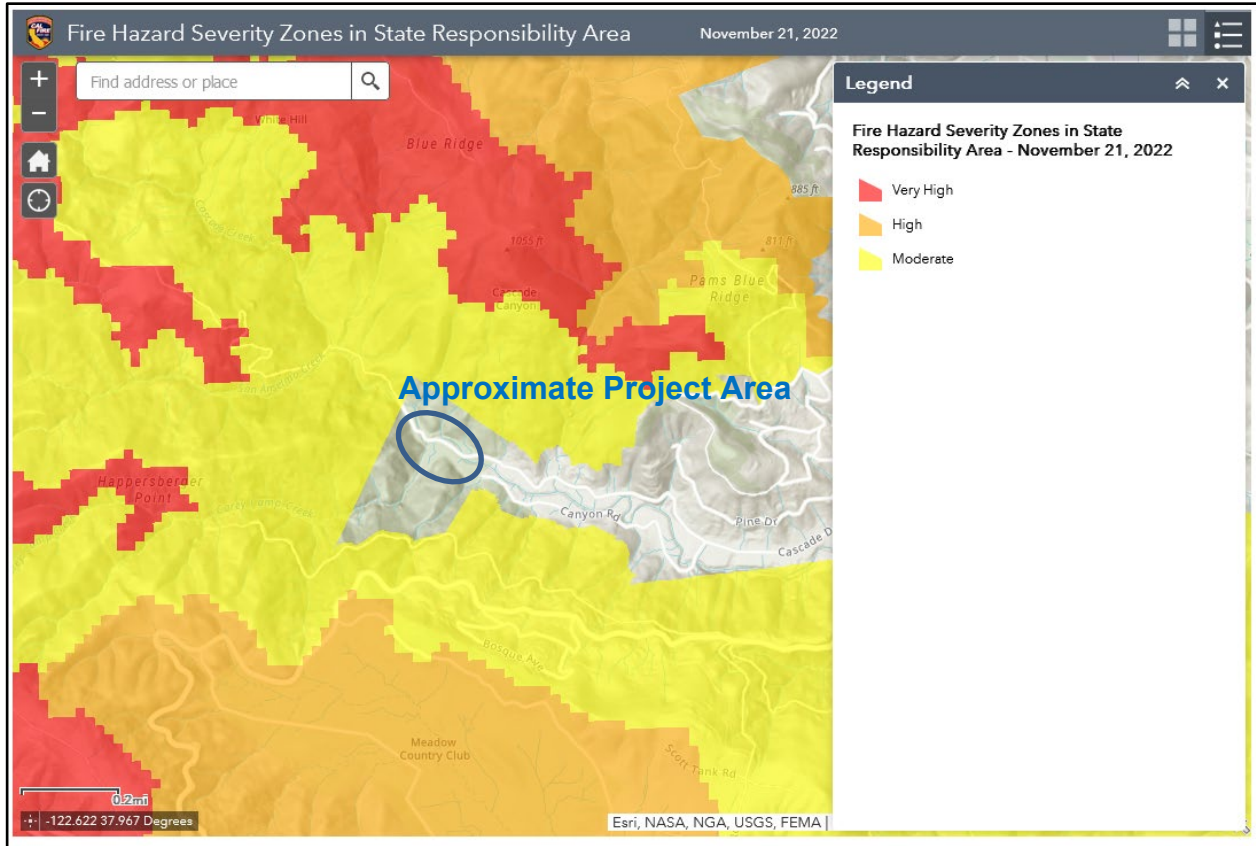


Figure 32: Wildland Urban Interface Zone for the Project Area and Surrounding Neighborhoods

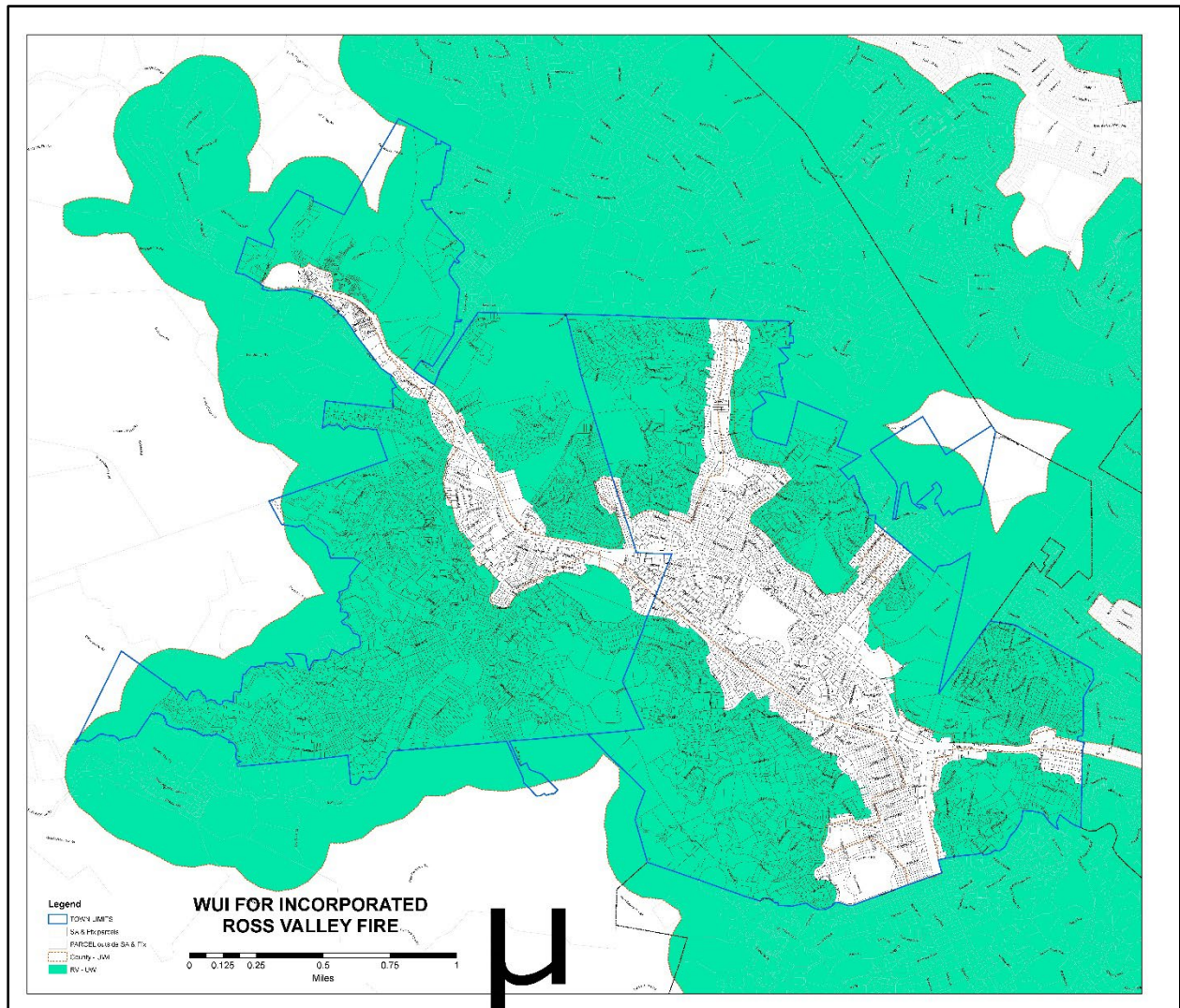


Figure 33: Fire Safe Marin Evacuation Route for the Neighborhoods adjacent to Cascade Canyon Open Space Preserve

ZONE AREA

7 FAIRFAX CASCADE Know your way out.

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

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

EVACUATION SAFETY TIPS

What to wear?
Wear goggles, leather gloves, and heavy shoes/boots; protect skin with long cotton or wool clothing; protect airway and face with an N95 mask and bandanna. Wear a hat to protect hair from embers.

Where to go? Avoid hillsides. Head for a valley floor by car, away from the fire if possible.

Last resort...Go on foot or bicycle only if no other option exists. Sheltering indoors or in a car is usually safer than being exposed outside.

Never evacuate uphill, on fire roads, or into open spaces where there is unmaintained vegetation.

Don't panic in traffic! Inside a car on pavement is one of the safest places during a wildfire.

EMERGENCY ALERTS & FIRE INFORMATION

WILDFIRES CAN STRIKE SUDDENLY AND WITHOUT WARNING. EMERGENCY MANAGERS WILL ATTEMPT TO NOTIFY RESIDENTS WHEN EVACUATION IS NECESSARY, BUT THIS IS NOT ALWAYS POSSIBLE. ADVANCE PREPARATION AND SITUATION AWARENESS ARE REQUIRED.

ALERT MARIN: Emergency Notifications and Evacuations

For **ACTION** at a specific **ADDRESS**

- Critical evacuation and life safety information, during emergencies, to specific addresses.
- Voice, Text, and Email messages

To register visit www.alertmarin.org

NIXLE: Information Notices

For **INFORMATION** to an entire **ZIP CODE**

- General information and less critical updates to larger populations, by zip code only.
- Text messages only

To register, text your zip code to 888777

AM/FM RADIO, SOCIAL MEDIA: Bay Area News; Twitter, Facebook

Monitor **FM 106.9, AM 740 (KCBS); AM 810 (KGO); FM 88.5 (KQED); FM 92.3; FM 90.5; FM 89.9 (KWMR)**

Follow: @MarinSheriff, @MarinCountyFire, @FairfaxPD, and @RossValleyFire

NOAA Radios: tune to 162.500 or 162.400 (same code 006041)

Fire Safe MARIN
 ROSS VALLEY FIRE DEPT
www.rossvalleyfire.org
 TOWN OF FAIRFAX
www.townoffairfax.org
 FIRE SAFE MARIN
www.firesafemarin.org

ATTACHMENT 1

Memorandum of Understanding with the Town of Fairfax

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE TOWN OF FAIRFAX AND
THE MARIN COUNTY OPEN SPACE DISTRICT
CONSENTING TO THE CONSTRUCTION OF TWO BRIDGES IN THE ELLIOTT NATURE
PRESERVE WITHIN CASCADE CANYON OPEN SPACE PRESERVE**

THIS MEMORANDUM OF UNDERSTANDING is made and entered into on this ____ day of _____ 2017, by and between the Town of Fairfax, California, and the Marin County Open Space District (MCOSD).

1 RECITALS

- a. The Town of Fairfax transferred the "Elliott Nature Preserve property to the Marin County Open Space District (MCOSD) in 1987 through a grant deed 1987-17275 (GRANT DEED).
- b. The GRANT DEED contains a clause that states that the MCOSD "will not sell, trade or exchange said property or construct any improvements thereon without the express consent of the grantor."
- c. The MCOSD manages the property for open space purposes including the protection of natural resources and enhancement of public recreational opportunities.
- d. The MCOSD's adopted Road and Trail Management Plan (RTMP) provides for a process for the public to submit proposals for road and trail improvements.
- e. The MCOSD received a proposal from the Friends of the Corte Madera Creek Watershed and the Marin Bicycle Coalition to construct two non-vehicular bridges across San Anselmo Creek along the Cascade Fire Road, replace one bridge across Carey Camp Creek, designate a portion of the Canyon Trail for multiple use, and decommission the High Water Trail (PROJECT).
- f. The MCOSD determined that the proposal to construct two bridges would provide safe access across the stream for all users, including people with disabilities.
- g. The MCOSD determined that the decommissioning of the High Water Trail would reduce harmful sediment in San Anselmo Creek, improve habitat for salmonids, including federally listed steelhead, residing in Cascade Canyon Open Space Preserve and elsewhere in the Corte Madera Creek watershed consistent with the National Marine Fishery Service's Coastal Multispecies Recovery Plan, and remove an unsafe and unsustainable path.
- h. At least one of the bridges is within the Elliott Nature Preserve.

2 AGREEMENT

Town of Fairfax

Consistent with the reversionary clause in the GRANT DEED, the Town of Fairfax expressly consents to the proposal to construct two non-vehicular bridges across San Anselmo Creek along the Cascade Fire Road, replace one bridge across Carey Camp Creek, designate a portion of the Canyon Trail for multiple use, and decommission the High Water Trail. within the Elliott Nature Preserve portion of the Cascade Canyon Open Space Preserve.

Marin County Open Space District

The MCOSD agrees to implement the following actions as part of the PROJECT (as depicted on the attached map, entitled "**Exhibit A: Multiuse Bridge Improvements**").

- a. The MCOSD will install "No Bike" signs at the intersections of the redesignated portion of Canyon Trail, where bicycles will be allowed, at the intersection with the Carey Camp Trail, at intersection of the unaffected portions of the Canyon Trail upon which bicycles will not be allowed, and any other trail where bicycles are not allowed. The signs will inform users that bicycles are not allowed on these other trails. The MCOSD will also install a sign at the west end of the Canyon Trail where it intersects with the Cascade Fire Road informing users that they are on a shared-use trail and requesting that bicyclists ride slowly.
- b. The MCOSD will install bicycle speed-control measures, including chicanes, along the re-designated portion of the Canyon Trail.
- c. The MCOSD will install a bike rack near the main entrance of the preserve, at the end of Cascade Drive.
- d. The MCOSD will implement project design features or signs that will direct users away from the creek fords and towards the new bridges.
- e. The MCOSD will monitor trail visitation following implementation and employ an adaptive management strategy to any issues that may emerge.

SIGNED:



John Reed
Mayor, Town of Fairfax, California

Date: 4/10/2017

Judy Arnold
President, Marin County Open Space District Board of Directors

Date: _____



CASCADE CANYON PRESERVE

Cascade Bridges

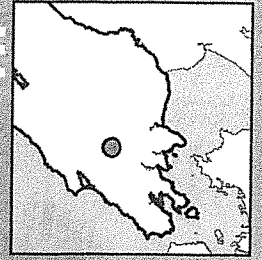
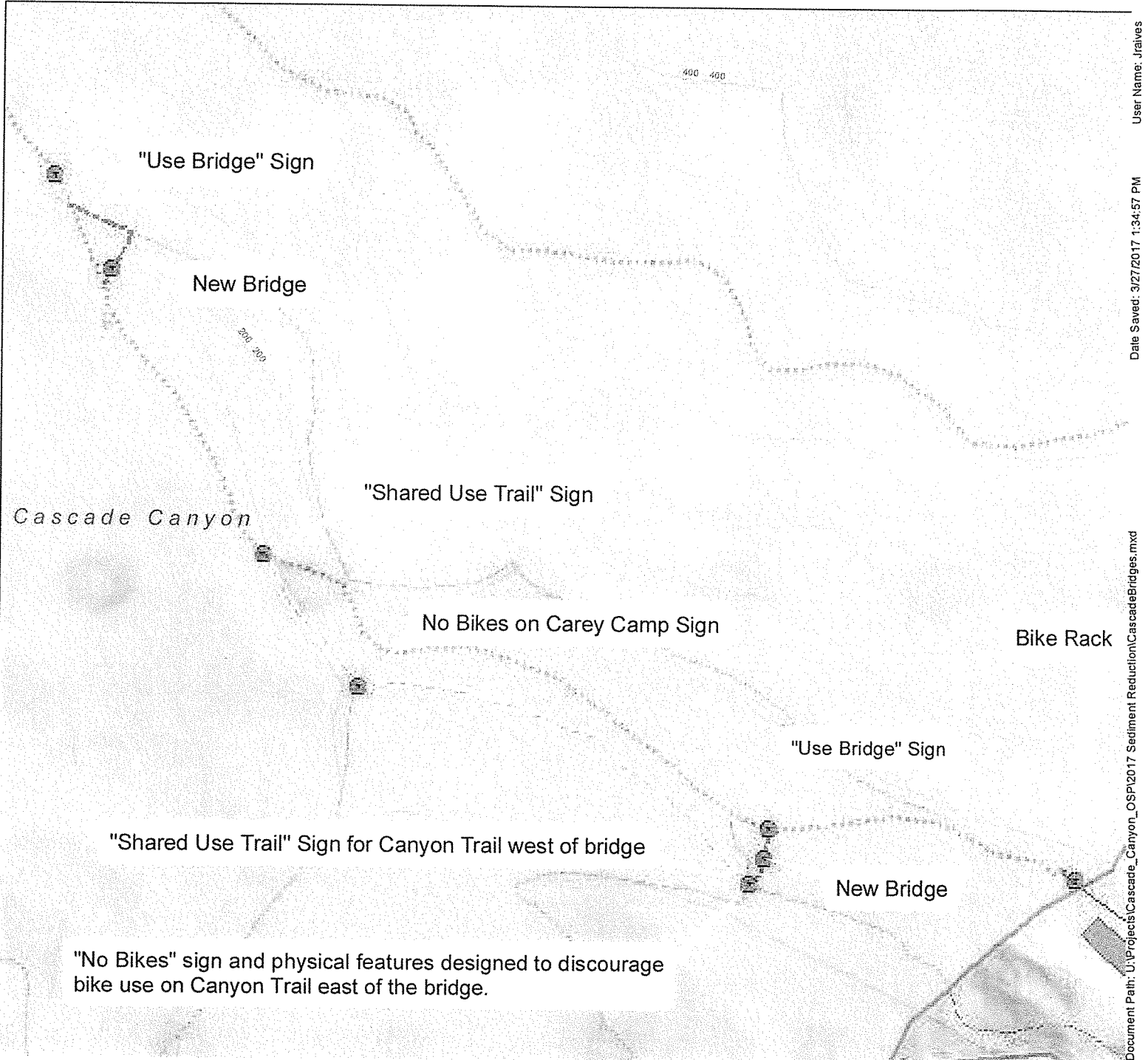
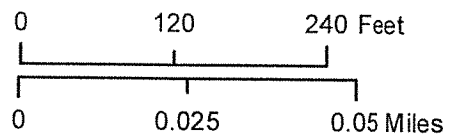


EXHIBIT A



- Project Features
- Trail Extension
- Location of speed abatement design features (sinuosity, chicanes, etc.)
- Open Space Preserve

Property Boundaries are general depictions and are not survey accurate



ATTACHMENT 2

**Dusky-Footed Woodrat Nesting and Habitat Assessment for the Proposed Cascade
Canyon Bridges and Trail Improvement Project**

DUSKY-FOOTED WOODRAT NESTING AND HABITAT ASSESSMENT FOR THE PROPOSED CASCADE CANYON BRIDGES AND TRAIL IMPROVEMENT PROJECT

Prepared by Mischon Martin, Chief of Conservation Science and Projects

May 3, 2023

This report documents the findings of two nest surveys and habitat assessments for dusky-footed woodrat (*Neotoma fuscipes*) within and adjacent to the proposed project footprint of the Cascade Canyon Bridges Proposed Project (Study Area) located in Fairfax, Marin County, California. Although this species of woodrat has no federal or state protections, local concern from the public has been raised and Marin County Parks took the extra step to survey for their nests. These surveys were performed for purposes of compliance with wildlife protection protocols outlined in the Marin County Parks Vegetation and Biodiversity Management Plan (MCP 2015).

Background

Dusky-footed woodrats are known to occur within Cascade Canyon Open Space Preserve. They are the main prey source of northern spotted owls (*Strix occidentalis*) in Marin County. They prefer brushy, dense vegetative areas (Sakai & Noon 1993). Though crucial habitat builders, woodrats are generally tolerant of people and often nest close to trails, roads, and development (Lacour 2022). Results from a study on the relationship between woodrat populations and house counts suggest house counts may not provide a sufficient representation for woodrat abundance because they frequently reside in atypical houses such as tree cavities and rock crevices in some habitats. Additionally, individual woodrats can use multiple houses and more than one may occupy the same house (Fargo & Laudenslayer 1999).

Methods

The Study Area included the proposed bridge sites, the surrounding proposed project footprint, and access routes. The purpose of the surveys was to determine woodrat presence and locate any potential nests. The surveys were not to determine occupancy levels as those change over time. On March 3 and 4, 2021 and March 7, 2023, Marin County Parks biologists traversed the Study Area (Figure 1, attached) on foot to conduct a dusky-footed woodrat nest visual survey and habitat assessment. The entire Study Area was included in the survey. The survey was limited to daylight hours to maximize visibility for the detection of animals and during the winter season. No focused wildlife trappings were conducted.

Any dusky-footed woodrats detected during the field surveys by sight or evidence of their presence (including nest structures, scat, or other sign) was recorded. Binoculars (8.5x42 magnification) were used to aid in the identification of wildlife.

Results

Between March 3-4, 2021, eight woodrat nests were observed during the surveys. The surveys were completed between 8:00 AM and 10:30 AM. Conditions during the surveys were cool and cloudy with 90-percent cloud cover and light wind (between 0 and 5 miles per hour [mph]). Nests were not assessed for occupancy during the surveys but appeared to be in varying degrees of use and non-use, with some appearing abandoned and others recently maintained with fresh vegetation.

On March 7, 2023, nine woodrat nests were observed during the survey. The survey was completed from 8:30 AM and 9:30 AM. Conditions during the survey were cool (between 48 Fahrenheit and 52 Fahrenheit) and partly cloudy with 60-percent cloud cover and light wind (between 0 and 5 mph). Again, nests were not assessed for occupancy at this time, but appeared to be in varying degrees of use and non-use.

Figure 2 (attached) shows the locations of woodrat nests observed during the two surveys. Note that some of the points are likely the same nest, but with slight discrepancy from GPS accuracy between years. In both years, woodrat nests were predominantly found in the southeastern portion of the Study Area. This follows known woodrat behavior preferring house sites where vegetation cover is most dense.

Potential Impacts from the Proposed Project

Implementation of the proposed project could result in potential impacts through direct loss of individual woodrats or their nests. Potential indirect impacts could include alteration of species' habitat. The following Best Management Practices (BMPs) will be implemented to reduce these potential impacts to less than significant.

Mitigation Vegetation and Biodiversity Management Plan BMP-GENERAL-7: Include Standard Procedures in Construction Contracts

- Protect environmentally sensitive areas. The MCOSD natural resource staff shall identify any Environmentally Sensitive Areas in or near construction work areas prior to the start of work. Environmentally Sensitive Areas may include: special-status plant or wildlife species or their habitats (e.g., woodrat nests, habitat for special-status plant and wildlife species, individuals or populations of listed special-status plant or wildlife species or locally rare species); wetlands including creeks streams and related riparian area; and sensitive vegetation types as described in this report. The MCOSD staff and contractors will fully avoid and protect such areas during habitat restoration work, or will help obtain and comply with necessary permits and regulatory requirements.

The following is provided to augment Mitigation Measure BIO-4. A pre-construction survey will be conducted within seven days of vegetation removal. Survey result validity was reduced from one month to one week to account for frequent movement of wildlife throughout contiguous habitat. If a woodrat house is identified within a work area, an exclusion zone would be erected around the existing woodrat houses using flagging or a temporary fence that does not inhibit the natural movements of wildlife, such as steel T-posts and a single strand of yellow rope or similar materials. The exclusion zone would be a 25-foot buffer area surrounding the woodrat house, or greatest area feasible. The work area would be relocated as necessary to avoid removing woodrat houses. The orientation of the work area would allow for escape routes to nearby suitable habitat, meaning that the work area would not completely surround the protected woodrat house. If woodrat houses cannot be avoided, the California Department of Fish and Wildlife would be contacted guidance regarding flushing and dismantling the woodrat house and then piling the materials in a nearby location outside of the work area for woodrats to use in reconstructing a house.

A clearly unoccupied house in an area integral for construction would be dismantled during the routine construction period. If the house appears to be occupied, it would not be dismantled until

the non-breeding season of October-November, if feasible. If young are encountered during nest dismantling, the dismantling activity would cease and the material replaced back on the house. The house would be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own, as determined by a qualified biologist. Once the young can fend for themselves, the house dismantling would continue. Due to the possibility of exposure to hanta virus (*Orthohantavirus*) known to be carried by woodrats, any dismantling or observations of the woodrat houses would be conducted only in a manner that fully protects the health of crews, equipment operators, or surveyors (California State Parks and National Park Service 2015).

Therefore, it is unlikely that the proposed project would result in the direct loss of individual woodrats. In addition, due to the sensitive natural resources within the preserve, a biological monitor will be present during ground disturbance for the bridge installations.

Marin County Parks followed up on comments stating a woodrat nest was destroyed during the 2017 geotechnical investigation. The previous Marin County Parks wildlife biologist, Lisa Michl, was the on-site biological monitor to ensure no wildlife were impacted by the work. One of the original locations for a test pit had a woodrat nest in that location. The equipment operator was instructed to move the test pit in order to keep the nest intact (personal communication, Michl March 24, 2023).

References

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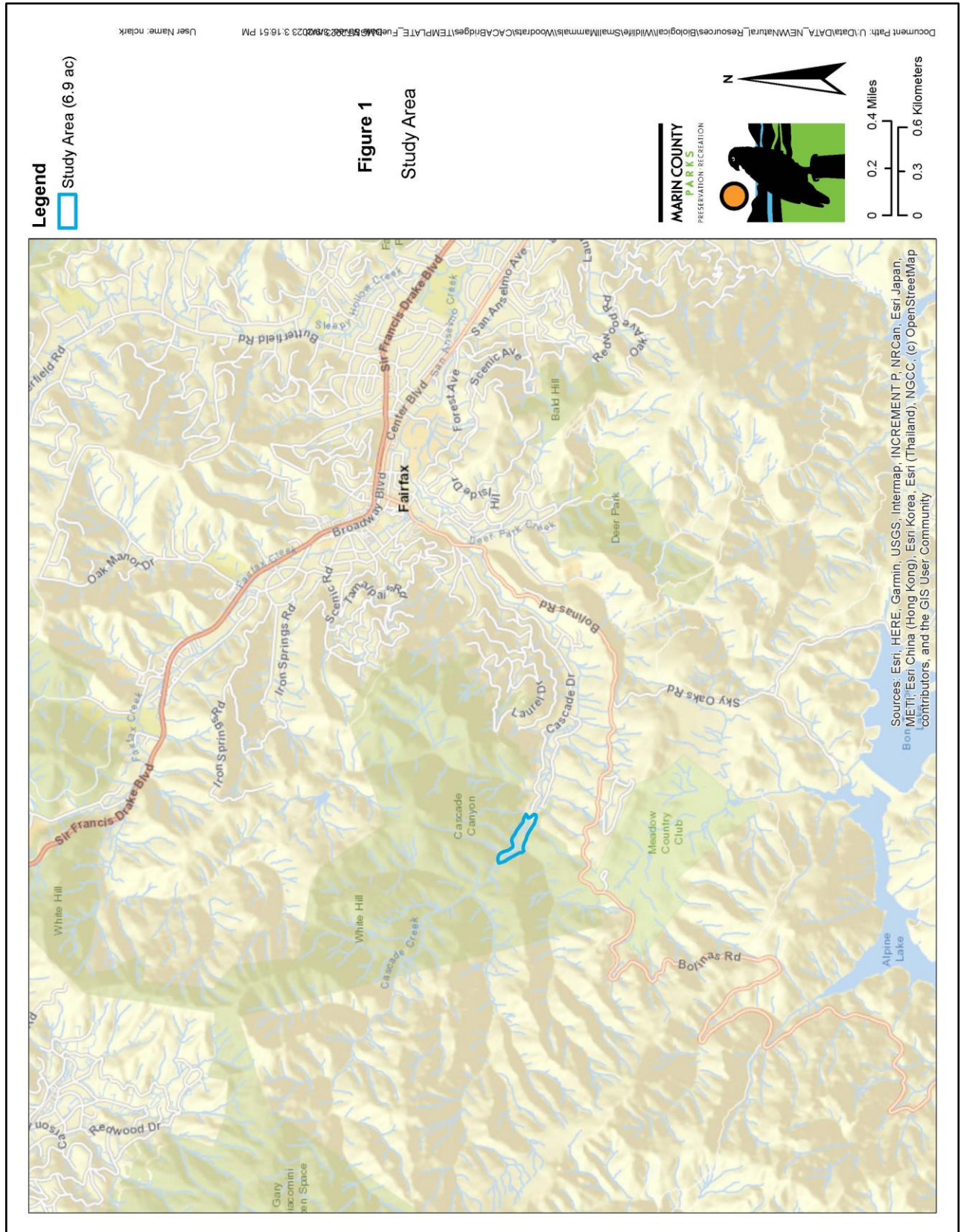
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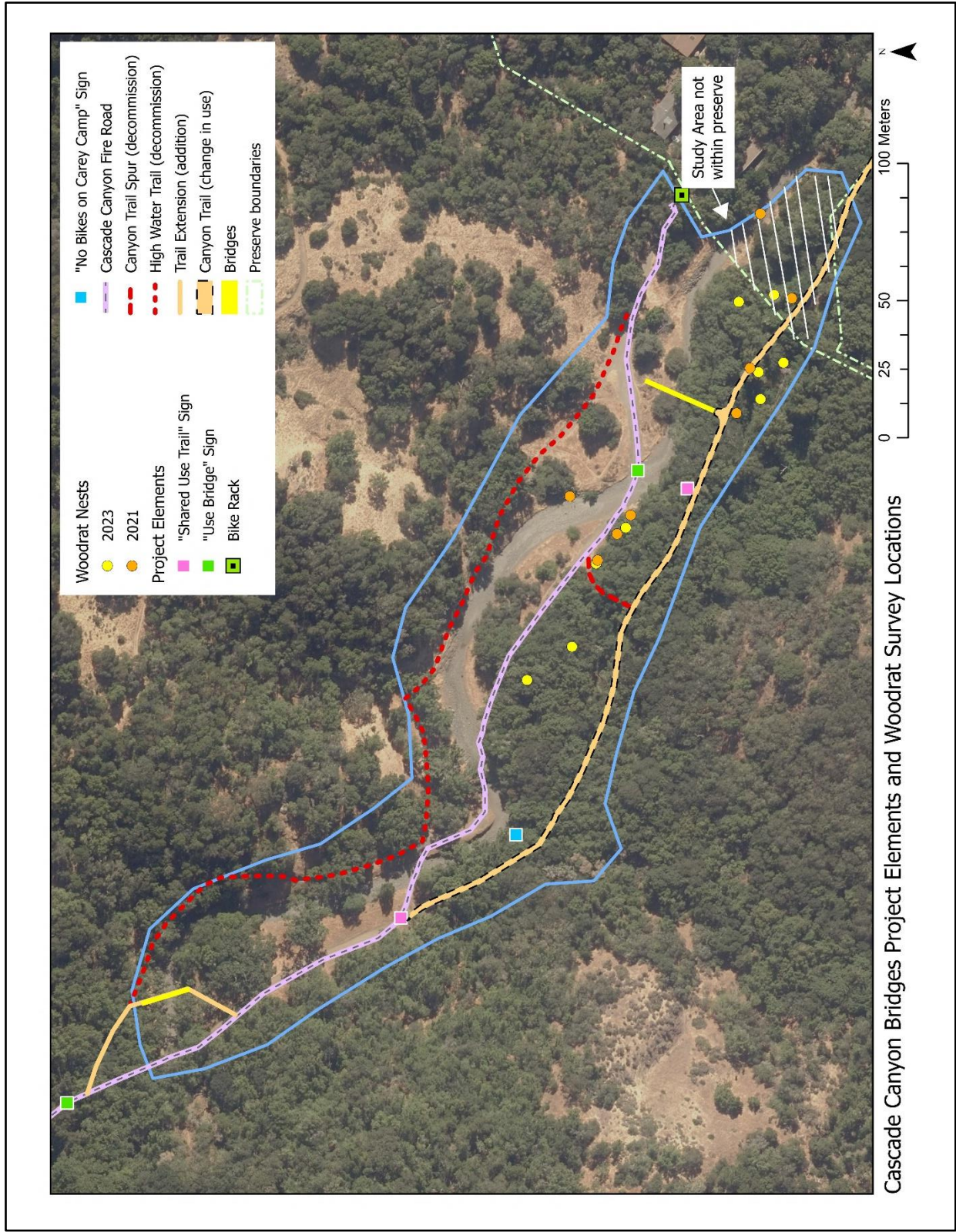
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Attachment 1 – Study Area



Attachment 2: Observed Nests



Attachment 3 – Photo of Geotechnical Investigation Site



ATTACHMENT 3

Traffic Study for the Proposed Cascade Canyon Bridges and Trail Improvement Project



June 30, 2022

Ms. Michelle Julene
Marin County Parks & Open Space District
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

Traffic Study for the Cascade Canyon Trail Improvement Project

Dear Ms. Julene;

As requested, W-Trans has prepared an analysis of the potential traffic impacts associated with the proposed trail improvements at the Cascade Canyon Open Space Preserve near the Town of Fairfax in the County of Marin. The purpose of this letter is to present the results of a literature review regarding the potential for the proposed project to translate to additional usage; estimate any potential increase in trips associated with the improvements; and determine any effects on local street operation as a result based on the data collected.

Existing Conditions

The study area consists of Canyon Road and Cascade Drive within one-half mile of the trailheads; both streets are in the Town of Fairfax. Traffic counts obtained on Canyon Road between July 26 and August 1, 2021, indicate that the roadway serves about 180 to 250 vehicle trip ends per day. Traffic counts obtained on Cascade Drive during the same period indicate a volume of about 200 to 250 vehicles per day. It is noted that the weather was clear and warm so it was assumed that use of the trail would have been relatively high during the period counted.

Project Description

The proposed project would include construction of two recreational bridges across San Anselmo Creek, development of new trail connectors to facilitate use of the bridges, decommissioning of the High-Water Trail and other trail segments that would become unnecessary, and re-designation of a segment of an existing trail to allow bicyclist use to facilitate use of the proposed bridges. The proposed project would change use on the segment of the Canyon Trail between Cascade Canyon Fire Road and the south end of Bridge 1 from hiker/equestrian use only to multi-use, which would include hiker, equestrian, and cyclist trail use.

Rather than providing new trail facilities or adding new user groups to the Cascade Canyon Open Space Preserve, the proposed bridges and trail connectors would facilitate existing recreational use and encourage protection of the water bodies, which hikers, and cyclists currently cross by foot or by bike. Currently cyclists must walk their bicycles along the pedestrian trails during high water flow as they cannot easily cross the creek and remain on established bike trails. It is understood that a concern has been expressed that bike demand will increase because there is a waterfall that would be running when the creek is high, and there is a perception that bicyclists who would not be able to access the site when the creek waters are high would now be able to do so. However, since bicyclists currently have a means of accessing these waterfalls either by crossing through the creek or by walking their bikes on the pedestrian-only trails, there does not appear to be a reason to anticipate that the change in the crossing would more than nominally increase the number of visitors who would be attracted to this trail system.

Data Collection

Visitor Counts

The Marin County Open Space District (MCOSD) conducted Visitor Use Surveys on Cascade Fire Road in the Cascade Canyon Open Space Preserve during August/September 2019 and April 2021 using a motion-activated camera placed on the Cascade Fire Road in between the existing Cut Trail and the proposed location for Bridge #2. The surveys were performed to determine the total level of visitor use by pedestrians, dog walkers and bicyclists. Consistent with experience nationwide at parks and other outdoor venues, visitation increased substantially during 2021 compared to 2019 due to the effects of COVID-19. The average volumes obtained are summarized in Table 1.

User Group	Weekday		Weekend	
	2019	2021	2019	2021
Pedestrians	25	65	84	121
Dog-walkers	5	12	11	17
Cyclists	3	10	3	18
Total	33	87	98	156

Vehicle Counts

Traffic counts obtained for W-Trans on Canyon Road and Cascade Drive between July 26 and August 1, 2021, indicated that the roadway peak hours on Cascade Drive were between 1:30 and 3:30 p.m. on Saturday and between 12:00 and 2:00 p.m. on Sunday. On Canyon Road, roadway peak hours were between 1:00 and 3:00 p.m. on Saturday and between 12:00 and 2:00 p.m. on Sunday. A data collection period of one week was selected to ensure that all relevant periods were covered. Day-to-day variability in traffic leads to some days with higher traffic volumes than others. Seasonal fluctuations in traffic also occur, though the counts were obtained during clear, warm weather so would be expected to generally reflect peak demand for the trail.

Turnaround counts were collected of motorists who turned around at the trail entrances to determine potential park visitors who could not locate parking. Turnaround data or "U-turn" movement data was collected on August 21, 22, and 28, 2021 at the terminuses of Canyon Road and Cascade Drive during the determined roadway peak periods. On the 21st and 22nd temperatures were mild and comfortable while the 28th was a very warm day.

During the three observation dates, three U-turn movements were observed on Cascade Drive on Saturday, August 21, two U-turn movements were observed on Sunday, August 22, and three U-turn movements were observed on Saturday, August 28 during the peak period. Cascade Drive results are summarized in Plate 1.

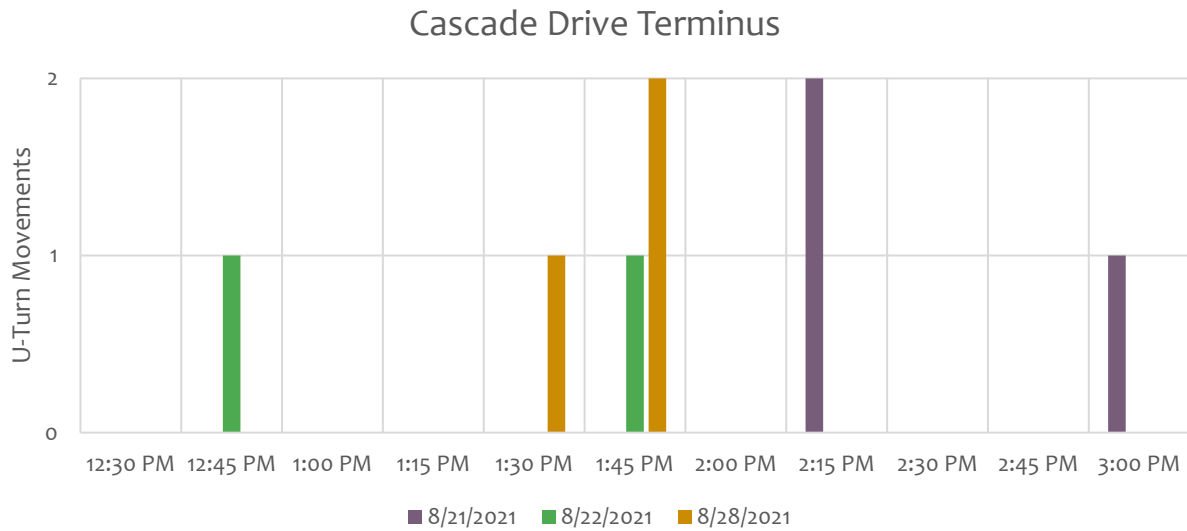


Plate 1 Cascade Drive U-turn Movements

During the peak period, zero U-turn movements were observed on Canyon Road on Saturday, August 21 and Sunday, August 22, and one U-Turn movement was observed on Saturday, August 28. Canyon Road results are summarized in Plate 2.

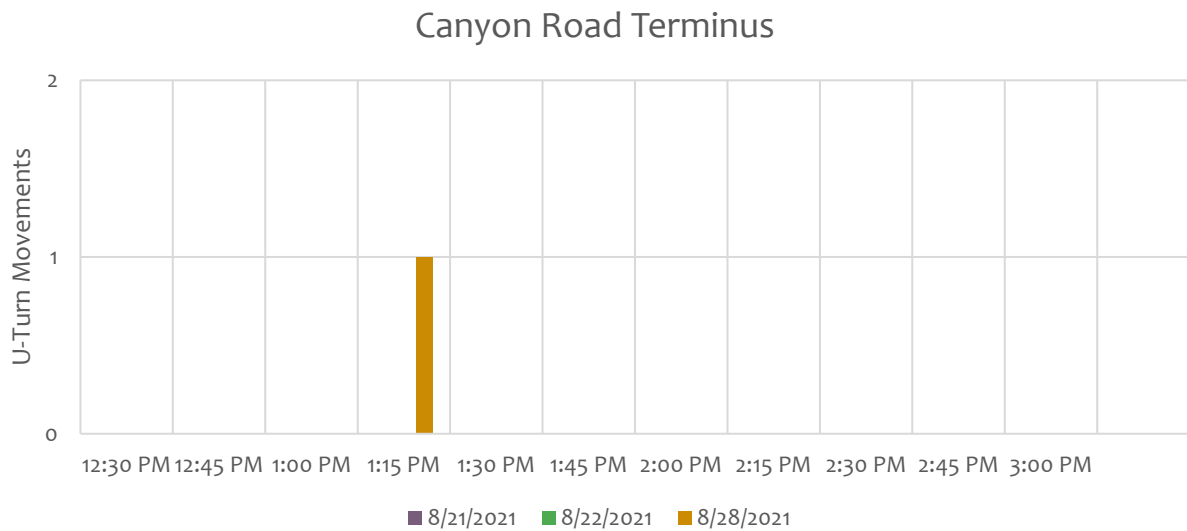


Plate 2 Canyon Road U-turn Movements

Turnaround data collection at the terminuses of Cascade Drive and Canyon Road demonstrates that U-turn movements were low during the peak period. Low U-turn movement volumes indicate that trail visitors were able to find on-street parking spaces along Cascade Drive and Canyon Road. Similarly, near-zero U-turn movement volumes on Canyon Road indicate that the three parking spaces located at the terminus are adequate to accommodate the demand for parking by trail visitors.

Vehicle Trip Generation

The anticipated vehicle trip generation for a project is generally estimated using standard rates published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 10th Edition, 2017 (ITE 2017). This publication includes information for a Public Park (ITE LU # 411) which would be the closest land use category to the proposed project. However, the ITE park land use generally represents locations with active uses such as sports, developed picnic facilities, boating, multi-use trails, etc., most of which are more active than anticipated for the proposed project, which is limited to pedestrian and cyclist use only. Due to limitations of this published data, surveys were conducted by W-Trans in the summer of 2017 to establish vehicle trip rates for trailhead parking lots in Sonoma County. The surveys were conducted at three separate parks that have the most similar usage type as the proposed project and include Shell Beach, Laguna Wetlands Preserve, and Taylor Mountain Regional Park.

Shell Beach, part of Sonoma Coast State Park, is off SR 1, south of SR 116, with a parking lot that serves as access to trailheads on both sides of SR 1 covering an estimated 500 acres, with nine miles of trails. It should be noted that trip rates from data collected at Shell Beach in 2013 had been used for other open space/trailhead traffic studies for projects in the area, such as the Calabasas Creek Open Space Preserve off SR 12 and Jenner Headlands Preserve between Jenner and Russian Gulch. These rates were updated based on the 2017 surveys. Based on the 2017 surveys, the Shell Beach parking lot generates traffic at a rate of 2.4 trips per mile of trail during the weekday p.m. peak hour and 9.6 trips per mile of trail during the Saturday midday peak hour.

Laguna De Santa Rosa Trail in the Laguna Wetlands Preserve has entrances on SR 12, east of SR 116 and on Occidental Road, east of SR 116 in the City of Sebastopol. This 400-acre area park with 3.3 miles of trails is owned, in part, by the City of Sebastopol and the City of Santa Rosa and includes a County Regional Parks Trail Easement. The trail area wraps around ponds, marshes and the largest freshwater complex on the Northern California Coast, the Laguna channel. The Laguna De Santa Rosa Trail parking lot generates traffic at a rate of 3.3 trips per mile of trails during the weekday p.m. peak hour and 7.3 trips per mile of trails during the Saturday midday peak hour.

Taylor Mountain Regional Park is located on Kawana Terrace outside of the City of Santa Rosa and is owned by Sonoma County Regional Parks. This 1,100-acre park and open space preserve contains 6.5 miles of trails for hiking, biking, and horseback riding with panoramic views of the City of Santa Rosa at the summit. Taylor Mountain Regional Park generates traffic at a rate of 7.4 trips per miles of trail during the weekday p.m. peak hour and 4.3 trips per acre of trails during the Saturday midday peak hour.

The proposed project is most similar to these three park projects as opposed to the land uses studied in the ITE *Trip Generation Manual* because all these park properties have a portion of the space dedicated to trail easement on a larger acreage of open space or privately-owned property. In other words, the majority of the land restricts public access, with only a portion dedicated to trails for public use. However, for each of these studies the common factor was that the proposed project being evaluated using the trip generation estimates was an increase in the number of trail miles. It was assumed for purposes of these prior analyses that the increase in available facilities would translate to an increase in the capacity to accommodate visitors, and therefore an increase in the number of visitors and visitor vehicle trips. These vehicle trip estimates are summarized in Table 2.

Land Use	Miles of Trails	Weekday PM Peak Hour				Weekend Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Similar Facilities									
Taylor Mountain Regional Park	6.5	7.4	48	6	22	4.3	28	14	14
Laguna Wetlands Preserve	3.3	8.2	27	1	11	7.3	24	12	12
Shell Beach (2017)	9.0	2.4	22	14	8	9.6	86	40	46

The proposed Cascade Canyon trail improvement project would develop new trail connectors to the proposed bridges over San Anselmo Creek and would decommission a trail and other trail segments. It would not, however, increase trail miles or provide additional parking, either of which would increase the capacity to accommodate visitors and therefore result in an anticipated increase in the number of visitors. However, because the proposed project does not increase trail miles or parking capacity, it is unlikely to generate an increase in vehicle trips.

Because evaluating a change wherein there is no increase in trail miles or parking capacity, as is the case with the proposed project, a literature review was performed to determine if other data exists that could provide more insight into the potential for the proposed project to attract new visitors.

Literature Review

A literature review was performed regarding potential visitor use associated with park improvements. A research paper published by Donahue et al., 2018 about the correlation between social media and park visitation in the Twin Cities, Minnesota, found that new or enhanced water bodies, park amenities such as recreational facilities, length of trails, and population density of nearby neighborhoods were associated with greater visitation rates. As the proposed improvements to the project site do not include new water bodies or recreational facilities and will not increase the total length of trails, but would, in fact, reduce trail mileage, visitation is not anticipated to increase based on these results.

A research paper published by Cohen et al, 2019 about the renovations of neighborhood parks and the long-term outcomes on physical activity found that park renovations such as the repair or refresh of ageing parks, or the implementation of supervised activities and programming, can substantially increase park use with the increases sustained over multiple years. Afterwards, park use may drop slowly over time possibly due to loss of novelty for park users but remain higher than during the times before any renovation. As the project site is not a neighborhood park and improvements would not include additional programming, the results of this study would not apply to the proposed project.

A review was also performed regarding the relationship of park visitor use and available parking. A research paper published by Larson et al, 2018, found that outdoor recreation visitation to sites in San Diego County was largely influenced by the number of housing units and parking lots. Housing units located within a travel time of ten minutes, the number of parking lots, and the openness to the public were the most important variables measured for hikers. For cyclists, it was found that the number of park entrances and housing units located within 30 minutes of travel time were most important, while the presence of parking lots was less important. A research paper published by Weitowitz et al, 2019, found that the number of

visitors to nature conservation sites was significantly different between parking lots with different capacities, and that the importance of parking is greater for remote sites. The paper was inconclusive whether parking lots with higher capacities caused more visitation, or if higher levels of visitation was the catalyst for constructing more parking spaces. However, the project does not include any increase in parking or attractions, so would not translate to any increase in demand based on these criteria.

Based on the literature review, it was determined that there is no basis for anticipating that visitation of Cascade Canyon Open Space Preserve would increase beyond current levels, as parking capacity, site accessibility, length of trails, amenities, programs, and facilities would either not change or would be reduced. Due to the proximity of the Cascade Canyon Preserve to other Marin County open space preserves, the proposed project is also not anticipated to increase visitation from residents of housing units far from the project site as the modest changes associated with the proposed bridges would not constitute an attraction that does not already exist.

Field Review of Parking Conditions

A field review of the project study area was performed to assess parking availability and roadway geometrics. The terminus of Canyon Road was observed to have three parking spaces, and two spaces were occupied at the time of the field review. The number of on-street parking spaces within one-half mile of the Canyon Road trailhead was estimated to be at least 40 spaces. While "No Parking" signage was observed on multiple residents' gates and fences, because these are installed privately and not by a public entity they are not legally enforceable. However, these spaces were excluded from the parking space count. The terminus of Cascade Drive was observed to have zero parking spaces and the number of on-street parking spaces within one-half mile of the Cascade Drive trailhead was estimated to be in excess of 40 spaces. Both regulatory and non-regulatory "No Parking" signs were observed on Cascade Drive. The street widths of Canyon Road and Cascade Drive varied; street width measurements ranged between 12.5 feet and 25 feet. Sight lines at the access points of Cascade Drive and Canyon Road were reviewed and determined to be adequate.

While a detailed occupancy survey of the available parking along both Cascade Drive and Canyon Road was not performed, it was noted that during the late morning/early afternoon when the site visit was performed there were empty spaces along both streets. It is reasonable to anticipate that peak parking demand for the Open Space would occur during this time period, and that, in fact, the parking demand associated with the Cascade Canyon Trail was accommodated within the available on-street supply. Because the changes to the trails can reasonably be expected to result in no changes to parking demand, and given that the existing demand was accommodated within the available supply while leaving vacant spaces on both Cascade Drive and Canyon Road, it is reasonable to conclude that the project would not result in any deterioration in parking availability.

It is noted that the Marin County Parks webpage for Cascade Canyon Preserve mentions "limited street parking only," advising visitors of potential difficulty in finding parking on busy weekends and holidays and asking them to be respectful of local residents. Consideration may also be given to providing facilities to accommodate bicycle parking at the trailhead to encourage hikers to ride their bikes to the site.

Very Low Volume Roadway Segment Operation

A Policy on Geometric Design of Highways and Streets by AASHTO provides guidance on design criterion on roadways carrying 400 or fewer trips per day. Based on traffic counts collected on Cascade Drive and Canyon Road, both streets would be considered very low volume roadways. Upon the addition of project-

related traffic to the existing roadway volumes, the classification of the streets is not anticipated to change. The existing roadways are expected to accommodate any minor potential increases in traffic given the very low volumes that are currently experienced.

Emergency Response

Consideration was given to the potential impact the proposed project might have on emergency response given the narrow widths of both Cascade Drive and Canyon Road. It is noted that the proposed project would not be expected to increase the number of users or vehicles, therefore it would have no impact beyond what currently exists.

Conclusions

- A literature review of the relationship between the proposed trail improvements, available parking, and park visitation was performed. No evidence was found to suggest that the proposed project would increase visitation or parking demand.
- A field review and data collection of the study area determined that U-turn movements at the terminus of Cascade Drive and Canyon Road were low, indicating that adequate on-street parking is available.
- Trip generation rates for similar usage types as the proposed project in Sonoma County were reviewed. It was determined that the proposed project is unlikely to generate an increase in vehicle trips as there is no anticipated increase in miles of trails.
- Due to the low roadway volumes observed on Cascade Drive and Canyon Road, it is reasonable to assume the roadways would continue to operate acceptably as they are already accommodating traffic generated by the Cascade Canyon Trail.

Recommendations

- The County could request cycling and hiking groups as well as journalists featuring trails at the Cascade Canyon Open Space Preserve to include an advisory of limited on-site parking.
- Signage should be installed at the park entrance notifying visitors of tow-away enforcement for illegal parking, such as blocking private driveways. Consideration could also be given to providing facilities for bike parking at the trail entrances to accommodate hikers who wish to ride to the site.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



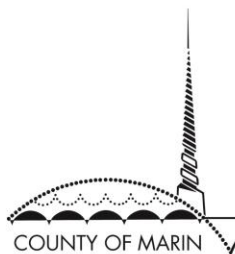
Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/sg/MAX138.L1



ATTACHMENT 4

**Letter from Jason Weber, Fire Chief, Marin County Fire Department Regarding the
Proposed Cascade Canyon Bridges and Trail Improvement Project**



MARIN COUNTY FIRE DEPARTMENT

Committed to the preservation of life, property and environment.

June 14, 2023

Mr. Max Korten, Director and General Manager
Marin County Parks and Open Space District
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

**RE: PROPOSED CASCADE CANYON BRIDGES AND TRAIL
IMPROVEMENT PROJECT CASCADE CANYON OPEN SPACE
PRESERVE**

Mr. Korten,

Per your request, I have reviewed the plans for the proposed Cascade Canyon Bridges and Trail Improvement Project at Cascade Canyon Open Space Preserve and the Traffic Study that was prepared for the proposed project by W-Trans dated June 30, 2022.

I understand that residents on Cascade Drive and Canyon Road are concerned about several issues pertaining to fire hazard that could be worsened by implementation of the proposed project including increased fire hazard, inability of fire trucks being able to access Cascade Canyon Open Space Preserve, and inability of residents being able to evacuate in case of wildfire due to visitors parking vehicles on the roadways.

I agree with the assessment and conclusions included in the Traffic Study regarding Emergency Response:

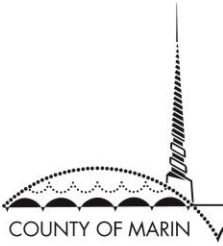
Consideration was given to the potential impact the proposed project might have on emergency response given the narrow widths of both Cascade Drive and Canyon Road. It is noted that the proposed project would not be expected to increase the number of users or vehicles, therefore it would have no impact beyond what currently exists.

I also understand that when large construction equipment would be accessing the project area on Cascade Drive there may be a few locations where on-street parking on Cascade Drive would be restricted to avoid hazards. I support implementation of proposed Mitigation Measure Transportation – 1 which requires the Contractor to prepare a traffic control plan prior to initiating construction activities and communicate the traffic control plan with the Marin County Fire Department.

Jason Weber
FIRE CHIEF

33 Castle Rock Avenue
PO Box 518
Woodacre, CA 94973
415 473 6717 T
415 473 7820 F
CRS Dial 711
www.marincounty.org/depts/fr

Woodacre
Throckmorton Ridge
Marin City
Point Reyes
Hicks Valley
Tomaes
Ross Valley: Medic 18
Tamalpais Fire Crew



MARIN COUNTY FIRE DEPARTMENT

Committed to the preservation of life, property and environment.



Furthermore, implementation of the proposed project would not interfere with emergency plans or evacuation routes, nor would it affect access for emergency service vehicles including fire trucks.

Sincerely,

Jason Weber, Fire Chief
Marin County Fire Department
33 Castle Rock Avenue, Woodacre, CA 94973

ATTACHMENT 5

Comments Received on the Draft IS/MND

Table MR-A4-1: Master Response Key

Commentor	MR-1	MR-2	MR-3	MR-4	MR-5	MR-6	MR-7	MR-8	MR-9	MR-10
Nic Shilzony	X							X		
Eli Bingham	X									
Theodore Gilliland	X									
Donald Johnson	X									
Andrew Foster	X									
Patrick Ritter	X									
Richard Long	X									
Susan Nawbary	X									
Thackary Grossmanky	X									
Blair Peterson	X									
Christine Dillon	X									
Cathleen Vickers	X									
David Griffis	X									
David Redlin	X									
Gary Nosti	X									
Jason Brooks	X									
John Prince	X									
Ryan Lafrenz	X									
Bob Trigg	X									
Charles Merrill	X									
Jeffrey Vickers	X									
Lynn Littooy	X									
Matt Farber	X									
Craig Ross	X									
Gary Blackwell	X									
James Malaspina	X									
Lance Haag	X									
Adam Neville	X									
Andy Peri	X									
Ben Wolin	X									
Chris Borjian	X									
Christian Ferrone	X									
Chuck Wong	X									
David Carbonell	X									
Davy Jay	X									
Galen Pewtherer	X									
Garrett Leahy	X									
Grant Lacey	X									
Jonathan Arms	X									
John Boeschen	X									
Jonathan Pierce	X									
Matt Murawski	X									
Maximilian DeLaure	X									
Michael Umbarger	X									
Mike Nettleton	X									
Nathan Cohen	X									
Otis Guy	X									
Patrick McCreary	X									
Rachel Lloyd	X									
Robert Parnow	X									
Ro'ee Gilron	X									
Rollin Feld	X									

Commentor	MR-1	MR-2	MR-3	MR-4	MR-5	MR-6	MR-7	MR-8	MR-9	MR-10
R. Scott Samet	X									
Sean Perry	X									
Sean Solway	X									
Steve Grant	X									
Steve Held	X									
Walter Meservey	X									
William Reilly	X									
Wolfe Birkie	X									
Alex Burnham	X									
Andrew Perry	X									
Anthony Craig	X									
Bill Keene	X									
Christian Hobbs	X									
Clayton Kunz	X									
Gerald Houlette	X									
Gwendolyn Froh	X									
Joby Tapia	X									
Joe Stranzl	X									
Kyle Gertridge	X									
Stephen McDaniel	X									
Tyler Montgomery	X									
Steffen Enni	X									
Andrew Waite	X									
Andrew Bartshire	X									
Patrick McNicholas	X									
Sandra Guldman	X									
Laura Lovett	X									
Nick Fain	X									
Steve Giandomenica	X									
Joshua Brown	X									
Kelly Bennett	X									
Benjamin Pease	X									
Zachary Warnow	X									
Abby Minot	X									
Brian Bartell	X									
Burt Riveira	X									
Chris Stein	X									
David Hindley	X									
Denise Prescott	X									
Dylan MacDonald	X									
Eric Rainbolt	X									
Franklin Blackford	X									
Holden Daniels	X									
Jamuel Starkey	X									
Jeff Brown	X									
Joel Shrock	X									
Lindsay Helmuth	X									
Luke Holoubek	X									
Marc Vendetti	X									
Matt Selig	X									
Monica Melby	X									
Michael Udkow	X									
Patrick Walsh	X									
Paul Hogan	X									

Commentor	MR-1	MR-2	MR-3	MR-4	MR-5	MR-6	MR-7	MR-8	MR-9	MR-10
Peter Hively	X									
Peter Verdone	X									
Philip Chenette	X									
Ryan Hilhous	X									
Samuel Owen	X									
Scott Bartlebaugh	X									
Sean ODay	X									
Sebastian Castillo	X									
Windy Riemer	X									
Zach Lawryk	X									
Chris Kocher	X									
Jonathan Irwin	X									
Kip (Daggett H.) Howard, Jr.	X									
Scott MacDonald	X									
David Langsam	X									
Heather Bennett	X									
Jonathan Irwin	X									
Jonathan Lamb	X									
Carla Corde	X									
Marcus Mueller	X									
Scott Murray	X									
Tom Boss	X									
Dave Jay	X									
Erika Lovejoy	X									
Erik Stromberg	X									
Jonathan Pierce	X									
Karl Vavrek	X									
Mike Nettleton	X									
Nicholas Gaffney	X									
Olivia Dillon	X									
Steven Lyons	X									
Linda Novy		X	X	X	X	X		X	X	X
Geoffrey Bolt		X	X	X		X		X		X
Linda Bolt		X	X	X		X	X	X	X	X
Jasmine Dickison								X	X	X
Marleen Roggow					X		X		X	
Nicholas George								X		
Steve Wasserman					X		X	X	X	
Gayle Wilson								X		X
Ross Jones					X			X	X	X
George Pedersen			X	X						
Jeannine Fradelizio										X
Ray Scruggs					X					
John Berg								X	X	
Larry Davidson			X							
Delores Stoll					X				X	
Minna Kim		X	X	X	X	X	X	X	X	X
Roger Jacobsen			X							
Sarah Fink								X	X	
Terry Jones									X	
Judy Aizuss		X								
Kim Burggraf		X	X	X				X	X	X
Steven White									X	

Commentor	MR-1	MR-2	MR-3	MR-4	MR-5	MR-6	MR-7	MR-8	MR-9	MR-10
Reid McAllister			X							
California Native Plant Society, Eva Buxton						X				
Marleen Roggow			X					X		
Jeannine Choppelas				X				X	X	
Lorren Butterwick		X	X	X		X		X		
Marin Horse Council, Richard Holland and Armory Willis			X	X				X		
Marin Conservation League, Robert Miller and Terri Thomas			X			X		X		
Ana Bravo			X	X		X		X		
Beverly Brewster			X					X		
Cascade Canyon Neighbors		X	X	X	X	X	X	X	X	X
Matthew Stewart			X	X				X		
Regula Wegman		X	X	X	X			X	X	
Adela Rockwell			X						X	X
Deborah Benson								X	X	
Diana Knight			X					X		
Gwenn White				X					X	X
Jacob Barnett								X		
Jess Lerner		X	X			X		X		X
Jessica Green						X				
Kiah Bosy								X		
Mark Fogg									X	
Matt Ferner					X		X	X	X	
Matthew Towers								X		
Michael W. Graf		X	X		X	X		X	X	X
Michael Mell							X		X	x
Sam Heller				X		X		X		
Stephanie Hellman		X		X		X		X		
Steve White								X		X
Teryl George						X		X		
Valeri Hood								X		

LETTERS OF SUPPORT

Click on a comment name to navigate to the full comment.

2021-02-16 - Nic Shilzony	2021-03-03 - Jonathan Arms
2021-02-18 - Eli Bingham	2021-03-03 - John Boeschen
2021-02-18 - Theodore Gilliland	2021-03-03 - Jonathan Pierce
2021-02-19 - Donald Johnson	2021-03-03 - Matt Murawski
2021-02-26 - Andrew Foster	2021-03-03 - Maximilian DeLaure
2021-02-26 - Patrick Ritter	2021-03-03 - Michael Umbarger
2021-02-26 - Richard Long	2021-03-03 - Mike Nettleton
2021-02-26 - Susan Nawbary	2021-03-03 - Nathan Cohen
2021-02-26 - Thackary Grossmansky	2021-03-03 - Otis Guy
2021-02-27 - Blair Peterson	2021-03-03 - Patrick McCreary
2021-02-27 - Christine Dillon	2021-03-03 - Rachel Lloyd
2021-02-27 - Cathleen Vickers	2021-03-03 - Robert Parnow
2021-02-27 - David Griffis Griffis	2021-03-03 - Ro'ee Gilron
2021-02-27 - David Redlin	2021-03-03 - Rollin Feld
2021-02-27 - Gary Nosti	2021-03-03 - R Scott Samet
2021-02-27 - Jason Brooks	2021-03-03 - Sean Perry Perry
2021-02-28 - John Prince	2021-03-03 - Sean Solway
2021-02-28 - Ryan Lafrenz	2021-03-03 - Steve Grant
2021-03-01 - Bob Trigg	2021-03-03 - Steve Held
2021-03-01 - charles merrill	2021-03-03 - Walter Meservey
2021-03-01 - Jeffrey Vickers	2021-03-03 - William Reilly
2021-03-01 - Lynn Littooy	2021-03-03 - Wolfe Birkie
2021-03-01 - Matt Farber	2021-03-04 - Alex Burnham
2021-03-02 - Craig Ross	2021-03-04 - Andrew Perry
2021-03-02 - Gary Blackwell	2021-03-04 - Anthony Craig
2021-03-02 - James Malaspina	2021-03-04 - Bill Keene
2021-03-02 - Lance Haag	2021-03-04 - Christian Hobbs
2021-03-03 - Adam Neville	2021-03-04 - Clayton Kunz
2021-03-03 - Andy Peri Peri	2021-03-04 - Gerald Houlette
2021-03-03 - Ben Wolin Wolin	2021-03-04 - Gwendolyn Froh
2021-03-03 - Chris Borjian	2021-03-04 - Joby Tapia
2021-03-03 - Christian Ferrone	2021-03-04 - Joe Stranzl
2021-03-03 - Chuck Wong	2021-03-04 - Kyle Gertridge
2021-03-03 - David Carbonell	2021-03-04 - Stephen McDaniel
2021-03-03 - Davy Jay	2021-03-04 - Tyler Montgomery
2021-03-03 - Galen Pewtherer	2021-03-05 - Steffen Enni
2021-03-03 - Garrett Leahy	2021-03-07 - Andrew Waite
2021-03-03- Grant Lacey	2021-03-08 - Andrew Bartshire

2021-03-08 - Patrick McNicholas
2021-03-08 - Sandra Guldman
2021-03-09 - Laura Lovett
2021-03-09 - Nick Fain
2021-03-09 - Steve Giandomenica
2021-03-10 - Joshua Brown
2021-03-14 - Kelly Bennett
2021-03-15 - Benjamin Pease
2021-03-15 - Zachary Warnow
2021-03-16 - Abby Minot
2021-03-16 - Brian Bartell
2021-03-16 - Burt Riveira
2021-03-16 - Chris Stein
2021-03-16 - David Hindley
2021-03-16 - Denise Prescott
2021-03-16 - Dylan MacDonald
2021-03-16 - Eric Rainbolt
2021-03-16 - Franklin Blackford
2021-03-16 - Holden Daniels
2021-03-16 - Jamuel Starkey
2021-03-16 - Jeff Brown
2021-03-16 - Joel Shrock
2021-03-16 - Lindsay Helmuth
2021-03-16 - Luke Holoubek
2021-03-16 - Marc Vendetti
2021-03-16 - Matt Selig
2021-03-16 - Monica Melby
2021-03-16 - Michael Udkow
2021-03-16 - Patrick Walsh
2021-03-16 - Paul Hogan
2021-03-16 - Peter Hively
2021-03-16 - Peter Hively 2

2021-03-16 - Peter Verdone
2021-03-16 - Philip Chenette
2021-03-16 - Ryan Milhous
2021-03-16 - Samuel Owen
2021-03-16 - Scott Bartlebaugh
2021-03-16 - Sean ODay
2021-03-16 - Sebastian Castillo
2021-03-16 - Windy Riemer
2021-03-16 - Zach Lawryk
2021-03-17 - Chris Kocher
2021-03-17 - Jonathan Irwin
2021-03-17 - Kip (Daggett H.) Howard, Jr
2021-03-17 - Scott MacDonald
2021-03-18 - David Langsam
2021-03-18 - Heather Bennett
2021-03-18 - Jonathan Irwin
2021-03-18 - Jonathan Lamb
2021-03-18 - Jonathan Sicroff
2021-03-18 - Marcus Mueller
2021-03-18 - Scott Murray
2021-03-18 - Tom Boss – Marin County
Bicycle Coalition
2021-03-19 - Dave Jay
2021-03-19 - Erika Lovejoy
2021-03-19 - Erik Stromberg
2021-03-19 - Jonathan Pierce
2021-03-19 - Karl Vavrek
2021-03-19 - Mike Nettleton – Access4Bikes
2021-03-19 - Nicholas Gaffney
2021-03-19 - Olivia Dillon
2021-03-19 - Steven Lyons

COMMENT LETTERS

Click on a comment name to navigate to the full comment.

2021-02-18 - Linda Novy
2021-03-10 - Linda Novy, Ray Moritz
2021-03-02 - Linda Novy, Geoff & Linda Bolt
2021-03-19 - Geoffrey Bolt-2
2021-03-19 - Linda Bolt-2
2021-02-19 - Jasmine Dickison
2021-02-19 - Marleen Roggow
2021-02-21 - Nicholas George
2021-02-21 - Steve Wasserman
2021-03-04 - Steven Wasserman-2
2021-03-04 - Steven Wasserman-3
2021-02-22 - Gayle Wilson
2021-02-23 - Gayle Wilson-2
2021-03-03 - Gayle Wilson-3
2023-03-07 - Gayle Wilson-4
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2021-02-24 - Ross Jones
2021-02-25 - George Pedersen
2021-02-25 - Jeannine Fradelizio
2021-02-26 - Ray Scruggs
2021-02-27 - John Berg
2021-02-27 - Larry Davidson
2021-03-02 - Dolores Stoll
2021-03-03 - John McConneloug
2021-03-04 - Rodger Jacobsen
2021-03-04 - Sarah Fink
2021-03-04 - Terry Jones
2021-03-05 - Judy Aizuss
2021-03-05 - Kim Burggraf
2021-03-17 - Kim Burggraf Burggraf
2021-03-19 - Kim Burggraf Burggraf-2
2021-03-06 - Steven White
2021-03-13 - Reid McAllister
2021-03-15 - Eva Buxton – California
Native Plant Society
2021-03-16 - Marleen Roggow
2021-03-17 - Jeannine Choppelas
2021-03-17 Lorren Butterwick
2021-03-17 - Richard Holland & Amory Willis - Marin
Horse Council
2021-03-17 - Robert Miller & Terri Thomas - Marin
Conservation League
2021-03-18 - Ana Bravo
2021-03-18 - Beverly Brewster
2021-03-18 - Canyon/Cascade Neighbors Bolt-2
2021-03-18 - Matthew Stewart
2021-03-18 - Regula Wegmann
2021-03-19 - Adela Rockwell
2021-03-19 - Deborah Benson
2021-03-19 - Diana Knight
2021-03-19 - Gwenn White
2021-03-19 - Jacob Barnett
2021-03-19 - Jess Lerner
2021-03-19 - Jess Lerner-2
2021-03-19 - Jessica Green
2021-03-19 - Kiah Bosy
2021-03-19 - Mark Fogg
2021-03-19 - Matt Ferner
2021-03-19 - Matthew Towers
2021-03-19 - Michael Graf
2021-03-19 - Michael Mell
2021-03-19 - Minna Kim
2021-03-19 - Sam Heller
2021-03-19 - Stephanie Hellman
2021-03-19 - Steve White
2021-03-19 - Teryl George
2021-03-19 - Valeri Hood

From: [REDACTED]
To: [Campo, Jon](#)
Subject: Bridge
Date: Tuesday, February 16, 2021 8:39:05 PM

Nic Shilzony would like information about:

Thank you all for all the hard work sustaining the balance of community and nature. My only concern about this project is leaking oils and fuels from equipment used in the construction. Otherwise, a bridge over a natural water way is a good idea to prevent errotrion. Thanks again! Also, more single track bike trails would be awesome!

MR-8

MR-1

With appreciation
Nic Shilzony

From: [Eli Bingham](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Eli Bingham
Date: Thursday, February 18, 2021 1:32:34 PM



IS/MND Public Comments Cascade Canyon

Name	Eli Bingham
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I strongly support the proposed Cascade Bridges project (https://www.marincountyparks.org/projectsplans/road-and-trail-management/cascade-bridges-cascade-canyon). I am a hiker and a cyclist and enjoy visiting this beautiful and important part of the Marin County ecosystem. The bridges and access changes will protect the creek and spawning steelhead and mitigate erosion impact, while enabling visitors of all kinds to enjoy this beautiful space.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Theodore Gilliland](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Theodore Gilliland
Date: Thursday, February 18, 2021 2:03:38 PM



IS/MND Public Comments Cascade Canyon

Name	Theodore Gilliland
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>This project seems like a no-brainer no matter which "side" you represent. It's a win for hikers, cycling advocates, and environmentalists.</p> <p>In particular, it seems that the bridges will protect the steelhead and the creek ecosystem far beyond the current situation.</p> <p>It will also allow for better hiker-biker interaction, and limit illegal bicycle use on the High Water trail by providing another dry alternative.</p>

MR-1

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From: [Donald Johnson](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Donald Johnson
Date: Saturday, February 20, 2021 6:00:27 AM



IS/MND Public Comments Cascade Canyon

Name	Donald Johnson
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I support the project as is and look forward to using the bridges and not riding my bike through the creek bed any more. This is long overdue thank you for proposing it Don

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Andrew Foster](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Andrew Foster
Date: Friday, February 26, 2021 7:26:05 PM



IS/MND Public Comments Cascade Canyon

Name	Andrew Foster
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I have reviewed the various ISMND study documents for the Cascade Bridges project. Personally, I find the project to be an excellent use of funds: it will reduce stress on fish populations and other species, and yet allow existing users to continue to use long-established trails in the area. I love visiting the area with my family, and we look forward to crossing the cascade safely and without stressing the environment. The project has my full support.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Patrick Ritter](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Patrick Ritter
Date: Friday, February 26, 2021 7:42:37 PM



IS/MND Public Comments Cascade Canyon

Name	Patrick Ritter
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I fully support the bridges project. This will make for a safer, and more environmentally sound creek crossing.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Richard Long](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Richard Long
Date: Friday, February 26, 2021 9:35:43 PM



IS/MND Public Comments Cascade Canyon

Name	Richard Long
Email	[REDACTED]
Comments	I think adding bridges to the cascade canyon trail exit is a great idea. I bike and there is no way around the creek. Walking is not always possible. The bridge will protect habitat and prevent dirt from going into the creek. It will probably also reduce side trails. The bridges won't increase foot or bike traffic. Parking is usually the limiting factor.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Susan Nawbary](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Susan Nawbary
Date: Friday, February 26, 2021 7:01:54 PM



IS/MND Public Comments Cascade Canyon

Name	Susan Nawbary
Email	[REDACTED]
Comments	I strongly support this bridge. It needs to be wide enough to support bikes and pedestrians. It is odd that bikes are excluded from so many areas yet are expected to ride through the creek. I strongly support better accessibility for all with this bridge. The bridge will make the walk to the falls more accessible as well.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Thackary Grossmansky](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Thackary Grossmansky
Date: Friday, February 26, 2021 7:38:08 PM



IS/MND Public Comments Cascade Canyon

Name	Thackary Grossmansky
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Hi, I just wanted to say I support the cascade canyon bridges project. Sounds like a win win situation for long term habitat protection and recreational use. I won't be able to make it to the meeting so I wanted to have my vote of support be heard. Thank you, Thackary Grossmansky

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Blair Peterson](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Blair Peterson
Date: Saturday, February 27, 2021 4:34:14 PM



IS/MND Public Comments Cascade Canyon

Name	Blair Peterson
Email	[REDACTED]
Comments	I have reviewed the draft plan for bridges in Cascade Canyon. I think it is well considered and addresses the negative environmental issues and mitigates the dangers of users of the open space crossing the creek multiple times. As a frequent cyclist and occasional hiker in Cascade Canyon, I fully support the plan. Thank you.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Christine Dillon](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Christine Dillon
Date: Saturday, February 27, 2021 7:31:49 AM



IS/MND Public Comments Cascade Canyon

Name	Christine Dillon
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I live in Cascade Canyon and am in favor of the proposed bridges.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Cathleen Vickers](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Cathleen Vickers
Date: Saturday, February 27, 2021 1:36:38 PM



IS/MND Public Comments Cascade Canyon

Name	Cathleen Vickers
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	We enjoy the Cascade Canyon Open Space and know the dangers of crossing the creek in the rainy season. The project has my full support. Reducing habitat destruction, impacts to any wildlife/amphibians/etc and improved safety is key, and this project is on track for accomplishing these goals.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [David Griffis Griffis](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - David Griffis Griffis
Date: Saturday, February 27, 2021 8:16:14 AM



IS/MND Public Comments Cascade Canyon

Name	David Griffis Griffis
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	We don't live immediately adjacent to this area, but we do recreate here from time to time. I don't understand why you wouldn't do this project. If we are serious about wanting to protect our watershed, this project is a no-brainer. Thank you.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [David Redlin](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - David Redlin
Date: Saturday, February 27, 2021 5:50:29 PM



IS/MND Public Comments Cascade Canyon

Name	David Redlin
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Looks like a great plan to lessen the impacts of visitors on wildlife. Mountain bikes are a fantastic way to appreciate nature and outdoor spaces. Infrastructure should be built to encourage responsible bike access to open space.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Gary Nosti](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gary Nosti
Date: Saturday, February 27, 2021 7:45:25 AM



IS/MND Public Comments Cascade Canyon

Name	Gary Nosti
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Yes..I agree..it's the right thing to do.The bridge(s)have been needed there for many years.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jason Brooks](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jason Brooks
Date: Saturday, February 27, 2021 7:26:20 AM



IS/MND Public Comments Cascade Canyon

Name	Jason Brooks
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	As a resident living in Cascade Canyon and active user of the park as a biker and hiker I fully support the Mitigated Neg. Declaration. The introduction of the bridges to help keep my kids and people out of the creek when it is flowing along with elimination of the high water trail is better for nature and for visitors to the space. I hope you are able to approve this project sooner rather than later so we can enjoy the benefits and reduce the impact to the land.

MR-1

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From: [John Prince](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - John Prince
Date: Sunday, February 28, 2021 10:30:18 AM



IS/MND Public Comments Cascade Canyon

Name	John Prince
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I'm in favor of the bridge being built! It makes perfect sense to me.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Ryan Lafrenz](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Ryan Lafrenz
Date: Sunday, February 28, 2021 9:24:36 PM



IS/MND Public Comments Cascade Canyon

Name	Ryan Lafrenz
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>As an environmental professional and recreational user in the area, I wholeheartedly support this project. I have reviewed the draft Initial Study / Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project and look forward to it becoming a reality.</p> <p>Thank you!</p> <p>Ryan</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Bob Trigg](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Bob Trigg
Date: Monday, March 01, 2021 3:24:09 PM



IS/MND Public Comments Cascade Canyon

Name	Bob Trigg
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I fully support and encourage the construction of bridges over San Anselmo Creek in Cascade Canyon. As an off-road cyclist, I frequently ride on the Repack Fire Road (uphill as often as down), which is not easily accessed without biking through the creek. And I'm certain that, despite the (not very obvious) signage suggesting not riding through the creek, riders often do ride through the creek during the winter.</p> <p>Let's as a community protect the endangered sockeye in San Anselmo Creek and get these bridges built!</p>

MR-1

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From: [charles merrill](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - charles merrill
Date: Monday, March 01, 2021 3:47:41 PM



IS/MND Public Comments Cascade Canyon

Name	charles merrill
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I support the Cascade Bridges Project.</p> <p>Hello,</p> <p>I am a Fairfax resident.</p> <p>I have reviewed the CASCADE BRIDGES plan as described here: https://www.marincountyparks.org/projectsplans/road-and-trail-management/cascade-bridges-cascade-canyon?tabnum=1</p> <p>and I support it completely.</p> <p>I do not believe that the bridges will result in significantly higher visitor volume given current visitor access constraints and the terrain involved.</p> <p>I do believe that the installation of the bridges and removal of the social trails will have a large positive environmental impact.</p> <p>Best regards, Charles Merrill Fairfax, CA</p>

MR-1

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From: [Jeffrey Vickers](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jeffrey Vickers
Date: Monday, March 01, 2021 3:40:36 PM



IS/MND Public Comments Cascade Canyon

Name	Jeffrey Vickers
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Hello. I live in San Geronimo and hike and bike the trails between San Geronimo and Fairfax often. I support the construction of a bridge across the creek. Crossing the creek on foot or bike has always seemed like a bad idea for the environment, not to mention safety during the winter months. Let's protect the creek by getting the traffic out of there. Thanks, Jeff Vickers San Geronimo CA

MR-1

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From: [Lynn Littooy](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Lynn Littooy
Date: Monday, March 01, 2021 10:28:11 AM



IS/MND Public Comments Cascade Canyon

Name	Lynn Littooy
Email	[REDACTED]
Comments	<p>I have reviewed the draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project. The study is accurate and complete in its scope in my opinion. The project has my full support - it not only protects the species that rely on the creek, it will also create safer creek crossings for people while also minimizing human impact to wildlife. We are residents of Fairfax and visit Cascade Canyon Open Space Preserve quite often, and have experienced some of the dangers of crossing the creek first hand, especially during the winter months.</p> <p>Please move this project forward soon for the safety and enjoyment of visitors and for watershed wildlife and habitat.</p>

MR-1

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From: [Matt Farber](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Matt Farber
Date: Monday, March 01, 2021 10:43:41 AM



IS/MND Public Comments Cascade Canyon

Name	Matt Farber
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	This project makes complete sense to me. Helps protect the ecosystem and increases safety in the area, without creating increased traffic or any negative side effects. I would love to see this positive change take place. The Cascade Canyon proposal has my full support.

MR-1

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From: [Craig Ross](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Craig Ross
Date: Tuesday, March 02, 2021 3:02:42 PM



IS/MND Public Comments Cascade Canyon

Name	Craig Ross
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I think this project is a great idea....as long as it's inclusive of all types of trail users, including bikes (I'm a MTBer). I'm specifically mentioning bikes, as it seems many new projects focus only on hikers (I'm a hiker and avid trail runner) and horses (I don't ride very often, if at all). Please don't let the voices of a few entitled and exclusionary hikers ruin what could be a great project for many users.

MR-1

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From: [Gary Blackwell](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gary Blackwell
Date: Wednesday, March 03, 2021 10:46:57 AM



IS/MND Public Comments Cascade Canyon

Name	Gary Blackwell
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Hello! I have read the proposed project ,and I support it wholeheartedly. I go through this area at least every week, and me or my son may get washed away one of these rainy days! Besides keeping the creek in good shape and preserving the wildlife habitats in the area, I think it will indeed provide a safer and more enjoyable environment for people to go to year round. And keep my socks dry!

MR-1

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From: [James Malaspina](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - James Malaspina
Date: Tuesday, March 02, 2021 7:18:04 AM



IS/MND Public Comments Cascade Canyon

Name	James Malaspina
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am in full support of the Cascade Canyon (Bridge) effort. Full access to all users, improved safety and protection of the creek are welcomed improvements. I look forward to MCOS's approval.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Lance Haag](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Lance Haag
Date: Tuesday, March 02, 2021 9:10:13 PM



IS/MND Public Comments Cascade Canyon

Name	Lance Haag
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Great work on the planning! I agree with the assessment on page 9 that the project will not cause a substantial increase in traffic to the preserve. I reside at [REDACTED] Canyon road btw. I wholeheartedly support this project IF it is needed to restore access to Cascade Fire road for bicyclists 365 days per year, including thanksgiving day, and we will not see armed law enforcement blocking access to the fire road any more. Personally I believe the blocking of access on Thanksgiving was wrongly decided based on the disingenuous pretense that cycling on thanksgiving was a significant risk to fish and other wildlife, and that this very expensive project is not actually needed as there never was a real environmental problem that needed to be solved. If access to cyclists on the fire roads could be restored 365 days per year without this project, I would agree with neighbors who oppose it. But if the bridges are needed to solve the access problem, whether it is politically caused or an actual environmental issue, then please do go ahead with the project!</p>

MR-1

MR-3

MR-1

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From: [Adam Neville](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Adam Neville
Date: Wednesday, March 03, 2021 12:10:53 PM



IS/MND Public Comments Cascade Canyon

Name	Adam Neville
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am a Fairfax resident, and I love the addition of the bridges!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Andy Peri Peri](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Andy Peri Peri
Date: Wednesday, March 03, 2021 11:39:06 AM



IS/MND Public Comments Cascade Canyon

Name	Andy Peri Peri
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I am strongly in favor of this project. It is vital that we protect water quality and stream habitat in this area. These bridges are the best solution to keeping the increasing number visitors to the area out of the creek, minimizing disturbance to the riparian and aquatic habitat there.</p> <p>Thank you!</p>

MR-1

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From: [Ben Wolin Wolin](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Ben Wolin Wolin
Date: Wednesday, March 03, 2021 11:26:22 AM



IS/MND Public Comments Cascade Canyon

Name	Ben Wolin Wolin
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>The Cascade Canyon proposal would provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve. It would eliminate the need to cross San Anselmo Creek using the rock fords located within the creek.</p> <p>It would protect the Salmon and reduce erosion. Please approve the project!</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Chris Borjian](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Chris Borjian
Date: Wednesday, March 03, 2021 3:58:06 PM



IS/MND Public Comments Cascade Canyon

Name	Chris Borjian
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I have reviewed the draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project and the project as outlined has my full support. This project will reduce the user impacts on native species as well as improve safety for my family and all other users. We have young children and regularly visit the Cascade Canyon Open Space Preserve, especially during the winter months when the creek is flowing at its peak. We have repeatedly experienced first hand how dangerous crossing the rushing creek is. I look forward to these bridges improving both the safety for all users while reducing siltation into the creek by creating a much needed dry crossing.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Christian Ferrone](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Christian Ferrone
Date: Wednesday, March 03, 2021 11:25:06 AM



IS/MND Public Comments Cascade Canyon

Name	Christian Ferrone
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	After reading the impact report I support the creation of multi use bridges to save native species and make the area more enjoyable to visit.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Chuck Wong](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Chuck Wong
Date: Wednesday, March 03, 2021 11:00:41 AM



IS/MND Public Comments Cascade Canyon

Name	Chuck Wong
Email	[REDACTED]
Comments	I read the Initial Study/Mitigated Negative Declaration for the Cascade Bridges project and it looks to be complete and comprehensive. I am in support of this moving forward. I live in Marin to enjoy the Open Space Preserve and crossing the creek can be very dangerous so please complete the project soon before next winter.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [David Carbonell](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - David Carbonell
Date: Wednesday, March 03, 2021 12:21:58 PM



IS/MND Public Comments Cascade Canyon

Name	David Carbonell
Email	[REDACTED]
Comments	Hi, please build these bridges to allow all users a safe and equitable access across the creek.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Rice, Katie](#)
To: [Campo, Jon](#)
Cc: [Korten, Max](#)
Subject: FW: Elliot Preserve / Cascade Canyon Bridge Project
Date: Thursday, March 04, 2021 11:15:59 AM

Please see Davy Jay's email below regarding the project from an accessibility perspective. He gave me permission to forward to you as formal comment on the EIR. I believe he will be attending meeting tonight.

Katie

From: Davy Jay [REDACTED]
Sent: Wednesday, March 3, 2021 7:26 PM
To: Rice, Katie [REDACTED]
Subject: Elliot Preserve / Cascade Canyon Bridge Project

Hello Supervisor Rice,

My name is Davy Jay and I live at [REDACTED] Canyon Rd in Fairfax. Thank you for your service.

I am not aware of the role you may play in this project but I believe some in our neighborhood have reached out to you and/or your office. If you take all of Canyon Rd. and the equivalent part of Cascade Rd. there are around 75 homes. When it comes to public feedback sometimes it feels as though there are 2-3 voices who speak for everyone. I am reaching out to provide a couple of thoughts for your consideration.

From my perspective, the Elliot Preserve bridge debate has been clouded because of the ongoing dispute regarding the impacts of biking. At times, the dispute is tiresome, frustrating and occasionally insincere.

I want to address one issue with you....access.

When I read the original MCOSD source documents it stated that 91% of the visits to the preserve were Fairfax residents. When I think about increasing access, my first thought is about increasing access for local citizens, specifically increasing access for people who have limited mobility. As my father aged and eventually was ailing, he couldn't manage the High Water trail in the preserve and there was no way he could cross San Anselmo Creek when there was water in it. Even when it was dry, I always had a hand close by when we crossed. So our standard walk became Carey Camp since there was a bridge that provided easy access. Because someone built a bridge years ago a senior citizen could continue a walk in 2017. My former neighbor Annagret lived in the Canyon approximately 60 years and in the 15 years I knew her she hiked the preserve more than anyone. As she got older she started using a hiking/walking staff and wouldn't go as far. It got to a point that she wouldn't walk past the location of the proposed second bridge because of the uneven rocky creek crossing. When I think of access, this is who I think about. If the bridges are built, there could be more car traffic and parking challenges but I'm feeling that the benefits outweigh my inconvenience.

MR-1

I appreciate you taking the time to read this. I don't expect a response.

Kind regards,

Davy Jay
█ Canyon
Fairfax

From: [Galen Pewtherer](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Galen Pewtherer
Date: Wednesday, March 03, 2021 11:22:27 AM



IS/MND Public Comments Cascade Canyon

Name	Galen Pewtherer
Email	[REDACTED]
Comments	<p>My family and I are regular hikers in Cascade Canyon and have read the Initial Study/Mitigated Negative Declaration (IS/MND) documents and they look complete. We fully support the project as it will make hiking/walking much safer and also reduce habitat degradation due to the network of trails that now exist in an attempt to minimize wet-foot creek crossings.</p> <p>Please move this project forward ASAP in order to protect wildlife and habitat in the canyon</p>



MR-1

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From: [Garrett Leahy](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Garrett Leahy
Date: Wednesday, March 03, 2021 10:53:31 AM



IS/MND Public Comments Cascade Canyon

Name	Garrett Leahy
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>After reviewing the Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project and find it comprehensive and complete. I am a regular visitor to the Cascade Canyon Open Space Preserve and have experienced the dangers of crossing the creek firsthand when there is water flowing and while empty on loose rocks. I fully support this project as outlined, as it will reduce habitat fragmentation, impact on federally protected species and improve safety for all that use the trail.</p> <p>For the safety and enjoyment of visitors and for watershed protection, I hope this project will move forward.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Grant Lacey](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Grant Lacey
Date: Wednesday, March 03, 2021 11:09:59 AM



IS/MND Public Comments Cascade Canyon

Name	Grant Lacey
Email	[REDACTED]
Comments	<p>To Whom it May Concern,</p> <p>I have looked over the initial study for the new bridge project in Cascade Canyon. I find the results clear and complete, which has my full support. As a San Anselmo resident and avid outdoor recreator, this is beneficial to enthusiasts like myself, as well as protecting the awesome habitat for native plant and animal species that reside in Cascade Canyon. I am a regular visitor of this area and have personally experienced the dangers of creek crossings while exiting the canyon.</p> <p>Please move this project forward soon for the safety and enjoyment of visitors and for watershed protections.</p> <p>Sincerely, Grant Lacey</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jonathan Arms](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jonathan Arms
Date: Wednesday, March 03, 2021 11:44:39 AM



IS/MND Public Comments Cascade Canyon

Name	Jonathan Arms
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	As a frequent visitor to Cascade Canyon and a mountain biker I'd greatly appreciate a bridge spanning the creek as it is not ideal, in the winter, to have to cross the creek 4 times.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [John Boeschen](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - John Boeschen
Date: Wednesday, March 03, 2021 1:55:56 PM



IS/MND Public Comments Cascade Canyon

Name	John Boeschen
Email	[REDACTED]
Comments	Hello I'm in favor of the two multi-use recreational bridges planned to span San Anselmo Creek in Cascade Canyon. These two bridges will protect endangered fish and frogs. They also will put us on better footing when we visit Cascade Canyon. Thanks for the opportunity to voice my opinion.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jonathan Pierce](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jonathan Pierce
Date: Wednesday, March 03, 2021 12:23:55 PM



IS/MND Public Comments Cascade Canyon

Name	Jonathan Pierce
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Hi, I live on Cascade Drive in Fairfax. I am a 62 year old avid mountain bike rider and hiker. I either ride, or hike at least once a week in the Cascade Canyon open space area. I wanted to give my 100% support for the bridges project. The building of the bridges gives both hikers and bike riders access to the upper trails, without disturbing the sensitive creek ecosystem. Please vote to approve this excellent project. Thanks!</p> <p>Jonathan Pierce</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Matt Murawski](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Matt Murawski
Date: Wednesday, March 03, 2021 8:35:39 PM



IS/MND Public Comments Cascade Canyon

Name	Matt Murawski
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Love idea of the bridges being added - thank you

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Maximilian DeLaure](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Maximilian DeLaure
Date: Wednesday, March 03, 2021 3:18:30 PM



IS/MND Public Comments Cascade Canyon

Name	Maximilian DeLaure
Email	[REDACTED]
Comments	These bridges are a great idea. They will make crossing the creeks safer for my children, and also for wildlife. It's pretty ridiculous that during the rainy season crossing these is so tricky. I see no good reason not to put these in. Thanks.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Michael Umbarger](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Michael Umbarger
Date: Wednesday, March 03, 2021 11:20:22 AM



IS/MND Public Comments Cascade Canyon

Name	Michael Umbarger
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I have reviewed the draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project and believe it is very thorough and addresses all requirements. The project as outlined has my full support as it will help mitigate environment impacts on the area. I frequently ride through the Cascade Creek area and have personally experienced the difficult conditions of crossing the creek in the winter and think this is a great opportunity to improve the experience (and safety of users and wildlife!) with no downside.</p> <p>Opposition to the bridge from the neighbors is likely rooted in their desire to discourage Marin residents from outside of the immediate area from enjoying the public open space and their highly inappropriate disdain for mountain bicyclists and other trail users.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Mike Nettleton](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Mike Nettleton
Date: Wednesday, March 03, 2021 11:29:41 AM



IS/MND Public Comments Cascade Canyon

Name	Mike Nettleton
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I am in full support of the Cascade Canyon Bridges project. I strongly feel it achieves Marin County Parks' mission: educating, inspiring, and engaging the people of Marin in the shared commitment of preserving, protecting, and enriching the natural beauty of Marin's parks and open spaces, and providing recreational opportunities for the enjoyment of all generations.</p> <p>These bridges will help protect the species that inhabit the San Anselmo Creek watershed, reduce erosion and siltation and improve visitor access for all users.</p> <p>I believe certain individuals who are recently opposed to the project have a narrow view of acceptable use and visitorship to Cascade Canyon. In a word, it is NIMBYISM. Kudos to MCP for pursuing projects that encourage a broad, diverse user base and strong environmental standards.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Nathan Cohen](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Nathan Cohen
Date: Wednesday, March 03, 2021 11:25:07 AM



IS/MND Public Comments Cascade Canyon

Name	Nathan Cohen
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Bridges over the creek in Cascade Canyon are long overdue. We cannot improve Salmon habitat if users have to cross through a critical-habitat creek multiple times in a short stretch of trail. Please consider the motives of anyone who would oppose such a project with great skepticism. It simply makes sense for all trail users and for the health of the watershed.

MR-1

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From: [Otis Guy](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Otis Guy
Date: Wednesday, March 03, 2021 9:53:04 PM



IS/MND Public Comments Cascade Canyon

Name	Otis Guy
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	This has been a project in the works for a long time and has been studied extensively. The reports are accurate and all the reasons to build the bridges are correct. It will improve the environment there and needs to go forward

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Patrick McCreary](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Patrick McCreary
Date: Wednesday, March 03, 2021 8:27:30 PM



IS/MND Public Comments Cascade Canyon

Name	Patrick McCreary
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Dear Staff and Stakeholders,</p> <p>I support the proposed Cascade Bridge project. The proposed bridges (rather than trails going through creeks directly) are essential to reducing erosion/improving water quality, improving fish passage, and allowing environmentally sustainable human access. I regularly visit the Cascade Canyon Open Space Preserve and have experienced the dangers of crossing the creek first hand during the winter months. It's very dangerous with my to cross with my small child.</p> <p>Thank you, Patrick McCreary</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Rachel Lloyd](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Rachel Lloyd
Date: Wednesday, March 03, 2021 10:52:47 AM



IS/MND Public Comments Cascade Canyon

Name	Rachel Lloyd
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I strongly support the proposed project to build bridges for recreation access across the creek in Cascade Canyon. They will create safe access for all open space visitors, hikers, mountain bikers, birders, nature lovers while protecting the creek biome from the damage that occurs when trail users are required to cross through the creek. My family regularly visits this area of Fairfax as it is an easy hike or bike ride from our home on Iron Springs Road. Thanks for listening to my comments.</p> <p>-Rachel Lloyd</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Robert Parnow](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Robert Parnow
Date: Wednesday, March 03, 2021 10:54:49 AM



IS/MND Public Comments Cascade Canyon

Name	Robert Parnow
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I support this project to add bridges to the crossing if it prevents further closures of this area to cyclists. Cyclists are the constant target of a small number of hikers and equestrians who do not want to share trails with the second largest user group. Soon to be the largest. The cascade canyon area provides access to one of the most historically significant fire roads (repack) for mountain bikers. The road is called Repack due to the history of mountain biking in this area. I am all in favor or protecting native & endangered species. we do need to keep in mind that this creek dries out each summer so crossing the creek bed only impacts these creatures for part of the year. A bridge in this area will certainly mitigate this. There are numerous multi use bridges in Marin and the greater bay area that have proven to be successful. There is no reason why this bridge proposal is any different. The nimby attitude in Marin is a real shame, and all too often the only compromise is to further restrict trail access for cyclist and mountain bikers. We need to increase access for this growing user group with sustainable and challenging trails within Marin county. Continuing to restrict access is just further congesting the small number of fire roads that are legal for bicycles and increasing the chances of user conflict due to congestion.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Ro'ee Gilron](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Ro'ee Gilron
Date: Wednesday, March 03, 2021 1:27:32 PM



IS/MND Public Comments Cascade Canyon

Name	Ro'ee Gilron
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I full support the Cascade Bridges project. It reduces trial erosion, eliminates redundant trails and provides year round access without having to cross the water. My family and I regularly visit the Cascade Canyon Open Space Preserve and have experienced the dangers of crossing the creek first hand during the winter months with our stroller and our little kids.</p> <p>Please move this project forward soon for the safety and enjoyment of all visitors and Fairfax residents.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Rollin Feld](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Rollin Feld
Date: Wednesday, March 03, 2021 10:51:36 AM



IS/MND Public Comments Cascade Canyon

Name	Rollin Feld
Email	[REDACTED]
Comments	I support this project whole heartedly. It makes perfect sense & couldn't imagine folks being opposed. Thank you for your work. If you need volunteers please let me know

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [R Scott Samet](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - R Scott Samet
Date: Wednesday, March 03, 2021 11:12:45 AM



IS/MND Public Comments Cascade Canyon

Name	R Scott Samet
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Hello. I am fully supportive of the Cascade Canyon bridges project. I grew up just down the street from Cascade Canyon (then called "Elliot's"), and spent many hours there playing and exploring as a kid. Now, as an adult still living near the preserve, I still spend much time there hiking and biking with my kids and friends, and for some moments of solitude. I understand that there is some neighborhood opposition to the project, but I strongly believe the benefits the project brings to the community clearly outweigh any potential alleged negatives. Thank you.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Sean Perry Perry](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Sean Perry Perry
Date: Wednesday, March 03, 2021 2:52:33 PM



IS/MND Public Comments Cascade Canyon

Name	Sean Perry Perry
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>This looks like a great project that will enhance the area for multi usage. After reviewing the draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project I find it comprehensive and complete. The project has my full support since it will reduce habitat fragmentation, impacts to federally protected species and improve safety for me and my family. As a person who often visits Cascade Canyon Open Space Preserve, I have experienced the dangers of crossing the creek first hand during the winter months. I have also experienced the closing of this area for the annual Appetite Seminar for the past several years.</p> <p>Please move this project forward soon for the safety and enjoyment of visitors and for watershed protections.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Sean Solway](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Sean Solway
Date: Wednesday, March 03, 2021 10:47:55 AM



IS/MND Public Comments Cascade Canyon

Name	Sean Solway
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I am a regular visitor to Cascade Canyon and the trails around the creek that have proposed bridges. To me, this is a no-brainer! Why would any community consider doing anything but the right thing here?? Do not be bullied by a few local neighbors who will not be at all affected by this much needed project that serves all (Nature included)!</p> <p>I have reviewed the (IS/MND) for the Cascade Bridges project and found it compelling enough to move this project forward. The project as outlined has my full support, as it will reduce habitat fragmentation, and impacts to federally protected species and improve safety for all!</p> <p>Let's stop wasting time and money and just do the right thing!</p> <p>Thank you, Sean Solway</p>



MR-1

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From: [Steve Grant](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steve Grant
Date: Wednesday, March 03, 2021 12:27:15 PM



IS/MND Public Comments Cascade Canyon

Name	Steve Grant
Email	[REDACTED]
Comments	<p>Having reviewed the draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project, I find it comprehensive and complete. The project looks good and fair, as it will reduce habitat fragmentation, impacts to federally protected species. Furthermore, as a long time resident of Marin County, this project will improve safety for me and my family. We are regular visitors to the Cascade Canyon Open Space Preserve and have experienced the dangers of crossing the creek first hand during the winter months.</p> <p>I can see no reason for this to move forward other than local selfishness to restrict access for the public (whose lands these are).</p> <p>Please move this project forward soon for the safety and enjoyment of visitors and for watershed protections.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Steve Held](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steve Held
Date: Wednesday, March 03, 2021 11:49:54 AM



IS/MND Public Comments Cascade Canyon

Name	Steve Held
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Thank you for helping progress these improvements in an essential recreation area for the entire Marin Community! This is one of my family's favorite destinations and provides access to some of the best parts of the watershed.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Walter Meservey](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Walter Meservey
Date: Wednesday, March 03, 2021 9:41:38 PM



IS/MND Public Comments Cascade Canyon

Name Walter Meservey

Email [REDACTED]

Phone Number [REDACTED]

Comments Ladies and Gentlemen,

I have been a resident of San Anselmo for the last 32 years and a mountain biker for the last 31 years. I believe that bridging the fire road crossings of the creek at the bottom of Cascade Canyon will decrease sedimentation of the creek and thus improve the viability of the creek for spawning fish. It is worth noting that the fire road is used for trucks as well as bicycles.

A simple (and more cost-effective) alternative would be to allow bicyclists to use the single-trail on the South side of the canyon, but I don't believe that the locals are in favor of that alternative either. Moreover, there is still the issue of trucks using the fire road. In any case, I would like to speak for the fish, since they cannot speak for themselves.

Regards,

Walt Meservey

MR-1

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From: [William Reilly](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - William Reilly
Date: Wednesday, March 03, 2021 4:27:19 PM



IS/MND Public Comments Cascade Canyon

Name	William Reilly
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	As an avid hiker and older gentleman, I would greatly appreciate bridges across San Anselmo creek. Protects fish and mitigates erosion and gives us access to our open space year round.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Wolfe Birkie](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Wolfe Birkie
Date: Wednesday, March 03, 2021 10:49:05 AM



IS/MND Public Comments Cascade Canyon

Name	Wolfe Birkie
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Hello, I have reviewed the draft for the Cascade Bridges project and I would like to offer my full support for the project as outlined. My family and I are frequent visitors to the Cascade Canyon Open Space preserve and overall we enjoy the trail system. The current creek crossings can be very challenging during the winter and or rainy periods and needs to be upgrade to (1) provide a better visitor experience (2) better protect watershed habitat. Thank you for your consideration and support of this project.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Alex Burnham](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Alex Burnham
Date: Thursday, March 04, 2021 11:21:43 AM



IS/MND Public Comments Cascade Canyon

Name	Alex Burnham
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I have reviewed the IS/MND for the Cascade Bridges Project and find that the project as outlined will be favorable for all recreational users, the habitat, and will provide the necessary protection to the preserve. All of the points of the project represent the right amount of rigor and will make the preserve sustainable for year-round access. In particular, from my point of view, the removal of the high water trail is absolutely necessary. It invites sedimentation, is dangerous for the users, and was never meant to be an "alternative trail". My family regularly visits the Cascade Canyon Open Space Preserve and has experienced the dangers of crossing the creek firsthand during the rainy season. I fully support the project as it will provide safe and sustainable access for all user groups, myself and my family included.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Andrew Perry](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Andrew Perry
Date: Thursday, March 04, 2021 3:15:46 PM



IS/MND Public Comments Cascade Canyon

Name	Andrew Perry
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	These bridges are needed. It is unsafe without them. MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Anthony Craig](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Anthony Craig
Date: Thursday, March 04, 2021 3:05:31 PM



IS/MND Public Comments Cascade Canyon

Name	Anthony Craig
Email	[REDACTED]
Comments	<p>Please move this project forward as it is long overdue and I use these trails often with my family. This project would be an asset to the old Elliot Ranch, and would not increase traffic as parking is limited and additional parking is not part of this proposal. Neighbors may have a different opinion but their interests do not outweigh the community/those that pay taxes to ensure our open spaces stay open and allow reasonable access that protects the integrity of natural resources.</p>

MR-1


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Cascade Bridges



Bill Keene

To ● parks-socialmedia

 You forwarded this message on 3/4/2021 6:13 PM.

Isn't this project needed to improve accessibility?

| MR-1

From: [Christian Hobbs](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Christian Hobbs
Date: Thursday, March 04, 2021 12:59:27 PM



IS/MND Public Comments Cascade Canyon

Name	Christian Hobbs
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I want to express my support for this project. It seems to me like the project has been well researched, and will make it safer for walking in the canyon with minimal negative environmental impact. I hope to see this project move forward as soon as possible.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Clayton Kunz](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Clayton Kunz
Date: Thursday, March 04, 2021 10:05:27 PM



IS/MND Public Comments Cascade Canyon

Name	Clayton Kunz
Email	[REDACTED]
Comments	I've reviewed the IS/MND and am very supportive. My family and I are regular visitors to Cascade Canyon and would be thrilled to have a safer and more environmentally friendly way to navigate the creek in the wet months. We are Marin County residents. Thank you for your consideration.

MR-1

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From: [Gerald Houlette](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gerald Houlette
Date: Thursday, March 04, 2021 11:17:38 AM



IS/MND Public Comments Cascade Canyon

Name	Gerald Houlette
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I support the bridges project in Marin County Open Space across San Anselmo Creek. It would help keep the water clean, no horses walking through the water pooping everywhere. It would also help the steelhead migration. Thank you

MR-1

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From: [Gwendolyn Froh](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gwendolyn Froh
Date: Thursday, March 04, 2021 11:13:09 AM



IS/MND Public Comments Cascade Canyon

Name	Gwendolyn Froh
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>As a Fairfax resident, I am in full support of Cascade Bridges project. I have attended Fairfax City Council meetings when this project was initially proposed, and have since read the project scope.</p> <p>Recently, I hiked to the Cascade falls and found the existing trail narrow, rocky and inaccessible in sections. I literally had to crab-walk across or needed assistance of my son to scoot past the rock outcropping. The bridges would provide accessibility for those with minor or temporary disabilities (as I have); the rest of the trail network is flat and accommodates people with minor mobility concerns.</p> <p>Additionally, the bridges would provide a sustainable resolution to protect and enjoy the natural habitat. This is a gem of a location in our backyard and I would appreciate being able to get out into nature to cherish it. The bridges would close the gap between those who can currently maneuver over rough terrain and those of us who may be a bit more challenged, explicitly, our aging population.</p>

MR-1

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From: [Joby Tapia](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Joby Tapia
Date: Thursday, March 04, 2021 3:34:44 PM



IS/MND Public Comments Cascade Canyon

Name	Joby Tapia
Email	[REDACTED]
Comments	<p>I took the time to read the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project (“Project”) and it is both comprehensive and complete, as it outlines the process by which recreational users of the habitat (by virtue of the Project) can minimize, if not eliminate human impacts on sensitive aquatic habitats that support federally- and state-listed endangered steelhead, endangered foothill yellow-legged frog and other native species. As a user of this area, I often worry about my impact on juvenile steelhead (“redds”) when crossing low-water conditions of the rock ford creek crossings within the San Anselmo Creek channel during the rainy season.</p> <p>The Project has my full support, as it will reduce impacts to federally protected species, limit (or reduce) habitat fragmentation and improve safety for me and fellow users of the area.</p> <p>Please move this project forward with all haste as outlined in Draft Initial Study/Mitigated Negative Declaration. It will serve as a great benefit to all stakeholders in the area, ESPECIALLY the native species.</p>

MR-1

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From: [Joe Stranzl](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Joe Stranzl
Date: Thursday, March 04, 2021 9:12:24 AM



IS/MND Public Comments Cascade Canyon

Name	Joe Stranzl
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Literally, we'll keep riding bikes through the 3 creek beds or you're build a bridge to ride over. It doesn't matter much for mtn bikers. But to avoid creek bed erosion & high water trail erosion - it seems bridges are the proper call. We'll enjoy finishing our mtb rides with or without creek bridges. Good luck w/ your evaluation process. JS

MR-1

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From: [Kyle Gertridge](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kyle Gertridge
Date: Thursday, March 04, 2021 8:42:49 AM



IS/MND Public Comments Cascade Canyon

Name	Kyle Gertridge
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Hello- I am a resident of Sleepy Hollow and utilize the Cascade Canyon open space often, like many fellow area residents. Having desired better creek crossings which both improve human access and safety while improving and preserving habitat for wild flora and fauna, I am very pleased with the IS/MND.</p> <p>In addition to providing obvious safety improvements for hikers, cyclists, children, and our canine companions who derive so much value from these trails, these types of bridges can be essential to reducing erosion/improving water quality, improving fish passage, and improving the environmental sustainable of this human access.</p> <p>Living in harmony with our natural surroundings is obviously the central theme of projects like these in Marin, and these bridges advance this theme on many fronts in significant ways. It has the support of my family and many fellow neighbors who also support this project but might not get around to writing a letter.</p> <p>Thank you for your worthwhile work.</p> <p>Kyle & Kelly Gertridge Sleepy Hollow</p>

MR-1

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From: [Stephen McDaniel](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Stephen McDaniel
Date: Thursday, March 04, 2021 7:58:51 PM



IS/MND Public Comments Cascade Canyon

Name	Stephen McDaniel
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Thank you for providing the draft initial study for the Cascade Bridges project, which I found to be extensive and comprehensive. As an environmentalist and nature enthusiast, I was very pleased to see the in depth consideration given to all the flora and fauna of cascade canyon. Establishing these bridges will provide a safe means for our communities to enjoy these open spaces while protecting the native ecosystem. This project is a no-brainer and I am excited to see our open space managers making concerted efforts towards improving infrastructure so that these beautiful spaces will remain such for decades to come. I strongly support moving this project forward.</p>

MR-1

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From: [Tyler Montgomery](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Tyler Montgomery
Date: Thursday, March 04, 2021 3:14:16 PM



IS/MND Public Comments Cascade Canyon

Name	Tyler Montgomery
Email	[REDACTED]
Comments	<p>The creation of safe, stable creek crossings in Cascade Canyon seem to do more to protect the environment than to harm it. Dedicated access throughout the park, especially when the creek is running, will do more to support and protect the coveted fish habitat and restoration of salmon habitat. As bridges are nearby in the park already, it stands to reason that they were deemed more beneficial than harmful.</p> <p>Thank you for the consideration.</p>

MR-1

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From: [Steffen Enni](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steffen Enni
Date: Friday, March 05, 2021 2:47:05 PM



IS/MND Public Comments Cascade Canyon

Name	Steffen Enni
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I'm in favor of the Cascade Bridges project. As a casual user of the trail system in and out of Cascade Canyon, either while exiting from the Repack on a MTB or as a hiker with my dogs. The current crossings cause unnecessary erosion and in the wet season even crossing the streams can be a risk.</p> <p>The proposed project seems comprehensive. It will improve the creek habitat and improve the Cascade Canyon visitor experience.</p> <p>I believe it is time to start implementing this project, so please move this forward through the approval and budgeting process.</p> <p>Thanks, Steffen Enni [REDACTED] Fairfax, CA 94930</p>

MR-1

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From: [Andrew Waite](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Andrew Waite
Date: Sunday, March 07, 2021 8:53:35 AM



IS/MND Public Comments Cascade Canyon

Name	Andrew Waite
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Thank you for the opportunity to comment on this important project. As a frequent visitor to the canyon I was thrilled to learn of the presence of yellow-legged frogs during the presentation by Jon Campo on March 4th. The discovery is not only exciting but also provides significant reinforcement of the importance of this project. My visits to the Canyon are almost always by mountain bike and I'm now even more concerned about my impact given the current restriction to crossing the creek.</p> <p>I would also like to share my gratitude that this project will create a new opportunity for those with disabilities to enjoy this wonderful ecosystem of nature. Thank you for your continued efforts to pursue the accessibility of our open spaces.</p> <p>I am in full support of this effort and while the bridges will not increase the frequency of my visits they will absolutely make a meaningful impact on them.</p> <p>Thank you, Andrew Waite Novato, CA</p>

MR-1

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From: [Korten, Max](#)
To: [Andrew B](#)
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Support for Cascade Bridge Project
Date: Tuesday, March 09, 2021 9:47:36 AM
Attachments: [image001.png](#)

Hi Andrew,

Thanks for your input and support regarding this project. I will share it with our team.

Best,
Max



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Andrew B [REDACTED]
Sent: Monday, March 8, 2021 3:14 PM
To: Rice, Katie [REDACTED]; Korten, Max [REDACTED]
Subject: Support for Cascade Bridge Project

Hello Supervisor Rice and Director Korten,

I was born and raised in Fairfax in the Deer Park neighborhood. I spent my childhood hiking and biking through the open space and playing in the creeks. I am currently a Fisheries Biologist with the Scripps Institution of Oceanography, California Sea Grant Russian River Salmon and Steelhead Monitoring Program. I now own that home in the Deer Park neighborhood and I was so happy to learn that Marin County was finally going to be addressing the stream crossing issues in the Cascade Canyon OSP. I frequently hike that trail after storm events hoping to see spawning steelhead but have been unsuccessful for the last 5+ years. In my professional career, I have conducted hundreds of spawner surveys looking for steelhead and coho salmon redds and I can say that the section of stream that runs through the valley floor of Cascade Canyon is undoubtedly steelhead spawning habitat. However, fords pose many impedances to successful spawning. First, steelhead

are cautious fish that spook easily. They are not prone to spawning in high human traffic areas, such as near or around a ford crossing. Second, even if they were to spawn in these areas, fords cause a large amount of sediment disturbance which causes downstreams sections of stream to have increased sedimentation. For salmonids this means that the redds (nests) that they dig in the gravel and where eggs are rearing can get covered in these fine sediments and suffocate. This sedimentation is also exacerbated by trails in close proximity to stream banks like the high water bypass trail that runs along the north side of the stream in this section.

Building the proposed bridges and eliminating the public use of the fords in the Cascade Canyon OSP would greatly improve this vital spawning habitat and encourage steelhead spawning to occur. If these projects are implemented and successful, the public viewing steelhead spawning in this section of stream could be priceless for facilitating community stewardship for overall watershed health by documenting this keystone species and highlighting its unique life history. If you or your colleagues have any questions about steelhead or salmon life history including spawning habitat, rearing habitat, life history, etc. please let me know and I would be happy to educate.

MR-1

Best,

Andrew Bartshire

[REDACTED]

Fairfax, CA 94930

[REDACTED]

From: [Patrick McNicholas](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Patrick McNicholas
Date: Monday, March 08, 2021 12:00:47 PM



IS/MND Public Comments Cascade Canyon

Name	Patrick McNicholas
Email	[REDACTED]
Comments	I believe the CASCADE CANYON BRIDGES AND TRAIL IMPROVEMENT PROJECT will be god for all trail users and provide safe and sustainable year-round access to the Canyon Fire Road. I do not believe that this project will increase traffic on these trails it just moves the current trail out of the creek.

MR-1

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From: [Korten, Max](#)
To: [Sandra Guldman](#)
Cc: [Vernon, Nancy](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE:
Date: Tuesday, March 09, 2021 9:48:19 AM
Attachments: [image001.png](#)

Hi Sandy

Thanks for your input and support regarding this project. I will share it with our team.

Best

Max



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Sandra Guldman [REDACTED]

Sent: Monday, March 8, 2021 3:01 PM

To: Rice, Katie [REDACTED]; Korten, Max [REDACTED]

Cc: Vernon, Nancy [REDACTED]; Campo, Jon [REDACTED]

Subject:

Hi Katie and Max,

I am writing in support of the Cascade Bridges Project, an important project that will improve unique habitat in our watershed.

The Cascade OSP has the only population of yellow-legged frogs in the Corte Madera Creek Watershed. The frogs and their egg masses are vulnerable to damage by disturbance of the creek bed. People walking or riding bikes through the creeks at the four fords, currently used to access the waterfall upstream (a popular winter destination) or to reach MMWD land beyond the OSP, have the potential to do tremendous damage to this unique population.

MR-1

The creek also provides habitat for steelhead/rainbow trout. A survey done by Alice Rich, a fisheries biologist, identified the cool, deep pools in the OSP as the best summer rearing habitat for these fish in the watershed. Although the fish are probably now landlocked, a great deal of effort is being made downstream to improve access by anadromous fish. Rainbow trout are versatile; when they can reach the ocean, it is not unusual for resident rainbow trout populations to revert to anadromy. It would be ironic if barriers downstream were removed, but the upstream habitat was continually degraded by disturbances to the creek.

MR-1

Just like the frogs, steelhead/rainbow trout populations can be compromised when sediment is mobilized by people and bikes in the creek or shed from the High Water Trail. The sediment impacts habitat in the OSP and in the spawning gravels downstream as well.

Please continue efforts to implement the Cascade Bridges Project. It is important.

From: [Korten, Max](#)
To: [Laura Lovett](#)
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Cascade Bridges Project
Date: Wednesday, March 10, 2021 9:53:21 AM
Attachments: [image001.png](#)

Hi Laura

Thanks for your input and support regarding this project. I will share it with our team.

Best

Max



Max Korten

Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Laura Lovett [REDACTED]
Sent: Tuesday, March 9, 2021 9:49 PM
To: Rice, Katie [REDACTED]; Korten, Max [REDACTED]
Cc: Campo, Jon [REDACTED]
Subject: Cascade Bridges Project

Hi Katie and Max,

I urge you both to support the Cascade Bridges Project; this is really an excellent project as designed that will improve the unique habitat in our watershed.

The current situation, with people and bikes fording the stream, does tremendous harm to the environment. Cascade Open Space has the only population of yellow-legged frogs in the Corte Madera Creek Watershed. The frogs and their egg masses are vulnerable to damage by disturbance of the creek bed. The creek also provides habitat for steelhead/rainbow trout. In addition to stirring up the waters, people and bikes on the High Water Trail send sediment into the creek, degrading spawning gravels and compromising the fish populations. It will be a great improvement when the

MR-1

trail is rerouted for this popular hike and traffic is excluded from the creek. Please stay focused on seeing this through to completion as soon as possible.

Laura Lovett
Board, Friends of Corte Madera Creek Watershed

MR-1

From: [Korten, Max](#)
To: [Nick Fain](#)
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Cascade Bridge Project
Date: Tuesday, March 09, 2021 10:04:43 AM
Attachments: [image001.png](#)

Hi Nick

Thanks for your input and support regarding this project. I will share it with our team.

Best

Max



Max Korten

Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Nick Fain [REDACTED]
Sent: Tuesday, March 9, 2021 9:59 AM
To: Rice, Katie [REDACTED]
Cc: Korten, Max [REDACTED]
Subject: Cascade Bridge Project

To: Katy Rice
Re: Cascade Bridge Project

Dear Katy,

I am a 30 year Fairfax resident living not far from Cascade Canyon.

I am a hiker, wildlife photographer, and cyclist in my 60's. I have great respect for the ecology, and preservation of nature & the open spaces of Marin. These places are why I live here.

I fully support this project. I see only positive reasons why it should proceed asap.

1. The only legal bike access through cascade canyon requires 2 creek crossings, which can be hazardous in winter -especially for kids and older riders. After storms, the water is very cold, fast moving, and can be fairly deep, with poor visibility over rocks. Both a cyclist's feet will be submerged, and it's a challenge to keep pedaling and not fall over. I have seen this happen. Cycling has become far more popular with kids and older riders. Even a short ride through this area requires creek crossings, which are inevitably wet in winter. No other Marin public lands have such unavoidable & extreme conditions.

2. If a cyclist unfamiliar with the area descends the fire road from Pine Mtn, the only legal egress is through Cascade Canyon. After heavy storms cyclists may be faced with a hazardous wet crossing or a trip back up a very long, steep fire ride. There are no other legal options.

3. Many similar bridges have been constructed in MMWD and Open Space lands. I am not aware of similar challenges to those bridges.

MR-1

Enjoyment of Marin open spaces has increased since the pandemic. Time spent in the forests & hills may be the only relief many get during these challenging times. It is certainly that way for me. Hiking & photography are passions for me. But I have been an avid cyclist for over 50 years. The joy of riding a bike is immeasurable. Only in Marin county have I witnessed such antipathy & rage towards people for riding bicycles.

I have great respect for those who manage and protect Marin's public lands. I know many of these people personally. This is a reasonable & necessary project, that I support enthusiastically. I would be very disappointed to see further costs & delays incurred by a small minority of selfish, bitter people. Those sentiments are not consistent with most who love & appreciate nature.

Sincerely,

Nick Fain
Fairfax

Nick Fain

[REDACTED]
[REDACTED]
[REDACTED]

From: [Korten, Max](#)
To: [Steve Giandomenica](#)
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Cascade Bridges
Date: Tuesday, March 09, 2021 9:42:44 AM
Attachments: [image001.png](#)

Hi Steve,

Thanks for your input and support regarding this project. I will share it with our team.

Best

Max



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Steve Giandomenica [REDACTED]
Sent: Tuesday, March 9, 2021 6:37 AM
To: Rice, Katie [REDACTED]
Cc: Korten, Max [REDACTED]
Subject: Cascade Bridges

Morning Katie, I can only imagine how hard it is to keep everyone happy but my wife, Georgia, and I are hoping you will support the Cascade Bridges project. Anything that promotes getting people outside in beautiful Marin while enhancing health and keeping folks out of their cars is goodness for all of us. I understand extensive due diligence is done and the pro's outweigh the con's – we would appreciate your support and thank you for all you do for Marin.

Steve Giandomenica
[REDACTED]
[REDACTED]

MR-1

From: [Joshua Brown](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Joshua Brown
Date: Wednesday, March 10, 2021 2:58:33 PM



IS/MND Public Comments Cascade Canyon

Name	Joshua Brown
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am an advocate for the proposed bridging in Cascade Canyon. I am not a regular user of the Cascade Canyon trails, and if the proposed bridges were to be placed, I do not believe I will become a more frequent user of the trail. I do however support the idea of protecting the environment and limiting traffic on the stream bed, preserving a precious resource in Marin County. We (the public) have an opportunity to create a lasting alternative that takes tread from a unique ecosystem that deserves our attention and repair. I believe we'll be rewarded in the decades to come.

MR-1

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From: [Kelly Bennett](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kelly Bennett
Date: Sunday, March 14, 2021 12:34:29 AM



IS/MND Public Comments Cascade Canyon

Name	Kelly Bennett
Email	[REDACTED]
Comments	As a homeowner and resident of Cascade Canyon I fully support the proposed plan for the Elliot Preserve project. My family hikes and/or bikes there several times a week and look forward to these improvements. Thank you, KB

MR-1

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From: [Benjamin Pease](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Benjamin Pease
Date: Monday, March 15, 2021 9:52:34 PM



IS/MND Public Comments Cascade Canyon

Name	Benjamin Pease
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I am pleased by the IS/MND proposal for improving this important trailhead. If I recall correctly, some earlier proposals included bridging the fire road across the creek, which would have required much heavier structures and road realignment (the 4 fords are pretty well cut into the streambank). This proposal's 2 foot/bike bridges are much lighter, thinner, and right-sized; and no doubt more flexible as to where they can be put. Steering most daily recreational usage onto the trail, while retaining the road and fords for very occasional ranger or utility vehicle use is a good solution for protecting steelhead habitat and limiting erosion affordably... I've mapped the existing trail for 20+ years on MROSD's preserve maps and my published trail maps (with notes about avoiding high water and steelhead); this is a long-awaited and well-studied improvement!</p>

MR-1

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From: [Zachary Warnow](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Zachary Warnow
Date: Monday, March 15, 2021 11:12:17 AM



IS/MND Public Comments Cascade Canyon

Name	Zachary Warnow
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Dear Natural Resource Managers, Open Space and Park Managers, and members of the Fairfax Town Council,</p> <p>I'm writing to express my full support for the Cascade Canyon bridges project.</p> <p>Not only am I a hiker and a father (often hiking with a 4-year old) I also work for conservation-science focused non-profit organization. I care deeply about environmental sustainability and believe that our local managers should follow consensus science whenever possible.</p> <p>The planning for this project has been careful, deliberate, transparent, and science-based, and I deeply appreciate the steps you all have taken.</p> <p>The project as outlined has my full support, as it will reduce habitat fragmentation, impacts to federally protected species and improve safety for me and my family. We are regular visitors to the Cascade Canyon Open Space Preserve and have experienced the dangers of crossing the creek first hand during the winter months.</p> <p>i think it's important to move this project forward soon not just for the safety and enjoyment of visitors and for watershed protections but to show neighboring communities that progress is possible.</p> <p>I care deeply about making sure our "open space" stays "open" to as many as possible for safe recreation that simultaneously offers benefits to human and wildlife communities. This project is a no-brainer on both fronts to me.</p>

MR-1

Sincerely,
Zachary Warnow

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From: [Abby Minot](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Abby Minot
Date: Tuesday, March 16, 2021 6:28:45 PM



IS/MND Public Comments Cascade Canyon

Name	Abby Minot
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I almost killed or seriously injured myself crossing those creeks in a terrible downpour. PLEASE PLEASE build the bridges! They will protect people, the environment, and native animals and plants.

MR-1

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From: [Brian Bartell](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Brian Bartell
Date: Tuesday, March 16, 2021 10:29:41 AM



IS/MND Public Comments Cascade Canyon

Name	Brian Bartell
Email	[REDACTED]
Comments	I fully support the Cascade Canyon bridges as a means to protect sensitive species while allowing for public access.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Burt Riveira](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Burt Riveira
Date: Tuesday, March 16, 2021 7:11:40 PM



IS/MND Public Comments Cascade Canyon

Name	Burt Riveira
Email	[REDACTED]
Comments	I support of the proposal to build bridges in Cascade Canyon at the base of Repack Fire Road

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Chris Stein](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Chris Stein
Date: Tuesday, March 16, 2021 11:25:34 AM



IS/MND Public Comments Cascade Canyon

Name	Chris Stein
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am writing in support of building bridges in Cascade Canyon. I have been riding my bike through Cascade Canyon for nearly 17 years and often been worried about riding through San Anselmo creek, which is the only direct and bike-legal option to get to pavement from Repack fire road. Building bridges would eliminate both the safety and environmental hazards riding through these creeks pose, as well as eliminate unnecessary trail spurs through sensitive areas. I'm also confident that it will not increase the number of people who visit the park. I hope Marin County Parks will implement this long-needed project.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [David Hindley](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - David Hindley
Date: Tuesday, March 16, 2021 10:28:38 AM



IS/MND Public Comments Cascade Canyon

Name	David Hindley
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Hi - the only valid reason to object to this project is for a limited number of nearby residents to hope to limit access/use of the park. That is not the purpose of public parks. The trails are already there, this is just an improvement to decrease environmental impact.</p> <p>It is wonderful that people live nearby and get to enjoy privileged access - please don't let them derail a good project for their own motives.</p> <p>Thanks David Hindley</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Denise Prescott](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Denise Prescott
Date: Tuesday, March 16, 2021 8:30:26 PM



IS/MND Public Comments Cascade Canyon

Name	Denise Prescott
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I fully support building multi use bridges to span the creek and protect flora and fauna in the creek while allowing visitors to enjoy the area! Thank you!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Dylan MacDonald](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Dylan MacDonald
Date: Tuesday, March 16, 2021 10:18:08 AM



IS/MND Public Comments Cascade Canyon

Name	Dylan MacDonald
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I ride up repack all the time and wondered how biking through the streams affected the water quality. I completely support the project.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Eric Rainbolt](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Eric Rainbolt
Date: Tuesday, March 16, 2021 10:55:27 AM



IS/MND Public Comments Cascade Canyon

Name	Eric Rainbolt
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>The Cascade Canyon bridges will:</p> <ul style="list-style-type: none">- Provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve;- Eliminate the need to cross San Anselmo Creek using the rock fords located within the creek;- Enhance habitat protection for the listed species;- Reduce trail erosion and sedimentation to the Corte Madera Creek watershed;- Reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species;- Not draw new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek;- Result in long-term environmental benefit and should be implemented. <p>With so many benefits its hard to see a reason why Marin County Parks would not approve. Please do the right thing and approve.</p> <p>-Eric Rainbolt San Anselmo resident</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Franklin Blackford](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Franklin Blackford
Date: Tuesday, March 16, 2021 11:46:33 AM



IS/MND Public Comments Cascade Canyon

Name	Franklin Blackford
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	All for the bridges in Cascade Camyon

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Holden Daniels](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Holden Daniels
Date: Tuesday, March 16, 2021 10:03:23 AM



IS/MND Public Comments Cascade Canyon

Name	Holden Daniels
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Build the bridges, it's long over due! Access for all!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jamuel Starkey](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jamuel Starkey
Date: Tuesday, March 16, 2021 7:26:45 PM



IS/MND Public Comments Cascade Canyon

Name	Jamuel Starkey
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	This seems like a no-brainer. Save the creeks by building the bridges. If done right they'll last "forever".

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Korten, Max](#)
To: [Jeff Brown](#)
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Please build bridges in Cascade Canyon
Date: Tuesday, March 16, 2021 1:02:08 PM
Attachments: [image001.png](#)

Hi Jeff

Thanks for your input and support regarding this project. I will share it with our team.

Best

Max



Max Korten

Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Jeff Brown [REDACTED]
Sent: Tuesday, March 16, 2021 10:53 AM
To: Connolly, Damon [REDACTED]
Cc: Rice, Katie [REDACTED]; Korten, Max [REDACTED]
Subject: Please build bridges in Cascade Canyon

Hello Damon,

My name is Jeff Brown and I'm an avid cyclist and mountain biker. I've lived in Marin for 20 years and in Lucas Valley for the last 10. I moved here in part because of the endless trails weaving throughout the county and the beautiful vistas and nature that they provide access to. I'm asking that you **support the development & building of the two multi-use recreational bridges that will span San Anselmo Creek in Cascade Canyon.**

MR-1

These bridges will sustainable access to the roads in Cascade Canyon and eliminate the need to cross the creek thus reducing erosion to the creek bed. Additionally, the bridges will enhance the habitat

protection for several species. These bridges will directly result in long-term environmental benefit and better nature access and should be implemented.

Thank you for your time on this and I look forward to your support on this project.

MR-1

Sincerely,

Jeff Brown



From: [Joel Shrock](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Joel Shrock
Date: Tuesday, March 16, 2021 5:32:37 PM



IS/MND Public Comments Cascade Canyon

Name	Joel Shrock
Email	[REDACTED]
Comments	Please build the bridges

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Lindsay Helmuth](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Lindsay Helmuth
Date: Tuesday, March 16, 2021 4:27:36 PM



IS/MND Public Comments Cascade Canyon

Name	Lindsay Helmuth
Email	[REDACTED]
Comments	I support building bridges in Cascade Canyon. This will be an improvement by providing safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve; eliminating the need to cross San Anselmo Creek using the rock fords located within the creek; enhancing habitat protection for the listed species; reducing trail erosion and sedimentation to the Corte Madera Creek watershed; reducing the number of redundant trails and habitat fragmentation in an area rich in sensitive species; not drawing new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek; result in long-term environmental benefit and should be implemented. Thank you

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Luke Holoubek](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Luke Holoubek
Date: Tuesday, March 16, 2021 11:24:38 PM



IS/MND Public Comments Cascade Canyon

Name	Luke Holoubek
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I want to share my support of the proposed Cascade Bridges Project. I watched the presentation (via the Zoom recording) and was incredibly impressed with the diligence and thoughtfulness applied in this plan. It is clear these bridges will make access to the preserve more sustainable and environmentally friendly.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Marc Vendetti](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Marc Vendetti
Date: Tuesday, March 16, 2021 11:00:41 PM



IS/MND Public Comments Cascade Canyon

Name	Marc Vendetti
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I've crossed this creek for 45+ years on my mountain bikes and when there is water in it I've always felt it was a bad idea to be in there. I SUPPORT the installation of the bridges to help improve the environment for the fish and improve access for ALL trail users, including the 2-wheel ones. Thank you!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Matt Selig](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Matt Selig
Date: Tuesday, March 16, 2021 1:24:46 PM



IS/MND Public Comments Cascade Canyon

Name	Matt Selig
Email	[REDACTED]
Comments	Please pass building these bridges to make the beautiful cascade canyon more accessible for cyclist and other land users for year round access.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Monica Melby](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Monica Melby
Date: Tuesday, March 16, 2021 3:29:57 PM



IS/MND Public Comments Cascade Canyon

Name	Monica Melby
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I support the proposal to build bridges in Cascade Canyon!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [michael udkow](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - michael udkow
Date: Tuesday, March 16, 2021 4:43:02 PM



IS/MND Public Comments Cascade Canyon

Name	michael udkow
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Please build the bridges to save the creeks!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Patrick Walsh](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Patrick Walsh
Date: Tuesday, March 16, 2021 10:09:16 AM



IS/MND Public Comments Cascade Canyon

Name	Patrick Walsh
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am writing in support of the proposal to build bridges in Cascade Canyon. These bridges will reduce stream crossing by hikers and bikers and will benefit the flora and fauna that live in the stream bed. Thank you for supporting this environmentally sound project!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Paul Hogan](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Paul Hogan
Date: Tuesday, March 16, 2021 8:24:11 PM



IS/MND Public Comments Cascade Canyon

Name	Paul Hogan
Email	[REDACTED]
Comments	<p>I support building bridges in Cascade Canyon. This will be an improvement by providing safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve; eliminating the need to cross San Anselmo Creek using the rock fords located within the creek; enhancing habitat protection for the listed species; reducing trail erosion and sedimentation to the Corte Madera Creek watershed; reducing the number of redundant trails and habitat fragmentation in an area rich in sensitive species; not drawing new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek; result in long-term environmental benefit and should be implemented. Thank you! -Paul</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Korten, Max](#)
To: [Peter Hively](#)
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Please support the proposal to build bridges in Cascade Canyon
Date: Tuesday, March 16, 2021 1:00:28 PM
Attachments: [image001.png](#)

Hi Peter

Thanks for your input and support regarding this project. I will share it with our team.

Best

Max



Max Korten

Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Peter Hively [REDACTED]
Sent: Tuesday, March 16, 2021 12:01 PM
To: Rice, Katie [REDACTED]
Cc: Korten, Max [REDACTED]
Subject: Please support the proposal to build bridges in Cascade Canyon

As a San Anselmo resident I enjoy and place great value on access to our local open space.

I support the proposal to build bridges in Cascade Canyon for safe and sustainable year-round access to the Cascade Canyon Open Space Preserve.

Thank you for your consideration,

Peter Hively
[REDACTED]

MR-1

San Anselmo

From: [Peter Hively](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Peter Hively
Date: Tuesday, March 16, 2021 11:55:07 AM



IS/MND Public Comments Cascade Canyon

Name	Peter Hively
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I support the bridges in Cascade Canyon.</p> <p>This project will provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve;</p> <p>Eliminate the need to cross San Anselmo Creek using the rock fords located within the creek;</p> <p>Enhance habitat protection for the listed species;</p> <p>Reduce trail erosion and sedimentation to the Corte Madera Creek watershed;</p> <p>Reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species;</p> <p>Not draw new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek;</p> <p>Result in long-term environmental benefit and should be implemented.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Peter Verdone](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Peter Verdone
Date: Tuesday, March 16, 2021 1:32:17 PM



IS/MND Public Comments Cascade Canyon

Name	Peter Verdone
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Adding bridges across San Anselmo Creek in Cascade Canyon will an improvement to this area. I support their being built.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Philip Chenette](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Philip Chenette
Date: Tuesday, March 16, 2021 10:05:42 AM



IS/MND Public Comments Cascade Canyon

Name	Philip Chenette
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Widespread support for bridges at the base of Repack is great news. This wonderful traditional riding trail is a superb resource for the community, both hikers and bikers. It is time to protect the drainage area in the flats. I fully support the bridges and look forward to sharing the trail with all users while protecting the natural environment.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Ryan Milhous](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Ryan Milhous
Date: Tuesday, March 16, 2021 11:19:06 AM



IS/MND Public Comments Cascade Canyon

Name	Ryan Milhous
Email	[REDACTED]
Comments	I live in Fairfax and am highly supportive of building the bridges in Cascade Canyon. This will help with trail erosion and for habitats of animals. It'll also benefit both the hiking and biking community.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Samuel Owen](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Samuel Owen
Date: Tuesday, March 16, 2021 11:26:29 AM



IS/MND Public Comments Cascade Canyon

Name	Samuel Owen
Email	[REDACTED]
Comments	These bridges would be great and help protect wildlife and fragile creek terrain/ecosystems. They are a no brainer.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Scott Bartlebaugh](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Scott Bartlebaugh
Date: Tuesday, March 16, 2021 8:17:37 PM



IS/MND Public Comments Cascade Canyon

Name	Scott Bartlebaugh
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I write in support of the Cascade Canyon bridge project. The bridge will reduce environmental impact and enhance recreation on a historic cycling recreation route. The past year has shown how valuable outdoor recreation is. Providing sustainable means for outdoor recreation will improve the trail experiences for all users.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Sean ODay](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Sean ODay
Date: Tuesday, March 16, 2021 5:07:42 PM



IS/MND Public Comments Cascade Canyon

Name	Sean ODay
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I support the building of two new bridges in Cascade Canyon. I have been a frequent visitor to the canyon for the past 30 years and am glad to see work being done to improve the fish and frog habitat.</p> <p>Thanks, Sean O'Day [REDACTED] Corte Madera, CA 94925</p>

MR-1

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From: [Sebastian Castillo](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Sebastian Castillo
Date: Tuesday, March 16, 2021 7:57:48 PM



IS/MND Public Comments Cascade Canyon

Name	Sebastian Castillo
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Wildlife must be protected especially these small creek animals. This bridge will also provide better access for everyone to enjoy!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Windy Riemer](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Windy Riemer
Date: Tuesday, March 16, 2021 1:30:13 PM



IS/MND Public Comments Cascade Canyon

Name	Windy Riemer
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I would like the bridges to be built in Cascade Canyon to eliminate the water crossings and improve the access.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Zach Lawryk](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Zach Lawryk
Date: Tuesday, March 16, 2021 11:13:02 AM



IS/MND Public Comments Cascade Canyon

Name	Zach Lawryk
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	These two bridges will be helpful for the environment and for the safety of my family who frequents the area. It is dangerous to cross during times of high water.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Chris Kocher](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Chris Kocher
Date: Wednesday, March 17, 2021 6:57:00 PM



IS/MND Public Comments Cascade Canyon

Name	Chris Kocher
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am in favor of building the bridges. They will help protect the area, provide easier and safer access to the canyons and be much more practical.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jonathan Irwin](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jonathan Irwin
Date: Thursday, March 18, 2021 7:36:26 AM



IS/MND Public Comments Cascade Canyon

Name	Jonathan Irwin
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Hello, as a resident of San Anselmo and a mountain biker, I wanted to thank the MCOSD for providing outstanding recreational spaces. We love our parks, and only wish we had equitable access as a rapidly growing user group. Many of our faults stem from this unequal treatment and the veracity at which we're confronted. We all have room to improve.</p> <p>The Cascade Canyon bridges will:</p> <ul style="list-style-type: none">Provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve;Eliminate the need to cross San Anselmo Creek using the rock fords located within the creek;Enhance habitat protection for the listed species;Reduce trail erosion and sedimentation to the Corte Madera Creek watershed;Reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species;Not draw new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek;Result in long-term environmental benefit and should be implemented.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Kip \(Daggett H.\) Howard, Jr](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kip (Daggett H.) Howard, Jr
Date: Wednesday, March 17, 2021 10:44:05 AM



IS/MND Public Comments Cascade Canyon

Name	Kip (Daggett H.) Howard, Jr
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am in full support of this project.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Scott MacDonald](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Scott MacDonald
Date: Wednesday, March 17, 2021 9:25:51 AM



IS/MND Public Comments Cascade Canyon

Name	Scott MacDonald
Email	[REDACTED]
Comments	<p>I support the proposal to build bridges in Cascade Canyon at the base of Repack Fire Road.</p> <p>These multi-use recreational bridges will protect endangered fish and frogs, improve visitor safety, and preserve community access to Cascade Canyon for generations to come.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [David Langsam](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - David Langsam
Date: Thursday, March 18, 2021 7:56:10 AM



IS/MND Public Comments Cascade Canyon

Name	David Langsam
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Hi there, as a Marin native and life-long mountain biker, I have ridden through Cascade canyon at lease a hundred times. Strangely, this is the only place I know of that forces mountain bikers into a creek to follow the existing trail. Everywhere else there exist bridges to protect the sensitive habitat of the creek and its inhabitants. I strongly support the building of bridges to enhance access and protect sensitive habitat.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Heather Bennett](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Heather Bennett
Date: Thursday, March 18, 2021 5:29:48 PM



IS/MND Public Comments Cascade Canyon

Name	Heather Bennett
Email	[REDACTED]
Comments	<p>I am in support of proceeding with the project as it is proposed. As a resident of the neighborhood I believe that the benefits to the nature preserve as well as to those that frequent it far outweigh any of the imagined potential problems which a small but vocal number of our neighbors purport will ensue. Please note that their view does not reflect that of the residents as a whole.</p> <p>Thanks for your time.</p>

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Korten, Max](#)
To: [Campo, Jon](#); [Julene, Michelle](#)
Subject: FW: Cascade Canyon Bridges
Date: Thursday, March 18, 2021 9:12:21 AM
Attachments: [image001.png](#)

FYI



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Jonathan Irwin [REDACTED]
Sent: Thursday, March 18, 2021 7:41 AM
To: Rice, Katie [REDACTED]; Korten, Max [REDACTED]
Subject: Cascade Canyon Bridges

Hello! As a San Anselmo resident and mountain biker, I wanted to let you know how thankful we are for our county parks and recreational spaces. Especially this year, access to outdoor spaces has enabled the sanity and peacefulness we've come to expect and enjoy in Marin county.

MR-1

The Cascade Canyon bridges will:

- Provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve;
- Eliminate the need to cross San Anselmo Creek using the rock fords located within the creek;
- Enhance habitat protection for the listed species;
- Reduce trail erosion and sedimentation to the Corte Madera Creek watershed;
- Reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species;
- Not draw new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek;
- Result in long-term environmental benefit and should be implemented.

--

Jonathan Irwin



From: [Jonathan Lamb](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jonathan Lamb
Date: Thursday, March 18, 2021 3:21:55 PM



IS/MND Public Comments Cascade Canyon

Name	Jonathan Lamb
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	for comment: I support building bridges in Cascade Canyon. This will be an improvement by providing safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve; eliminating the need to cross San Anselmo Creek using the rock fords located within the creek; enhancing habitat protection for the listed species; reducing trail erosion and sedimentation to the Corte Madera Creek watershed; reducing the number of redundant trails and habitat fragmentation in an area rich in sensitive species; not drawing new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek; result in long-term environmental benefit and should be implemented. Thank you

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Korten, Max](#)
To: [Campo, Jon](#); [Julene, Michelle](#)
Subject: FW: Email Comment for POSC Meeting
Date: Thursday, March 18, 2021 9:11:06 AM
Attachments: [image002.png](#)



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Corde, Carla [REDACTED]
Sent: Thursday, March 18, 2021 8:39 AM
To: Chamberlain, Chris [REDACTED]; Korten, Max
[REDACTED]
Subject: Email Comment for POSC Meeting

Good morning Commissioners,
Below is an email comment from the public.

Jonathan Sicroff would like information about:

I would like to endorse the project to put bridges over the stream because it will provide better access to and from Cascade Canyon for the young, the elderly and folks on bicycle. I have personally witnessed bikers falling over in the winter. While I understand there is some issue about what is being protected by the bridges, the access issue is sufficient to validate the project. I understand from the neighbors that they have concerns about the bridges spoiling the natural desirability of the area. I think the bridges can be done aesthetically and fit in nicely. Also heard that they don't want more traffic and folks parking illegally. These are separate issues and should be dealt with appropriately and effectively and apply equally to other popular trailheads. For example, why not limit bikers to even days or some such and put boots and tow illegally parked cars? Hope this passes!
Jonathan

MR-1



Carla Corde-Scott
ADMINISTRATIVE ASSISTANT II

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903



www.marincountyparks.org

From: [Marcus Mueller](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Marcus Mueller
Date: Thursday, March 18, 2021 1:01:26 PM



IS/MND Public Comments Cascade Canyon

Name	Marcus Mueller
Email	[REDACTED]
Comments	<p>I am strongly in support of the Bridge and fully agree with the points listed below.</p> <p>The Cascade Canyon bridges will:</p> <ul style="list-style-type: none">Provide safe and sustainable year-round access to the Canyon Fire Road and the interior of Cascade Canyon Open Space Preserve;Eliminate the need to cross San Anselmo Creek using the rock fords located within the creek;Enhance habitat protection for the listed species;Reduce trail erosion and sedimentation to the Corte Madera Creek watershed;Reduce the number of redundant trails and habitat fragmentation in an area rich in sensitive species;Not draw new visitors to the preserve as nothing is being added or increased, it just moves the current trail out of the creek;Result in long-term environmental benefit and should be implemented. <p>Thanks, Marcus Mueller</p>



MR-1

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From: [Scott Murray](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Scott Murray
Date: Thursday, March 18, 2021 1:34:49 PM



IS/MND Public Comments Cascade Canyon

Name	Scott Murray
Email	[REDACTED]
Comments	<p>As an 8 year resident of Cascade Road, I'd like to voice my support for the bridge project and associated improvements on the Canyon Trail. I've read the opinions of my neighbors that oppose the project and don't feel their reasons are supported by any real facts. Putting in two bridges will hardly make the Elliott Preserve a massive destination. We're already faced with many out of town visitors on weekends thanks to social media posts. Are two bridges really going to draw the crowds my neighbors are concerned about? I hardly think so. As for biking, Cascade drive sees a steady stream of mt bikes coming off the nearby ridges and many riders poach the Canyon Trail and will continue to do so. Why not make it safe for bikes and walkers to use the route? Also, the number of riders will not change. Nobody comes to the canyon to start a ride as all of the climbs are too steep to climb out. The same number of riders will use the canyon to exit their rides after the project, whether they come off of Repack or Pam's Blue Ridge. The argument that the project will create a flood of visitors either on foot or bike is just pure nonsense. Thank you for putting the project forward and I look forward to seeing the results.</p> <p>Sincerely, Scott</p>



MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Tom Boss](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Tom Boss
Date: Thursday, March 18, 2021 8:45:24 PM



IS/MND Public Comments Cascade Canyon

Name	Tom Boss
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	See attachment for comments from Marin County Bicycle Coalition.
Attach a File	MCBC Comment Letter Cascade Bridges 3-18-2021.pdf

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MARIN COUNTY BICYCLE COALITION

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903
Attention: Jon Campo, Principal Natural Resources Planner

Dear Mr. Campo,

Thank you for the opportunity to comment on the draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Cascade Bridges project. After careful review, the Marin County Bicycle Coalition (MCBC), finds it comprehensive and complete.

From the start our interest in this project has been on visitor safety enhancements to address the four creek fords. The crossings are dangerous during heavy rain events, especially for families on bicycles. Support of the project is also an opportunity to demonstrate MCBC's conservation values, as it will reduce impacts on wildlife and native plants.

We agree with the assessment that there will likely be no increase in use as a result of this project. There are no new amenities or anything that would encourage new visitation. It simply moves an existing multi-use trail out of the creek, something the District has done with great success all across the County. Examples include the bridges installed on the Roy's Redwoods loop and the bridge on Old Railroad Grade at "the plunge". In both cases the bridges simply moved the trail out of drainages. Neither project resulted in a measurable spike in visitors.

It doesn't take a 198 page study to conclude that a project that moves hikers, bikers and equestrians out of a creek, and removes an visibly erosive trail on the banks of that creek, will have a beneficial impact on the habitat and wildlife.

In summary, the project has our full support. Please move it forward soon.

Tom Boss
Off-Road Director
Marin County Bicycle Coalition

MR-1

From: [Dave Jay](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Dave Jay
Date: Friday, March 19, 2021 3:38:10 PM



IS/MND Public Comments Cascade Canyon

Name	Dave Jay
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>After participating in the community meeting and reading the MCOSD plan I believe that the project is a good choice for the preserve and for the visitors to them preserve. I don't believe the building of the bridges will leave long term damage to the preserve and will give visitors another choice rather than walking or riding through the creek. I visited the new bridge on Bull Frog on the MMWD and felt it blended with surroundings and was attractive. My primary reason for supporting the bridges is to increase access to the preserve. When I read the original MCOSD source documents it stated that 91% of the visits to the preserve were Fairfax residents. When I think about increasing access, my first thought is about increasing access for local citizens, specifically increasing access for people who have limited mobility. As my father aged and eventually was ailing, he couldn't manage the High Water trail in the preserve and there was no way he could cross San Anselmo Creek when there was water in it. Even when it was dry, I always had a hand close by when we crossed. So our standard walk became the Carey Camp trail since there was a bridge that provided easy access. Because someone built a bridge years ago a senior citizen could continue a walk in 2017. My former neighbor Annagret lived in the Canyon approximately 60 years and in the 15 years I knew her she hiked the preserve more than anyone I knew. As she got older she started using a hiking/walking staff and wouldn't go as far. It got to a point that she wouldn't walk past the location of the proposed second bridge because of the uneven rocky creek crossing. When I think of access, this is who I think about. If the bridges are built, there could be more car traffic and parking challenges but I'm feeling that the</p>

MR-1

benefits outway my inconvenience.

On a closing note, I feel that the Elliot Preserve bridge debate has been clouded because of the ongoing hiker/biker/equestrian conflict. At times, the dispute is tiresome, frustrating and occasionally insincere.

You can [edit this submission](#) and [view all your submissions](#) easily.

March 19, 2021

Dear Mr. Campo and MCOSD Members:

Please consider these comments on the Cascade Canyon Bridges Project and its associated Mitigated Negative Declaration. I am a Marin County resident and former state environmental scientist and habitat restoration professional with 25 years of experience evaluating and permitting habitat restoration and water quality improvement projects.

This project would result in environmental benefit and should be implemented without hesitation. It's a win-win for both the environment and recreational users, and would not result in significant negative environmental impacts to the environment.

Placement of bridges that span streams and allow for flood flows underneath is a widely utilized strategy to allow for safe crossing for humans and unobstructed passage for fish. Currently, recreational users are forced to cross the stream and walk (or ride) through the sensitive, eroding streambanks and through the watercourse. Hikers also currently utilize the trail that runs parallel to the stream, which is a notable source of erosion.

Bridge placement and trail decommissioning would provide the following environmental benefits:

- Foothill yellow legged frogs would be better protected from potential disturbance by avoiding recreational traffic on foot/horse/bike from directly crossing the stream bank and creek bed.
- Erosion and fine sediments entering the creek would be reduced, enhancing fish habitat for listed or non-listed species.
- Water quality and fish passage conditions would be improved for future potential fish passage improvement work downstream.
- Decommissioning the High Water Trail will also help to reduce erosion/fine sediments in the creek.
- Revegetation around the riparian area and decommissioned trail will enhance habitat/water quality.
- Incidental impacts from construction would be adequately mitigated and the CEQA analysis is thorough and complete.
- The project would result in long-term environmental benefit and should be implemented.

Replacement of wet water crossings with bridges and decommissioning of trails through watercourses are standard and recommended practices by resource protection agencies and restoration practitioners to help resolve water quality issues and to avoid potential impacts to aquatic habitat/species. The trail decommissioning and rerouting of trail users also makes sense to enhance the environmental benefits of the bridge work.

I have reviewed all of the proposed mitigation measures and am familiar with the specifics of the area. Because there will not be any additional facilities constructed as part of the project,

MR-1

such as additional parking or amenities, an increase in use would not reasonably be expected. I have found the mitigation measures to be wholly adequate and appropriate, based upon my best professional opinion. I strongly recommend the mitigated negative declaration be certified by the County and this project be implemented.

MR-1

Sincerely,

Erika Lovejoy

From: [Erik Stromberg](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Erik Stromberg
Date: Friday, March 19, 2021 9:27:57 AM



IS/MND Public Comments Cascade Canyon

Name	Erik Stromberg
Email	[REDACTED]
Comments	This project represents a well thought out plan to help preserve the sensitive resources of Cascade Canyon while improving visitor access and experiences. The project provides multiple benefits and should be considered a model for future MCP projects.

MR-1

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From: [REDACTED]
To: [Campo, Jon](#)
Subject: Cascade Canyon bridge project
Date: Friday, March 19, 2021 12:47:07 PM

Jonathan Pierce would like information about:

For many years, I have lived on Cascade Drive in Fairfax, just down the road from the Cascade Canyon open space. I am an avid mountain biker and hiker, and either ride or hike in Cascade Canyon open space at least once a week. I wanted to give my 100% support for your proposed project to build 2 bridges across the creek and making the pathway on Canyon accessible to both hikers and mountain bikers. I am 62 years old, and am extremely respectful to hikers when i ride. During the winter months, it is often difficult, if not impossible to hike or ride in the upper trail areas without walking through running streams. As you are well aware, the creeks are sensitive habitats for many important creatures. While I am sure that some residents of Canyon Rd, might object to your project, I believe that the environmental benefits fully justify your project. You should post a 5mph speed limit for bikes, and trail should be great for both bikes and hikers.

MR-1

From: [Karl Vavrek](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Karl Vavrek
Date: Friday, March 19, 2021 4:34:20 PM



IS/MND Public Comments Cascade Canyon

Name	Karl Vavrek
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am a neighbor. I live at [REDACTED] Canyon. I reviewed the CEQA study and fully support the Bridges project as it improves the open space by limiting needs to use the stream fjords.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Mike Nettleton](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Mike Nettleton
Date: Friday, March 19, 2021 10:46:56 AM



IS/MND Public Comments Cascade Canyon

Name	Mike Nettleton
Email	[REDACTED]
Comments	<p>Thank you for engaging the public in the important process of gathering community input on the Cascade Bridge Project.</p> <p>Thank you as well for having the vision to propose projects that simultaneously benefit the environment as well as increase equity and visitorship for all users.</p> <p>Access4Bikes strongly supports the Cascade Bridges Project in the Cascade Canyon Preserve. While our mission is focused on gaining fair and equitable access for mountain bikers in Marin, we are stewards and environmentalists first and foremost. This project is far more consequential than bike access; the well being of the habitat and species in Cascade Canyon and San Anselmo Creek will be greatly improved from this project.</p> <p>Eliminating a poorly performing, erosive section of trail, directing visitors out of the creek bed, improving fire and SAR access are all of paramount importance. Additionally, access for visitors with limited mobility such as wheel chair users or young children will be a major benefit.</p> <p>While some neighbors of the project have voiced concerns about increased traffic, parking issues and fire safety concerns, it is our belief the Cascade Bridges Project will not have a significant impact on any of these areas. Since no new parking spaces will be added, increased use may come from local users (which is in line with all of MCP Preserves throughout the county) but there will not be increased capacity for visitors arriving by car. Likewise, the bridges will not change the nature of</p>

MR-1

the preserve in the eyes of mountain bikers. Currently, Cascade Canyon Preserve is not a popular starting destination for mountain bikers. Most riders who do use the preserve do so as part of a ride that starts elsewhere and then merely passes through.

Everyone who lives in Marin is rightly concerned about fire safety, though worries about this project endangering the Cascade neighborhood's fire preparedness are misguided. If anything, the bridges may be a help in a fire emergency and they will certainly be a help in SAR situations.

In summary, Access4Bikes hopes to see this project implemented and is willing to support the project in any way we can. Thank you again for leading the way for Marin's public land management with inclusive projects that are sustainable and increase visitorship across user groups and varying demographics.

Sincerely,

The Board and Membership of Access4Bikes

MR-1

From: [Nicholas Gaffney](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Nicholas Gaffney
Date: Friday, March 19, 2021 10:20:37 AM



IS/MND Public Comments Cascade Canyon

Name	Nicholas Gaffney
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I agree with the conclusions of the Cascade Bridges project study. I believe the project will benefit the affected habitat. As a regular visitor to the Cascade Canyon Open Space Preserve, I think it is important to improve the creek crossing.

MR-1

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From: [Olivia Dillon](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Olivia Dillon
Date: Saturday, March 20, 2021 12:10:43 AM



IS/MND Public Comments Cascade Canyon

Name	Olivia Dillon
Email	[REDACTED]
Comments	I live on Laurel Dr in Fairfax (in the Cascades) and wholeheartedly agree with these improvements We use these trails for riding, hiking and running and these proposals will enhance that experience.

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Steven Lyons](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steven Lyons
Date: Friday, March 19, 2021 11:35:14 AM



IS/MND Public Comments Cascade Canyon

Name	Steven Lyons
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	30 year Fairfax resident here ([REDACTED]) I support building these bridges wholeheartedly. Over the years we have enjoyed many hikes in Elliots. It will be much safer for the kids and grandkids and totally more enjoyable with the new bridges. Please do the right thing and make this project happen!

MR-1

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Linda Novy](#)
To: [Minnick, Sarah](#); [Mueller, Shannon](#)
Cc: [Campo, Jon](#); ["Terri Thomas"](#); ["Linda Bolt"](#)
Subject: FW: Martha Ture's Facebook post from this AM
Date: Thursday, February 18, 2021 9:04:37 AM

Hi MCP , thought there was going to be more sensitivity regarding the meadow. This entire area needs restoration after being used as a parking lot for so many years.
Just wanted to report this.
Linda

From: Linda Bolt [REDACTED]
Sent: Thursday, February 18, 2021 9:02 AM
To: Linda Novy [REDACTED]
Subject: Martha Ture's Facebook post from this AM

Good morning. Yesterday I took a walk in the Elliott Nature Preserve. The Marin County Open Space District is about to destroy it utterly, and this neighborhood, with its plan to put in a bridge or bridges and increase public use. The meadow was filled with trucks parked on the grass, and happy young uniformed people walking around talking about their plans. A loud motor ran for about an hour. There's not enough parking for the people who live here, let alone all the people who will go o boy, let's go to Elliott's, so the District will probably put a parking lot where the meadow now is. As they can't be stopped short of litigation, I wish them all the endless grief they are causing us who live here. I hiked up deer trails to escape them, and found these lovely flowers.

MR-9



22 Gary Reed, Jim Hill and 20 others
5 comments
1 share

From: [Rice, Katie](#)
To: [Korten, Max](#); [Campo, Jon](#)
Cc: [Martinez, Crystal](#)
Subject: FW: please share with katie!
Date: Wednesday, March 10, 2021 3:32:24 PM
Attachments: [Response to Bridges Proposal.docx](#)
[image001.png](#)

Hi there,

Following up on the two Cascade:

1. I have promised a meeting with the neighbors focused on their issues regarding increased use, parking, fire access/egress, open space management of preserve, etc. Promised that someone from Parks would join—thinking it would be whoever is Supt. for the preserve region per their concerns around preserve management, and someone else familiar with cascade project to continue to make points as to the boundaries of the project – physical improvements for user safety, environment, etc.
2. I was clear with Linda (and she agreed)that their concerns/complaints re various issues exist outside of/regardless of the Cascade project—though they think project will make worse. And except for preserve management, addressing parking, fire, access/egress, etc. involves other stakeholders – town of Fairfax, Ross Valley Fire, etc.
3. I also stressed that a meeting with me and parks not an extension of comment period, and that they need to submit any comment regarding the cascade project within the public review time frame.
4. With regards to the project, wanted to make sure you have seen the attached document prepared by Ray Moritz -- his analysis of the environmental analysis/impacts with the fire lens on. He's making some claims/coming to conclusions that seem to go beyond his areas of expertise, but I suspect his opinion is going to generate a lot of interest and will be used in the public argument against project.

MR-2

So let me know if you (or whoever) would be able to join in a meeting with cascade folk (A zoom, 1 hr max, and it told her max 5 people). My only windows of opportunity the next couple of weeks are:
Wed 3/17 4 p.m.

Fri 3/19 10-11:30 or 2-4 p.m.

Thurs 3/25 noon-3

Thank you.

Katie

Katie Rice | District 2

Marin County Board of Supervisors
3501 Civic Center Drive, Suite 329
San Rafael, CA 94903
(415) 473.7825

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[@SupervisorRice](#)

From: Vernon, Nancy <NVernon@marincounty.org>

Sent: Monday, March 8, 2021 1:59 PM

To: Rice, Katie <KRice@marincounty.org>

Subject: FW: please share with katie!

Nancy Vernon | Aide

Office of Supervisor Katie Rice

(415) 473.7351

From: Linda Novy <lindanovy@comcast.net>

Sent: Sunday, March 7, 2021 12:31 PM

To: Vernon, Nancy <NVernon@marincounty.org>

Subject: please share with katie!

TABLE 23 – Page 151 - RM Response: The MCOSD completion of Table 23 is alarmingly false and misleading.

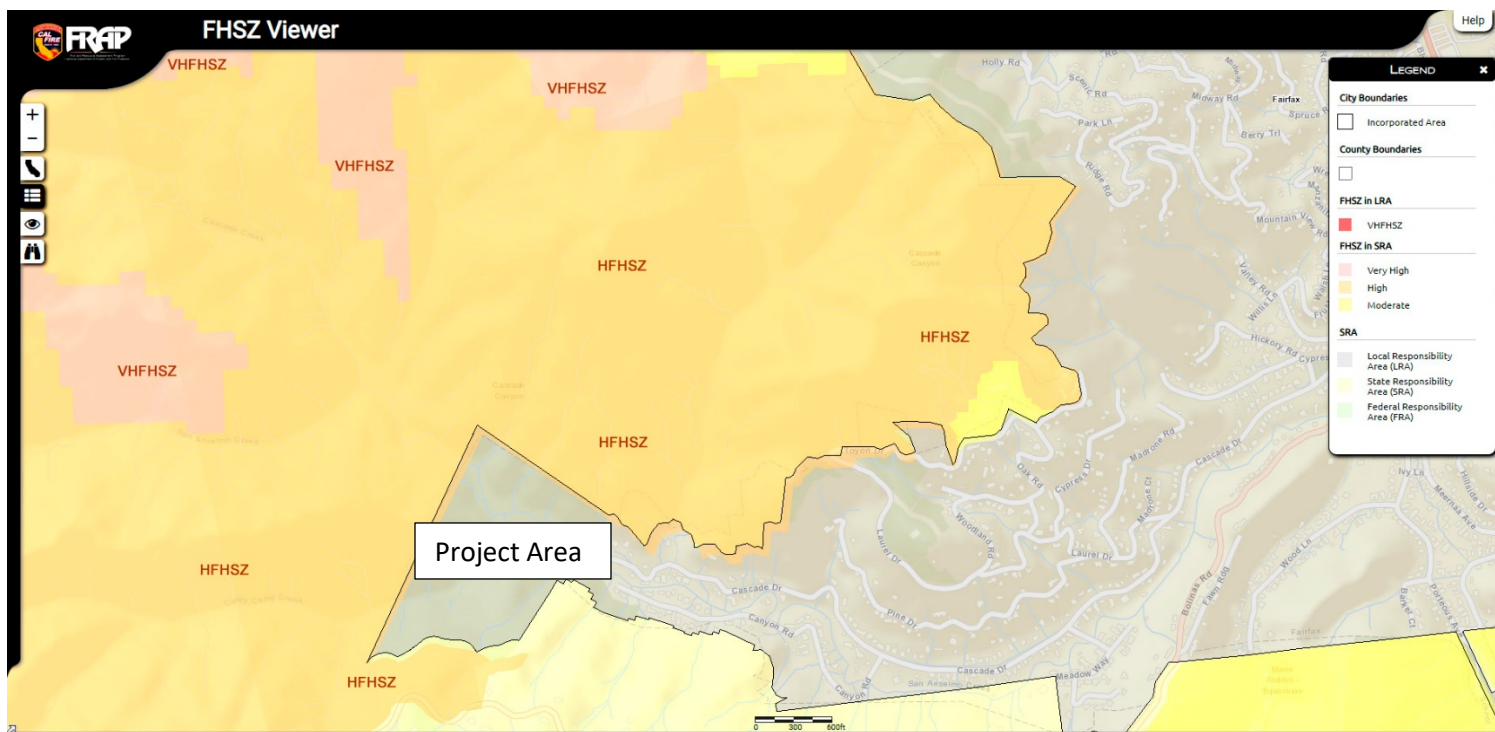


Table 23 applies if the project area is “near” a Very High Fire Hazard Severity Zone – **RM – Table 23 applies**

- a) The project has a potentially significant impact to “Impair an adopted emergency response plan and emergency evacuation plan” – There are no designated parking spaces along the narrow Cascade Canyon only emergency road response and evacuation route in the box Cascade Canyon. The project would attract increased usage, resulting in more cars that would, more likely than not, obstruct emergency access/egress.
- b) The project would have a potentially Significant impact “Due to slope, prevailing winds, and other factors” **RM- Such as “Diablo Winds” out of the NE quadrant of the compass blowing fire up the canyon, exacerbating typical up-canyon winds.** “...would Project exacerbate wildfire risks and thereby expose the Project occupants to pollution concentrations from a wildfire or the uncontrolled spread of wildfire? **RM Response: The Project area is at the head of a box canyon and will attract greater traffic, uncontrolled parking of arriving vehicles, pedestrian, mountain bicycle and electric bicycle usage, increasing the wildfire ignition risk and obstruction emergency access/egress. The box canyon has one way in and one way out along a substandard road, potentially trapping project occupants and residents of the canyon.**
- c) “Require the installation or maintenance of associated infrastructure...that may exacerbate fire risk...” **RM Response: The Project will make the site more attractive to pedestrian, mountain bicycle, electric bicycle and illegal motorized vehicle usage, yet there is no fire-safe parking provided in this project or along the road to the Project area. Project users will park in dry grass and weeds along the single, substandard road, increasing ignition risk and emergency access/egress.**
- d) “Expose people of structures to significant risks...” **RM Response: As stated above, the Project will expose the canyon residents and their homes to significant wildfire ignition and wildfire spread risks.**

Setting

RM Response: Again, in this section the MCOSD greatly misrepresents the setting of the project. The CEQA asks whether the project area is “near” very high fire hazard severity zones, and indeed it is (see Map above). While the immediate project area is in a low fire hazard, bottom land, seasonal drainage, this area is quite small and the project area is at the head of a box canyon, surrounded by steep slopes and high to Very High Fire Hazard Severity Zones. The MCOSD response also fails to mention that the project is also surrounded by High Fire Hazard Severity Zones. While MCOSD admits that areas of Marin County have been rated “high wildfire hazard” they fail to state that the Project area is “near very high fire hazard severity zones”, surrounded by High Fire Hazard Severity Zones, and it is in a box canyon, a landform that is well-known to greatly exacerbate fire intensity and spread.

While MCOSD states that it will sign the area to restrict usage during “Red-Flag” conditions. There is really no way for MCOSD to physically control usage during heightened fire danger conditions. MCOSD admits in Table 13-2 RTMP Activities and Associated Travel:

“Patrol and enforcement: MCOSD personnel or contractors; Regular; infrequent Each year; all preserves”

Applicable RTMP Policies and BMPs

“MCOSD would incorporate applicable RTMP Policies and BMPs, which are designed to minimize or avoid potential environmental impacts to wildfire. The applicable RTMP Policies and BMPs are listed below and are provided, in their entirety, in Appendix A.

- Policy SW.26: Control or Restrict Access to Ignition prevention Zones when Red Flag Conditions Exist
- Construction Contracts-1: Standard Procedures in Construction Contracts”

RM Response: While MCOSD has a policy to “restrict access” to ignition prevention zones, during “Red Flag” conditions, MCOSD infrequently monitors the Project area and has no control over access to the site. Vehicle parking and other equipment operation are significant causes of wildfire ignition. MCOSD in reality has no control over access and parking along the single, one way in/one way out, narrow road which has no ignition fuel control along the siding. In fact, the MCOSD has not controlled ignition fuels at this trail head and has not placed no access at the entrance to the canyon in the past.

Construction activities (grading, excavation, grinding, welding, sawing and drilling) are a common causes of ignitions. This was illustrated on MCOSD lands on September 17th 1993 when “Grace Slick Fire” which was ignited by County workers welding a gate. The workers had sprayed down the surrounding grasses to avoid ignition, but grass is a “15 minute fuel” (dries in 15 minutes or less when exposed to sun and wind) and welding sparks ignited a fire that destroyed the rock star’s home.

Draft Initial Study/The Negative Declaration states:

Impact TRF-3: Result in inadequate emergency access (Criterion XIV.e)

“The RTMP would maintain existing levels of access, would permit additional access as demonstrated and necessary, and would not interfere with emergency access to the wildlands for fire suppression. Therefore, this impact would be less than significant.”

RM Response: The attraction of additional users (mountain bicyclists, electric bicyclists, and hikers) the bridge improvements would attract as well as current users will create parking problems along a road with no graded

and developed siding. There is insufficient parking along Cascade Drive currently and additional use would exacerbate existing parking problems.

“The RTMP acknowledges that emergency access is an important purpose for many of the roads and trails within preserves, particularly for fire protection, but also for other utility infrastructure. The RTMP includes the following three policies intended to maintain emergency access:”

RM Response: This acknowledgement focuses on roads and trails within MCOSD lands but does not acknowledge the impact of MCOSD access improvements on local roads leading to its trailheads.

See Table 13-5

“Implementation of Systemwide Policies SW.17 and SW.18 would ensure continued access to open space preserves for fire fighters and other emergency personnel. Therefore, implementation of the RTMP would not lead to inadequate emergency access. This impact would be less than significant, and no mitigation would be required. Significance of Impact: Less than significant. Mitigation Measure TRF-3: None required.”

MR-10

RM Response: By narrowing its consideration of access within the MCOSD lands, MCOSD jumps to the conclusion that the Project would have a less than significant impact. Cascade Drive is a substandard road that currently has inadequate emergency access/egress. The increased access at the trailheads will increase usage and increase both legal and illegal parking along the road, interfering with emergency response and evacuation. MCOSD has not provided any parking at the trailhead and were they to do so, it would increase traffic along the substandard road and overflow parking along Cascade Drive.

Traffic

For these reasons, implementation of the RTMP would not substantially increase safety hazards on roadways within Marin County; this would be a less-than-significant impact.

RM Response: See above response.

USE OF TRANSPORTATION FACILITIES BY MCOSD OPEN SPACE PRESERVE VISITORS In fall 2011 the MCOSD contracted for a visitor use census and survey within selected preserves (MCOSD 2011). The work was designed to capture a representative sample of visitors and to collect information regarding a variety of topics related to their use of roads and trails within the 34 preserves. The objectives were to answer the following questions: • Who is using the open space preserves (by visitor type and location)? • When is use occurring (times and patterns of use)? • What are visitor attitudes, preferences, and experiences? Some of the results of this survey, while not specific in nature, provide a general understanding of travel associated with recreational use of reserves. In particular, the survey revealed that: • Respondents visited Marin County parks frequently (47 percent daily; 39 percent weekly; and 9 percent monthly). • The overwhelming majority of visitors surveyed (91 percent) lived in Marin County • Of those that were from “out of county,” the highest proportion (37 percent) were from Sonoma County • 75 percent of out-of-county visitors came on the weekend • 48 percent of visitors reported driving alone to the preserve, while 21 percent carpooled, 8 percent biked, and 23 percent walked to the preserve. No visitors reported traveling by transit to the preserve.**them to actually restrict usage during high fire danger conditions such as “Red-Flag” conditions.**

Marin Countywide Plan

TRL-2.j Address Trailhead Parking Issues - Work with neighborhood groups, cities, and towns to encourage carpooling, explore parking alternatives, and enforce parking restrictions at trailheads.

MCOSD Policy Review Initiative In 2005, the MCOSD Open Space and Trails Committee conducted a review of its land management policies in 11 policy areas related to core lands management, fire, trail use, non-native plants and animals, special status species, parking, camping, visitor amenities, disabled access, countywide and regional trail systems, and public outreach (MCOSD 2005). The product of this endeavor was a set of 51 new policies to guide land management decision-making in the identified policy areas. The following five policies regarding parking are pertinent to transportation and traffic issues. • Policy P1: The MCOSD will rely primarily on public rights-of-way to provide the parking capacity necessary to serve open space visitors arriving by motorized vehicle • Policy P2: The MCOSD will strive to provide multiple points of entry to open space, to maximize available parking capacity and to avoid concentrating access • Policy P3: The MCOSD will encourage open space visitors to walk, bicycle and carpool to open space • Policy P4: The MCOSD should partner with police and fire departments to enforce lawful parking at entrances to open space • Policy P5: The MCOSD may seek increased parking capacity on a case-by-case basis, including the development of parking facilities on MCOSD lands where necessary for public safety, and where resource conditions permit

13.2.1 SIGNIFICANCE CRITERIA The following criteria have been established to quantify the level of significance of an adverse effect to the transportation system or traffic levels, pursuant to CEQA. As set forth in Appendix G of the State CEQA Guidelines, an impact would exceed an impact threshold under these circumstances: Six Policies one of which states:

- Result in inadequate emergency access? (XIV.e)

To: Supervisor Katie Rice
Cc: Fairfax Town Council

March 2, 2021

RE: The Cascade Bridge Project in the Elliott Nature Preserve

Dear Katie,

Thank you for taking time to review this project. The neighborhoods surrounding the preserve, and neighbors from all throughout the Canyon, all care deeply about the health and well-being of the Elliott Nature Preserve and the Cascade Canyon Preserve. Most visit it often, and many of us consider ourselves stewards of the Preserve. This is not to be confused with the NIMBY mind set. In fact, we are, on the whole, happy to see families with children, passive bike riders, and the rare horse rider visiting the preserve and enjoying nature.

Background.

During Covid there has been a spike in public land visitation. This has had an impact on natural resources – plants, trails, and importantly, wildlife who seek refuge during the day to avoid human contact. Because people have had such a need for outdoor time, they are not being mindful that Elliott’s Nature Preserve is just that, a “preserve” supporting healthy ecosystems, habitat and wildlife. Instead, we have observed all kinds of “park like” activity in the preserve including family activities and walking in the creek, tents pitched off trail, soccer games, relay races, car picnicking and more.

MR-8

With this in mind, the Cascade Bridge Project is now coming to the public for a 30-day comment period. The project’s genesis in 2016 did have a neighborhood meeting with MCP, but most neighbors did not attend that, and many are new to the neighborhood.

The three of us have been tracking the project, bringing information to the community, and also noticing changes and activities in the preserve. Some of our concerns are noted in the presentation that was presented to the MCL Parks and Open Space Committee earlier this year (pdf sent to you by separate email). That presentation points out some of the issues in the preserve’s environmental oversight by MCP. Not included in that presentation is the significant damage done by numerous mountain bikers who ride non-sanctioned trails, and horse and hiker trails.

MR-2

Neighbor Concerns.

All neighbors are very concerned around increasing visitation into a box canyon accessed by narrow roads with no designated public parking. The Cascade-Canyon area has all the typical qualities that make it a high fire danger zone:

MR-8

MR-10

steep slopes, upslope winds, ascending drainages, narrow roads on various areas of the canyon and lots of vegetation.

While the Mitigated Negative Declaration (MND) states that only minor increase in visitation is anticipated, we have good reasons to disagree with that summary. In fact, a neighbor of ours, Ray Moritz, recently told us about some improvements made to a Petaluma Preserve trailhead in the 90's, and the resulting public visitation radically increased exacerbating the parking and congestion problems, similar to our area. Ray went on to confirm what we have all been feeling, that attracting more visitation to the preserve greatly increases the chance of ignition. In addition, the construction process itself, proposed to begin in August, also increases the chance of ignition.

Some of our concerns:

- The fire danger in our canyon has been deemed the worst in the county and inviting more visitors puts the preserve, our lives and visitors' lives in danger. MR-10
- The flora and fauna, including endangered species, are not being acknowledged properly and will be compromised by the project and plan. Both bridges in the project area are in MCP Legacy Zones, areas of highly intact habitat. Legacy Zones are rich with wildlife. Seen in the area of Canyon Trail's intersection with Cary Camp Loop are northern spotted owls, Hesperian snail, king and garter snakes, deer, dusky footed wood rat nests, Coyotes, and more. Some of the project area is in the Highly Disturbed Zones, made worse by unchecked MCP parking and visitor use. MR-6
- There is insufficient information around how MCP plans to implement rules & regulations, management of the natural resources and visitor behavior. They are not managing the preserve well currently. MR-8
- Trail configuration near Bridge 1 has not been properly thought through in terms of conflicts with mtn. bike riders on Cary Camp Loop, a hiker and equestrian trail. Additionally, by making this trail system IAP, there is the potential for more conflict and injury MR-3
- There is no plan from the town or MCP to control the parking, traffic, property damage, and street congestion. MR-9
- The size of the bridges proposed are out of character with the site and yet still not wide enough for vehicles, keeping the fire road crossovers intact and requiring the additional building of fencing. MR-3

We believe the funds for the bridges and trail reconfiguration would be better used for fire-wise maintenance, restoration of the preserve, and implementing measures that ensure the Elliott Nature Preserve is maintained and respected as a nature preserve, not a "park". MR-5

Our Request.

We would like your support in postponing final comments on the MND from 30 to 90 days to allow more time for neighborhood review, a field trip lead by MCP, story poles showing the size of the bridges, marking paint to show the layout of the trail configuration and to ask a number of other questions of staff. We are also interested in the cost of the project, and the budget and schedule for much needed restoration, management and enforcement in the Preserve. With this additional information, we would then be prepared to submit a neighborhood comment letter on the MND, and individual neighbors, too, would be able to submit their own letters.

MR-2

There have many significant changes in Marin and the world since the inception of this project: climate change, a longer fire season, drought, MCP's acknowledgement that steelhead do not migrate to the upper reaches of Cascade Canyon, the discovery of yellow legged frogs, a world health pandemic, significant increases in remote work and education, and big spikes in visitation to public lands. We all want to protect our preserves while allowing respectful visitation. Thank you, Katie, for your time and consideration. We look forward to talking with you.

Linda Novy
Geoff Bolt
Linda Bolt

From: [geoffrey bolt](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - geoffrey bolt
Date: Friday, March 19, 2021 2:43:49 PM



IS/MND Public Comments Cascade Canyon

Name	geoffrey bolt
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Re: The Draft Initial Study/ Mitigated Negative Declaration for the proposed Cascade Canyon Bridges and Trail Improvement Project at the Cascade Canyon Open Space Reserve and Elliott Nature Preserve.</p> <p>Jon Campo,</p> <p>My understanding is that you, your Department at Marin County Open Space District, as well as Marin County Parks, Marin County Board of Supervisors, Members of The Fairfax Town Council, are being inundated with letters from all manner of Environmental Groups.</p> <p>Members of the Marin County Bicycle Coalition, (Safe Routes to Schools), Friends of Corte Madera Creek and many who are members of both organizations are allegedly distributing form letters of support for the bridges for members to send to MCPOS and other influencers. Supporters are said to be encouraged to, “change the wording to make it your own”.</p> <p>Equestrian, pedestrian, local Marin based mountain bikers, dog walkers, nature lovers et al. are all terribly concerned about this pristine 38 1/2 acres deeded to the citizens of Fairfax for “passive recreation”. They are organizing as well, to counter this surprise rebirth of this long dormant controversy.</p> <p>Many of my concerns are represented in the document presented by the neighborhood, but for the sake of this comment, I will stay focused on one overlooked issue.</p>

MR-2

MR-4

Dusky Footed Woodrats

I was fortunate to take several walks this last February with many individuals, all representing a wide range of organizations dedicated to protecting and preserving Marin open spaces.

Members of MCL, Fairfax City Council, Footpeople. OneTam, Friends of Corte Madera Creek, Friends of the Elliott Nature Preserve, Marin Environmental Forum, Marin Horse Council, and members of the press, and social media were among my fellow hikers that day.

They were absolutely amazed at the size of the Dusky Footed Woodrat community in the Elliott Nature Preserve. Some of the nests are as high as 8 feet. These nests are known to be 60 years old or older and home several generations of Woodrats.

The nests are meticulously clean and contain several chambers. They are complete with separate rooms for living, birthing, food storage, and latrines (which are cleaned regularly). They are lined with Bay Laurel leaves which deter fleas and other parasites.

They were saddened to see the remains of one nest that was destroyed on March 14th 2017, nearly 4 years to the day, prior to our visit. The ruination was preventable. It was destroyed by a 7 - 10 ton Cat Swing Boom Excavator. The Cat had come up through the water and breached the banks of San Anselmo Creek.

You may have heard from some of the individuals who saw the disturbing sight of devastation.

The endangered Northern Spotted Owl thrives on these nocturnal riparian natives. They live, feed, nest and breed all within the project area.

In the IS/MND - it is stated no nests were found within the project area.

On March 4th during a live internet performance Max Kortgen and yourself made an announcement that, ...on March 3, a staff biologist was sent on a Dusky Footed Wood Rat finding mission. That

individual discovered at least 8 nests.
These nests were only just discovered 16 days after
the release of the IS/MND and 16 days before the
end of the public comment period on the IS/MND.

I am writing to inform you that the information on
page 51, 70, 73, of the IS/MND is incorrect and
incomplete.

Further Environmental Research is required.

Thank You,

Geoffrey Bolt

MR-6

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Linda Bolt](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Linda Bolt
Date: Friday, March 19, 2021 3:17:10 PM



IS/MND Public Comments Cascade Canyon

Name	Linda Bolt
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Please find the attached with my questions and concerns and comments. Appreciate the opportunity. lb
Attach a File	IS MND comments Cascade Canyon Neighborhood.pdf Linda Bolt comments.3.18.21.pdf dusky footed.pdf

You can [edit this submission](#) and [view all your submissions](#) easily.

March 18, 2021

Re: Canyon Cascade/ Elliott Nature Preserve Bridges Project

To: Mr. Jon Campo

I have multiple concerns regarding this project and they are reflected in the Cascade/Canyon neighborhood response submitted earlier. I would however like to reiterate the following:

1. Is the project necessary?

- A. *There will now be redundant trails for maintenance truck and multi users*
 - a. *There now will have to be fences and gates built to keep people from using these roads*
 - b. *The Creek is dry most of the year*
 - c. *Chicanes, signage, monitoring and enforcement will be needed to protect multi-users and keep renegade trails from popping up*
- B. *Is this the best use of funds for Measure A with so many fire and water issues plaguing our County.*

MR-3

MR-7

MR-4

MR-10

2. How can we trust MCP & OS to execute and monitor this project without causing further damage and harm to sensitive habitat and users as there is documented history of lack of regard for such in the past.

MR-6

3. Why must these bridges be so big and not in conformity with all the other bridges in the area

MR-3

4. Although MCP&OP are not responsible for the neighborhood impacts, the Town of Fairfax needs time to address these issues with the neighborhood residents traffic & parking issues created.

MR-9

5. I strongly disagree that project will NOT increase visitation and there are new finding to support improvements to pubic access areas increase visitation. Also the proposal actually states that these so-called improvements will open the space to more users.

MR-8

6. How is it possible to create such a project in one of Marin's most volatile fire areas that is already compromised by not having a clear evacuation plan in place. *My family has huge concerns: arsonists returning, Smokers, sparks*

MR-10

7. The CEQA doc is lacking in identifying additional endangered and threatened flora and fauna.

MR-6

8. It seems obvious that much of the project work is for the advantage and to make way for sports bicyclists who continue to be a chronic problem with riding at accelerated speeds, not yielding to others and building on and utilizing trails specifically meant for foot and equestrian use only. Creating much more signage, chicanes, bridges, adding fences, changing the natural flow of trails and needing increased enforcement will be at the expense of the walkers, equestrians, families and physically challenged "user experience" and safety.

MR-8

9. What is the Plan to restore the work & staging areas from the construction sites and how long will it take for full restoration? I could not find this information.

10. How do you plan to protect our unique threatened and endangered flor and fauna when you were not even aware of the dusky-foot rat colony *in very close proximity of the project* until neighbors pointed them out?

11. According to the Calif Fish & Wildlife there are no steelhead or onchynchus mykiss in this creek. How are the bridges protecting non-existing fish and fish eggs while trucks and maintenance crews will STILL be allowed to drive through? Is the removal of the Canyon fish ladder a part of this project?

12. Has MCP studied and quantified the sedimentation caused by Happersberger to Cary Camp and the destructive mountain bike use; sedimentation caused by B 1, B 2, High Water Trail. Have these been quantified and compared?

13. The project plans to decommission the High Water Trail but the sedimentation is caused by erosion above. Are there plans to rectify this?

14. It has been frequently observed that mountain bike riders talk loudly through the preserve. How can a sense of quiet, passive nature experience be protected?

I would like to address the “user experience” issue a bit more personally.

My family and I have lived 7 doors down from the Canyon trail head for 27 years. I hike the Canyon Road trail every day, sometimes twice a day. I feel blessed every time my boots hit the trail.

The Elliot Nature Preserve visitations are already at capacity. Visitor numbers have been growing for years. The Preserve is an inviting, beautiful, unique delicate area. It is also at the base of repack. It is obvious resources are unable to support the current capacity of the visitors nor control the daily illegal use of trails by mountain bikers and the resulting damage. It is playing havoc on the preserve— and is easily seen.

With the new project as proposed, the current steep, fast ridden illegal bike trails (Happersberger & Carey Loop) will feed directly into the proposed multi-use trail (widened Canyon Rd trail), which will give mountain bikers easier access, encouraging continued and increased illegal use of Carey Loop and Happersberger trails.

As we’ve seen visitations grow and roll over to many young families in our neighborhood, my husband Geoff enjoy sharing our knowledge of the canyon –showing people the way to the falls, pointing out the 6 foot tall Dusky-footed wood Rat nests (explaining their amazing habits) telling them to watch for the hatching butterflies, look for banana slugs and how to identify and be careful of poison oak . We love sharing these wonders and intend to share them with our new grandchildren when the world is safe again for travel.

MR-6

MR-3, -7

MR-8

MR-3

MR-6

I would like to reiterate the concerns many families' have brought up regarding feeling unsafe on these trails. As mountain biking has increased and the popularity of Fairfax's Tamarancho bike trails has spread throughout the bay area and beyond. I too have experienced multiple "close calls" with speeding mountain bikes on trails marked for no bikes. With families, children, seniors and even walking dogs on leash, it is really scary coming upon bikes speeding past, or coming around a corner without slowing down on the trails.

I see it all on my walks, and have reported a few incidents. I prefer not to regularly make reports as it discounts the importance of each report. I also don't want to be that person. I also prefer not to bring more negativity to a place intended for peace and nature.

MCP's claim that there will be no increase in visitation from the project is not only a very naïve statement, but conflicts with presentations stating that the goal was to make these trails more accessible to others. How does that make sense?

The Cascade waterfalls are posted on social media, and are on multiple local web sites including the Marin Mommies site- it is a great lovely walk for families, and they come out, and we love it and walk home with a new memories of the beauty, smell, sounds and feel of nature,

BUT the idea of expanding to mixed use trails, doesn't work.

It is dangerous.

With this project I see placating the bicyclists at the risk of every other user intended. By redefining the Canyon Trail road to include bicycles, opportunities for great learning experience of nature for families, seniors, equestrians and walkers, who are looking for a true natural experience - to feel at one with nature, will be lost. Wide paths will move visitors to more of a "roadway" where now a quiet, magical meandering path leads the way. Where I have had pileated woodpeckers sweep past, heard amazing songs from migrating songbirds fill the air, (and recorded them and sent them to our daughter in collage to remind her of home) and one can feel a true up-close and personal experience with nature. This project turns a beautiful natural organic, quiet nature preserve, thriving with flora and fauna unique to other Marin spaces and turns it into a park/zoo type setting. We will suffer a huge loss with that.

There are other places for bikes and swings and picnic tables, soccer games and camping, but this is an incredibly educational opportunity, down to earth, with a very native, organic, natural setting. We are at a risk of losing that, and it breaks my heart.

Will there be anything like this left in Marin for our grandchildren to experience? How will we teach future generations to respect nature and become future stewards if we cage it and make it untouchable?

Our community is doing their best NOW to repair damages done in the past and trying to restore and honor things the Miwok passed down in our town. These "improvements" were done throughout history with the best of intentions.

In looking to save one species are we endangering dozen's more? Have we learned nothing? The intentional use for The Elliott Nature Preserve was as a preserve, with passive recreation and no construction. I think we should start there.

I would like to postpone this project until more of these issues can be addressed.

Respectfully,

Linda Bolt

Mother of 2

Grandmother of 3

Graduate of the Marin Environmental Forum XXIII

MarinArts.Org Board Member

Past Fairfax Planning Commissioner

Past Fairfax Festival Chairperson

Past Fairfax Tree Committee member

Served on Fairfax General Plan Committee

Retired 25 years Director of Performing Arts at the Osher Marin JCC

Former Boy Scout Den Mother

Recipient Lifetime Honorary PTA membership

SAN FRANCISCO DUSKY-FOOTED WOODRAT (*NEOTOMA FUSCIPES ANNECTENS*)

DFG: Species of Special Concern



Description

The San Francisco woodrat, *Neotoma fuscipes annectens*, is one of eleven described subspecies of the dusky-footed woodrat (Hooper 1938) found in forest and shrubland communities throughout much of California, the Willamette Valley of Western Oregon, and northern Baja California (Carraway and Verts 1991). Dusky-footed woodrats are medium-sized rodents ranging from 200-400g. The head and body length range from 7 3/5 to 9 inches (193-229 mm) long with a tail length of 6 4/5 to 8 2/3 inches (173-220 mm). The body coloring is brown/grey with white/grey underside and white/dusky coloring on feet. The woodrats have a hairy brown trail usually with a lighter underside, and large ears (Burt and Gossenheider 1980).

Range/distribution The San Francisco woodrat can be found throughout the San Francisco Bay area in grasslands, scrub and wooded areas (Hall 1981).

Life history and habitat

Woodrats are, for the most part, generalist herbivores. They consume a wide variety of nuts and fruits, fungi, foliage and some forbs (Linsdale and Tevis 1951). Many species are good climbers and rock dwellers, and dusky-footed woodrats are highly arboreal (Kelly 1990). Evergreen or live oaks and other thick-leaved trees and shrubs are important habitat components for *N. fuscipes*. (Kelly 1990, Williams et al. 1992).

Dusky-footed woodrats are well known for their large terrestrial stick houses, some of which can last for twenty or more years (Linsdale and Tevis, 1951). At the Hastings Reserve, Monterey County, dusky-footed woodrat houses range from 60 cm (2 feet) to 150 cm (5 feet) in height, and can be 120 cm (4 feet) to 240 cm (8 feet) in basal diameter. Houses typically are placed on the ground against or straddling a log or exposed roots of a standing tree, and, are often located in dense brush. Nests are also placed in the crotches and cavities of trees and in hollow logs. Sometimes arboreal nests are constructed but this behavior seems to be more common in habitat with evergreen trees such as live oak.

Photo: Photo of a dusky-footed woodrat by CSUS/ESRP

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From: [Jasmine Dickison](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jasmine Dickison
Date: Friday, February 19, 2021 9:18:03 PM



IS/MND Public Comments Cascade Canyon

Name	Jasmine Dickison
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>My family and I live directly next to the Canyon Road trailhead to the Elliott Nature Preserve. We strongly request that the Town of Fairfax NOT approve the construction of two bridges.</p> <p>The Elliott Nature Preserve is special in that it currently doesn't have mountain bikes continuously speeding through it. The Preserve is visited by my family daily and serves as our spiritual home. It is a place where we can get grounded during difficult times, exercise together, and this year it has served as our homeschool (we are teaching our grade-schoolers botany). The paths throughout the Preserve are very steep and speeding mountain bikes are a danger to the many families that enjoy hiking here. I would much prefer that more trails be made to exclude bikes!!</p> <p>In addition- Canyon Road can barely handle the foot traffic as it is. We have noticed an increase in people speeding down the narrow roads where our children play, only to find no parking and use my driveway as a turnaround. The increase in visitation has also resulted in more trash and smoking visitors in a Preserve where threatened species live and the fire risk is unimaginably high. I cannot imagine what a further increase in mountain biking visitors would do.</p> <p>It is precisely the PEACE and SILENCE and STILLNESS that makes the Elliott Preserve a place of wonder and delight for my family and other respectful members of the community. My family and I beg you NOT to continue the planned construction of the bridges. Thank you.</p>

MR-8

MR-9

From: [REDACTED]
To: [Campo, Jon](#)
Subject: Cascade Bridges Project
Date: Friday, February 19, 2021 7:45:54 AM

Marleen Roggow would like information about:

Dear Mr. Campo,

I am a resident on Cascade Dr. who walks in the Elliott Nature Preserve several times a week for the last 20 years. I am in favor of closing the High Water Trail due to the erosion and hazard. Therefore I am in favor of the bridges but not because they would protect the nonexistent fish.

MR-7

I am NOT in favor of making the Canyon Trail multi-use! This is the one trail I can peacefully walk on and it is a special habitat for birds and wildlife. There are enough trails for bikes. As it is they use the Carey Camp Trail and are destroying it. I have seen this personally and anyone walking it can see the tracks, ruts and erosion. I'd like a low curb or gate on the bridge on the Carey Camp Trail to prevent or at least slow down bikes that love to come racing down the hill. The signage clearly isn't doing the job.

MR-5

I see no wisdom in more visitors as there is no place for them to safely, legally park.

MR-9

Weekends are nuts here.

Thanks for listening.

Respectfully,

Marleen Roggow

From: [Nicholas George](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Nicholas George
Date: Sunday, February 21, 2021 2:11:00 PM



IS/MND Public Comments Cascade Canyon

Name	Nicholas George
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	The beauty and attraction of this area is due to it not being overrun with mountain bikers like so many other trails in Marin. I am strongly against encouraging out of town mountain bikers to the area who do nothing to contribute to the community and create a danger for the local users who do. The building of bridges and increasing the number of trails accessible to mountain bikers seems totally against the idea of the preserve. Mountain bikers have so many trails around Marin to use. Why do they need more. It seems this activity is funded by mountain bikers and I am wondering why a group is allowed to have some much influence on an area used by many others.

MR-8

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From: [Steve Wasserman](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steve Wasserman
Date: Sunday, February 21, 2021 1:16:50 PM



IS/MND Public Comments Cascade Canyon

Name	Steve Wasserman
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I am opposed to the two bridges and the removal of the high water trail. It will negatively change the nature experience in Cascade Canyon. I have lived here since 1977. I have used the area weekly. I have raised two children and now have four grand children that use this area weekly. Having the two bridges will bring too many bikes, erosion, and be unsafe for children. This is a family area and should stay that way. So many outside visitors speed on Cascade Drive making it unsafe to walk, stroller and run. The Town of Fairfax has recently tried to limit the speed to 15 mph. It is only on the curvy part of Cascade. On the flat parts of Cascade, cars speed and are a danger to children.

MR-8
MR-7
MR-9

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Steven Wasserman](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steven Wasserman
Date: Thursday, March 04, 2021 6:11:10 PM



IS/MND Public Comments Cascade Canyon

Name	Steven Wasserman
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	The plan as explained on 3/4 showed a fence at the first bridge. That takes access away from small children. The suggestion that access was at the fork after the current bridge is to far for small children. Children are users and have been left out, denied access. What happen to children throwing rocks into the creek. The creek at bridge #1 is the closest access to the creek for small children. I raised 2 kids and now have 4 grandkids that throw rocks on a regular basis. Please do not take this away!!!!!!

MR-5

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From: [Steven Wasserman](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steven Wasserman
Date: Thursday, March 04, 2021 6:14:38 PM



IS/MND Public Comments Cascade Canyon

Name	Steven Wasserman
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	NO ELECTRIC BIKES OR PEDAL ASSIST BIKES

MR-8

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Gayle Wilson](#)
To: [Campo, Jon](#)
Cc: [REDACTED]
Subject: Cascade Canyon Open Space Proposal, Fairfax, CA
Date: Monday, February 22, 2021 2:32:52 PM

February 22, 2021

Jon Campo,
Principle Natural Resources Planner
Cascade Canyon Open Space Preserve Proposal, Fairfax, CA

In regards to the proposal to expand the use of the trail system near Canyon and Cascade neighborhoods.

To implement this change to the neighborhood would compromise the SAFETY of the neighborhood in case of wildfire evacuation.

"The fire hazards facing California these last few years are enormous. **This proposal for the Elliot Nature Preserve would be disastrous for the Safe Evacuation of the Canyon and Cascade neighborhoods. Approaching storm systems now bring more lightning and conflagrations. These conditions are fueling an annual nightmare which may only worsen if more people enter the area.**

The City would be liable!

The City of Fairfax, the County of Marin and the State of California ALL have Statutes and Bylaws created to **protect the safety** of the communities.

Moving forward on this proposal would be in direct opposition to these laws!

Since the proposal, that was approved by the Fairfax city council in 2017, **the catastrophic Fire Risk has increased dramatically**. Nearly three years after a swarm of wine country wildfires devastated California, another explosion of flames made clear that the state's efforts to fight the crisis may be no match for the worsening conditions fueling it...Climate Change.

2017 Flames leveled entire Santa Rosa neighborhoods
2018 Paradise Fire - many deaths occurred during the evacuation
2019 Sonoma/Napa Fires - loss of life occurring during evacuation
2020 Santa Rosa, Santa Cruz, Point Reyes/Bolinas, Healdsburg, Napa/Sonoma Fires (lighting sparked blazes) again loss of life during evacuation.

1. **Canyon Road is a narrow lane**, not a two lane road. All homeowners access their homes only thru this narrow road.
2. Canyon Rd is a **"One Way In, One Way Out" road! Dangerous for evacuations!!**
3. Canyon Rd and Cascade are **surrounded by woodlands**.
4. The construction of the bridges with large earth moving equipment and expanded visits from cyclists and parked cars would add to the already crowded narrow streets thus endangering a SAFE EVACUATION from Wild Fires **thereby increasing a greater risk for deaths**.

Many homeowners are seniors.

5. An increase in visitors to the area will increase the risk of a fire starting.

This would make the **City of Fairfax liable** if the proposed changes are made.

Thank you for your good help and due diligence.

Gayle Wilson, [REDACTED] Canyon Rd., Fairfax, CA, [REDACTED]

MR-10

From: [Gayle Wilson](#)
To: [Campo, Jon](#); [REDACTED]
Subject: Cascade Canyon Open Space Proposal
Date: Tuesday, February 23, 2021 2:43:12 PM

Dear Council members,

I would like to invite you to our neighborhood, whenever it is convenient for you. My address is [REDACTED] Canyon Rd, Fairfax. I could walk you to the Entrance of the Elliott Preserve...you could gain a better sense of the "Dangerous Situation" we have in Evacuating Safely. Because of the narrow One Lane road, Only "One Way In & One Way Out!!"

MR-10

Any extra traffic from cyclists arriving from all over the Bay Area by car would impact the narrow road from their parked cars.

One bike enthusiast I recently spoke to mentioned that the expanded trail access would be published in bike magazines thereby causing people to drive in from all parts of the Bay area. We could end up with Literally clogged streets...there is No Parking here, no sidewalks...many visitors currently park on neighbors private property lawns/driveways with half the car blocking the road.

MR-8

Emergency vehicles have difficulty even NOW winding thru this Narrow Lane. If there were an Immediate Wildfire Evacuation declared...all it would take is one stalled car to stop people from evacuating in their cars. We would have to walk out...some seniors living here cannot walk out!!

MR-10

Please come visit.♥

The City Council needs to SEE this road **Before** they move forward on this Proposal. This is a liability issue for the City.

Thank you for listening.

Sincerely,

Gayle Wilson Ernst and David Ernst, MD

From: [Gayle Wilson](#)
To: [REDACTED]
Subject: Please stop the Elliot Preserve Proposal
Date: Wednesday, March 03, 2021 1:11:13 PM

Jon Campo,
Principle Natural Resources Planner
Cascade Canyon Open Space Preserve Proposal, Fairfax, CA

In regards to the proposal to expand the use of the trail system near Canyon and Cascade neighborhoods.

To implement this change to the neighborhood would compromise the SAFETY of the neighborhood in case of wildfire evacuation.

"The fire hazards facing California these last few years are enormous. **This proposal for the Elliot Nature Preserve would be disastrous for the Safe Evacuation of the Canyon and Cascade neighborhoods. Approaching storm systems now bring more lightning and conflagrations. These conditions are fueling an annual nightmare which may only worsen if more people enter the area.**

The City would be liable!

The City of Fairfax, the County of Marin and the State of California ALL have Statutes and Bylaws created to **protect the safety** of the communities.

Moving forward on this proposal would be in direct opposition to these laws!

Since the proposal, that was approved by the Fairfax city council in 2017, **the catastrophic Fire Risk has increased dramatically**. Nearly three years after a swarm of wine country wildfires devastated California, another explosion of flames made clear that the state's efforts to fight the crisis may be no match for the worsening conditions fueling it...Climate Change.

2017 Flames leveled entire Santa Rosa neighborhoods
2018 Paradise Fire - many deaths occurred during the evacuation
2019 Sonoma/Napa Fires - loss of life occurring during evacuation
2020 Santa Rosa, Santa Cruz, Point Reyes/Bolinas, Healdsburg, Napa/Sonoma Fires (lighting sparked blazes) again loss of life during evacuation.

1. **Canyon Road is a narrow lane**, not a two lane road. All homeowners access their homes only thru this narrow road.
 2. Canyon Rd is a **"One Way In, One Way Out" road! Dangerous for evacuations!!**
 3. Canyon Rd and Cascade are **surrounded by woodlands**.
 4. The construction of the bridges with large earth moving equipment and expanded visits from cyclists and parked cars would add to the already crowded narrow streets thus endangering a SAFE EVACUATION from Wild Fires **thereby increasing a greater risk for deaths**.
- Many homeowners are seniors.**
5. An increase in visitors to the area will increase the risk of a fire starting.

This would make the **City of Fairfax liable** if the proposed changes are made.

Thank you for your good help and due diligence.

Gayle Wilson, [REDACTED] Canyon Rd., Fairfax, CA, [REDACTED]

MR-10

From: [Gayle Wilson](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gayle Wilson
Date: Sunday, March 07, 2021 3:00:47 PM



IS/MND Public Comments Cascade Canyon

Name	Gayle Wilson
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Cascade Canyon Open Space Elliot Preserve Proposal</p> <p>To implement this change to the neighborhood would compromise the SAFETY of the neighborhood. "The Canyon Road Neighborhood does "NOT" have any Cell phone Service or Landline AT&T Service WHEN the power is shut off by PG&E during High Winds... we live in a Canyon that inhibits signals from the cell towers. We have to use Boosters attached to our WiFi to get a signal. If power is off...</p> <p>THIS MEANS WE HAVE NO WAY TO "RECEIVE" A WILDFIRE EVACUATION NOTICE!</p> <p>Even the Fairfax police cannot send someone out to notify residents to evacuate!</p> <p>If city council members do not know yet about the "Year Round California Fire Risk", Please read SF Chronicle article, "Year Round Fire Risk" January 2021.</p> <p>Risk of Liability is a real issue for the City of Fairfax because of Climate Change. Maybe talk to the city attorney and see what she says? Review recent Chronicle article about Class Action Law Suit against PG&E. City Council members could be liable?</p> <p>The fire hazards facing California these last few years are enormous. This proposal for the Elliot Nature Preserve would be disastrous for the Safe Evacuation of the Canyon and Cascade</p>

MR-10

neighborhoods. Approaching storm systems now bring more lightning and conflagrations. These conditions are fueling an annual nightmare which may only worsen if more people enter the area.

The City of Fairfax, the County of Marin and the State of California ALL have Statutes and Bylaws created to protect the safety of the communities. Moving forward on this proposal would be in direct opposition to these laws.

Since the proposal, that was approved by the Fairfax city council in 2017, the catastrophic Fire Risk has increased dramatically. Nearly four years after a swarm of wine country wildfires devastated California, another explosion of flames made clear that the state's efforts to fight the crisis may be no match for the worsening conditions fueling it...Climate Change.

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2020 Santa Rosa, Santa Cruz, Point Reyes/Bolinas, Healdsburg, Napa/Sonoma Fires (lighting sparked blazes) again loss of life during evacuation.

1. Canyon Road is a "narrow lane", not a two lane road.

2. Canyon Rd is a "One Way In, One Way Out" road!

3. Canyon Rd and Cascade are surrounded by woodlands.

3. Expanded visits from cyclists and parked cars would add to the already crowded narrow streets thus endangering a SAFE EVACUATION from Wild Fires thereby increasing a greater risk for deaths.

Many home owners are seniors.

4. An increase in visitors to the area will increase the risk of a fire starting.

I am consulting with an Environmental Attorney, Land Use issues, liability, etc.

MR-10

From: [Gayle Wilson](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gayle Wilson
Date: Friday, March 19, 2021 12:18:53 AM



IS/MND Public Comments Cascade Canyon

Name	Gayle Wilson
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Elliott Preserve Proposal</p> <p>Visitations have increased along Canyon Rd since the Pandemic, many more cars are parking on my front yard property and my neighbors properties. Many more people are hiking and biking on the trails where my husband and I walk each day, compared to 2019.</p> <p>Canyon Rd is a narrow, one lane road with only a "One Way In and One Way Out" exit. There are no shoulders to accommodate parked cars or turn arounds. With even more cars parked on these narrow roads because of visitors coming from out of town, it increases the Risk of not having enough room to pass thru easily during a Wild Fire Evacuation. One Stalled Vehicle would immediately stop the movement to safety. We have several seniors living in the neighborhood who would have difficulty evacuating by walking out. Also, the Fairfax Fire trucks would NOT be able to drive thru Canyon Rd to put out a fire if the road is too narrow because of parked vehicles.</p> <p>Four years ago I probably would not have bothered to oppose the Elliot Preserve Proposal because no one realized at that time that because of Climate Change we would be experiencing annual Wild Fire Conflagrations in Northern California. California has been experiencing drought conditions for years, our nearby forests are dry because not enough heavy rain is falling during the Winter months.</p> <p>2017 Flames leveled entire Santa Rosa neighborhoods</p>

MR-8

MR-10

2018 Paradise Fire - many deaths occurred during the evacuation
2019 Sonoma/Napa Fires - loss of life occurring during evacuation
2020 Santa Rosa, Santa Cruz, Point Reyes/Bolinas, Healdsburg, Napa/Sonoma Fires (lighting sparked blazes) again loss of life during evacuation.

There are approximately 1800 families living in the area who have to evacuate down Cascade Rd and Canyon Rd. There's Only One Way Out!

Fairfax is known for being one of several epicenters for cyclists in the Bay Area. For years cyclists have been coming to Fairfax to ride on Sir Francis Drake Blvd to go to the ocean and ride the dirt bike trails up and down Mt Tamalpais. The Marin Cyclist Association even has an annual "Turkey Trot" ride which brings in hundreds of riders. There is even a nearby "Cyclist Museum" in Fairfax. I was speaking to a few people near the Fairfax coffee house about the trails leading off of Cascade Rd and Canyon Rd who said they were looking forward to riding on the Cascade/Canyon Trails year round after the bridges have been installed. They mentioned the various online Cyclist Publications, City Publications, Parks Publications, etc., that will be announcing the trailhead when the project is completed, thereby notifying cyclists all over Northern California to visit.

This is why I believe the publicity and installation of bridges will increase the volume of riders and parked cars on Canyon Rd and Cascade Rd thereby endangering the the safe evacuation of the neighborhood. Extra Parking spots created at the Cascade entrance of the Elliott Preserve would help with the problem?

Gayle Wilson

MR-10

MR-8

From: [Ross Jones](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Ross Jones
Date: Wednesday, February 24, 2021 8:32:10 PM



IS/MND Public Comments Cascade Canyon

Name	Ross Jones
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Unfortunately I'll be working during the zoom meetings but would love to have my experience shared if it's appropriate. Basically, this past year it seems that Elliotts Preserve has probably become busier than I've ever seen here. I have lived most of time at [REDACTED] at the end of the road and beginning of the trail since my family bought the property in 2001. It has always been a quiet beautiful place to live and it wasn't until COVID that we noticed any real problems. I'm generally working on weekends so I hadn't noticed just how busy it has become out here until this year when I was off work due to COVID for many months. My driveway has become the preferred place to turn around at the end of the road and with all the extra traffic my driveway has become damaged and it has become a problem for me and my family. Despite the signs posted everywhere out here, we have at least one person who parks blocking my driveway just about every day. I have tried to contact the town multiple times about this to no avail. And it is my opinion that if we move forward with building these bridges without taking into consideration the problem of parking, it seems to me that we will have more tourism without the capacity for parking.</p> <p>I would suggest opening the gate to Elliotts during the daytime hours and allowing hikers to park in the open space and there is enough room out there for everyone to turn around and drive away without disturbing my household. So that would be my suggestion. As it stands, with a new bridge, there will be more and more people illegally riding mountain bikes down the hiking trails at night and a buildup of cars trying to come to the waterfall with nowhere to park and the only people that lose will be residents like me.</p>

MR-10

MR-9

MR-5

MR-8

And with all the fire danger seemingly increasing every year, I find Myself being more of a custodian to the preserve and trying to ask people to not smoke out there and to be respectful of the folks that live here. I often make it my job to inform people about dog leash laws as one of my dogs who is always on leash has been attacked by dogs off leash and almost killed twice. This has always been a quiet and peaceful place to live for me and my family and I hope we can find a way to use the open space together without creating more problems that will not be addressed.

MR-10

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [George Pedersen](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - George Pedersen
Date: Thursday, February 25, 2021 9:46:56 AM



IS/MND Public Comments Cascade Canyon

Name	George Pedersen
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I am a resident of upper Cascade Drive. I knew Mr. Elliot for whom the Elliot Nature Preserve (Not Cascade Canyon Open Space Preserve) and he would not like how Marin County has developed what was supposed to be a Nature Preserve into a tourist destination. I remember going to a meeting at the Civic Center in the 1970s and being told that Marin County, upon receiving the Nature Preserve from Mr. Elliot would not develop it or put in a parking lot.</p> <p>Installing more bridges and a Bicycle Parking Lot is out of line with the original trust placed in Marin County not to develop the land. We were specifically promised no parking lot and now this proposal back doors one in under the guise of bike racks. It is a real shame how Marin Open Space has changed a nice natural area into an infrastructure project to say nothing of it being a complete waste of taxpayer dollars.</p> <p>In addition, the idea of building bridges to protect fish is unfounded. There have not been any fish besides a stray or two in this area of San Anselmo Creek since the 1980s. There is simply not enough water flow. I regret this as much as anyone but it is so and only more rain (and not bridges) will bring back the fish. In fact, the more Marin County encourages more people to visit the preserve the less chance fish will feel comfortable in its waters and return.</p> <p>Please stop wasting taxpayer money on the unnecessary development (destruction) of the natural features that make the Elliot Nature Preserve and Marin County in general a wonderful place to live.</p> <p>Thank you.</p>

MR-4

MR-3

George Pedersen

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Jeannine FRADELIZIO](#)
To: [Campo, Jon](#)
Subject: Cascade Canyon weekend parking problem and fast driving cars
Date: Thursday, February 25, 2021 9:03:23 AM

Hi Joe, I live at [REDACTED] Cascade Drive , for 10 years now. The past year we have seen significant changes on Cascade drive especially on the weekends. FYI we lived on Canyon Road for 40 years before we moved to Cascade , so we are extremely familiar with Cascade Canyon area and Elliott's Nature Preserve. This past year we have seen an enormous increase in traffic on the weekends. One would think we lived near Yosemite. My biggest concerns is the traffic increase and fire danger for EVACUATION if needed on the weekends during fire season. Here is my synopsis of a typical weekend: cars start coming down Cascade drive at around 10am MOST at a **inconsiderate high speed**, me yelling slow down please, they drive to the end of Cascade drive looking for parking , some find one of the few parking spots. Most do not and they turn around and SPEED once again past my house to find another parking spot. This goes on **ALL DAY LONG !**

Many cars park right next to fire hydrant, many cars have parked on my garden, they block my gate even though I have a sign saying please dont block my gate.They have parked on the hillside causing erosion. (I have a photo of this car)

I have called the police on the weekends to tickets and they now are short staffed and can not find the time to do so.The Police, politely say when they are free they will come down, but we only have two officers on duty.(This was last weekend two different cars parked two inches from the hydrant and the police were busy all day with bike riders down. Helicopters were flying in the air by the Meadow club. It was a busy weekend.

Mr. Elliott who my husband new very well. (Paul rode around with him in his jeep on these trails,) gave this to the **neighborhood for "walk in"** hikers. The weekend's can be a nightmare here, the traffic can be significant and worst of all the inconsiderate speeder's. I am **not in favor of Trail improvements and bridges** . This will only attract more people and increase problems that can't be solved now.

- 1)We need to increase police on the weekends for Bike riders who fall off their bikes and hikers who speed through our town and down our narrow streets .
- 2) Decrease parking on Canyon and Cascade to non residence's because of fire danger and EVACUATION if needed on the weekends during fire season.
- 3) We need to put a stop to the significant increase in tourist /non residential "drivers" ,driving down Cascade Drive and Canyon Road all weekend long

Kind regards

Jeannine Fradelizio

MR-9,10

From: [Ray Scruggs](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Ray Scruggs
Date: Friday, February 26, 2021 7:40:36 PM



IS/MND Public Comments Cascade Canyon

Name	Ray Scruggs
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Rather than spending many hundreds of thousands or over a million dollars of our taxes on 3 unnecessary San Anselmo Creek crossing bridges, I have three far lower cost obvious common sense proposals to enable hikers and bikes to avoid crossing the creek when it is actually flowing a few months a year when there is enough rain fall (the San Anselmo Creek is dry or nearly dry again in 2020).</p> <p>1) Option A: Maintain the High Water Trail on the north side of the 3 San Anselmo Creek crossings. Far lower cost work is needed to widen or add downside hand rails to some short sections of the existing trail. And allow bikes to be walked on that trail when the water is actually flowing across the creek crossings.</p> <p>2) (Possibly lower cost and quicker to build and maintain than suggestion #1.) Allow bicycles to access the closed to bikes section of Canyon Trail to Canyon Road. And then build only one short bicycle and hiker access bridge at the west-most creek Cascade Fire Road crossing to connect to the west ern end of the High Water Trail.</p> <p>2) Absolutely do not allow motor vehicles to cross the creek when flowing, except for an emergency requirement (extremely rare). Common sense reason: One single crossing by a motor vehicle causes more damage to a wet road and disturbs more endangered species frogs and fish than hundreds or thousands of bicycles crossing the same creek crossings (if there really are any endangered frog or fish species this far up San Anselmo Creek). Pedestrian and bicycle bridges are</p>

MR-5

effectively useless to prevent the equivalent damages for a whole winter and spring of bicycle crossings if a single motor vehicle makes one creek crossing each winter.

MR-5

Please use our tax funds primarily for human suffering and safety relief.

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [John Berg](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - John Berg
Date: Saturday, February 27, 2021 12:36:17 PM



IS/MND Public Comments Cascade Canyon

Name	John Berg
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>As a resident of Cascade Canyon I have concerns regarding 2 aspects of this project. 1- While the is no proposal to increase parking, I think the document should address improving the existing parking or providing better guidance or marking existing spaces. Many times the parking is overcrowded and some cars are inappropriately parked. 2- There is significant nighttime bicycle traffic from this trail. Groups of bicyclists, sometime rather large groups, are often seen after dark. Bicyclists have bright headlights and can be seen often riding towards town, sometimes late at night. I have seen bicyclist as much as 3 hours after sunset coming form Cascade Open Space. The bridges are likely to make this easier to ride at night and therefore more likely to occur. Thank you, John Berg</p>

MR-9

MR-8

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From: [Larry Davidson](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Larry Davidson
Date: Saturday, February 27, 2021 8:33:26 AM



IS/MND Public Comments Cascade Canyon

Name	Larry Davidson
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I not only live in the Cascades but quite often hike in the open space known as The Elliot Nature Preserve. I find this proposal absolutely unnecessary and intrusive. There is nothing at all dangerous about hiking or crossing the creek in this area. What about the disruption the construction process will cause to the natural habit. This is a perfect example of creating a problem to fix when there is no problem to fix. This is not a highly visited area and that fact that this project is even being considered is quite frankly absurd.

MR-3

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Dolores Stoll](#)
To: [Campo, Jon](#)
Subject: Cascade Canyon trail project
Date: Tuesday, March 02, 2021 11:42:09 AM

Dear Mr. Campo:

My name is Dolores Stoll and I live at [REDACTED] Cascade Drive, and have lived here since 1964. I am a senior citizen.

I take walks up to the Canyon entrance almost daily - throughout the years also into the preserve and the waterfall.

I am opposed to building any bridges. My objection here is because I would oppose doing anything that would encourage more bikers out here. They come in groups and their speed bikes are dangerous. They frequently don't move over so one can pass them when driving. There are at least 3 blind corners which are very dangerous when I am driving and mountain bikers come towards me.

Just recently, I personally had a very narrow escape from injury.

I was at the edge of my driveway stepping onto the road to get my mail when a mountain biker was on my side of the road at the very edge to avoid an oncoming vehicle. He barely missed hitting me.

These roads are just too narrow for cars and bikers who travel in groups, or alone as was the case with my incident.

I say work to improve conditions so that the walkers and hikers can feel safe.

To me, to put money toward maintaining cleaning out debris, etc. is most important because of the extremely high fire danger. There are way too many cars parked along the street as it is. They encroach on homeowners driveways to turn around.

Thank you for your attention,

Dolores Stoll

Sent from my iPad

MR-9

MR-5

From: [Campo, Jon](#)
To: [Korten, Max](#); [Julene, Michelle](#); [Somers, Carl](#); [Chamberlain, Chris](#)
Subject: FW: {Canyon-Road List} Marin County Parks Meeting Prep (Thurs March 4 at 5PM)
Date: Wednesday, March 03, 2021 2:01:36 PM

FYI – see thread below regarding cascade conversation



Jon Campo
PRINCIPAL NATURAL RESOURCES PLANNER

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

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From: John McConneloug [REDACTED]
Sent: Wednesday, March 3, 2021 1:42 PM
To: Campo, Jon [REDACTED]
Subject: Fwd: {Canyon-Road List} Marin County Parks Meeting Prep (Thurs March 4 at 5PM)

See below.

John McConneloug
[REDACTED]

Begin forwarded message:

From: 'Jasmine Dickison' via Canyon Road [REDACTED] >
Date: March 3, 2021 at 1:31:52 PM PST
To: [REDACTED]
Subject: Re: {Canyon-Road List} Marin County Parks Meeting Prep (Thurs March 4 at 5PM)
Reply-To: [REDACTED]

Hi All,

I am very happy to join in this discussion as much as I can (it may be tricky with kids around dinner/bedtime) and to ask for more clarity on the issues raised in question 5. I think it is reasonable for us to ask for a present-day 2021 review of the possible impacts on the parking/traffic situation on Canyon road given COVID and the fire season we are likely to experience this year.

Thank you so much for all you have done to prep for this-these emails have been incredibly helpful.

Best wishes,
Jasmine

On Mar 2, 2021, at 11:50 PM, 'Minna Kim' via Canyon Road <[REDACTED]> wrote:

Hello Involved Neighbors!

The Marin County Parks meeting is coming up this Thursday and we want to make an impact at the meeting. I am sure some of us are undecided on the bridge project and this meeting is the place to find answers. The description of the project is cleverly worded as a genial project that anyone would love but I am not sure that is the case. If we, the residents and most effected, are fully informed, we can make a sound decision on whether or not to support the project. They should know we care and are paying attention.

Based off our zoom meeting conversations, chats and emails we have put together a **list of 20 questions** that have come up from neighbors. If there is time following the Marin County Parks zoom presentation to the public, let's work together to get clear answers.

YOU MUST PRE-REGISTER FOR THE ZOOM MEETING MARCH 4 AT 5PM - HERE: <http://bit.ly/CascadeMeeting>
Invite your neighbors!

Our goal is to postpone the project and give the public time to take a closer look and make up their own minds. Is it truly necessary? Have circumstances changed enough that this is no longer the right course of action? Is there a compromise? Is this in the best interest of the preserve and appropriate for our current concerns regarding increased potential for fires? Whatever your thoughts may be, you can agree we don't have all the information. This is a huge project that can't be summed up in one paltry page on a website.

Would you be willing to take one of these questions that resonate with you to present at the meeting? If each of us could ask a question, MCP would hear from many different individuals to show concern and that we are looking for clarification. We want them to address our concerns thoroughly.

1. How much public money is this project going to cost? (it is not listed in any of the documents provided) MR-5
Could this money be better spent:
Smaller bridges given most visitors are hikers and walkers?
The occasional horse rider could walk through the dry creek bed crossings.
Toward Firewise protection, restoration, enforcement and management of current issues

2. Is the project necessary given that: MR-3
A. The Creek is dry most of the year
B. Signage, monitoring, docents, education could keep more visitors from entering the creek zone except to cross.
C. AND How is it maintaining the status of a Nature Preserve with passive recreation & no construction as in the original deed. MR-4

3. What are the size of these bridges? MR-3
A. The bridges span 90' over the creek (Bridge 1) and Bridge 2 length please state.
These bridges don't fit the character of the preserve and other smaller foot bridges.

4. Has MCP sufficiently considered the impact of the project and its construction on the neighborhood? MR-8
Please explain how road closures and impact is affecting during construction
How will additional visitation be accommodated?
Given that MCP states the bridges and trail system will now qualify for IAP:
Does this mean E bikes are allowed? If so, how will the District monitor and manage these?
How will mobility challenged visitors' vehicles be accommodated?
How does MCP mitigate for fire danger during the construction process? MR-10

5. MCP seems naïve about increases in visitation to public lands: MR-9
a. What other criteria are they considering besides population trends?

- b. When was the last survey conducted of visitation on weekends, late afternoon and early evening
 - c. Has the parking and traffic been reviewed by MCP
 - d. Has MCP considered social and cultural changes impacting public land visitation since the project inception?.
6. Has the MCP considered the increased in visitors and how it will affect the current wildfire situation in Cascade Canyon? We worry about arsonists returning, Smokers, candles etc in the most volatile fire area in the County. The bridges become a new place to party and hang out. Also the Fairfax Police have limited resources. How will visitation be managed?

MR-9

7. Who can I talk to about this project & its' history? The CEQA doc is not meant for the layperson.

Since its inception there are many changes including climate change, new neighbors, & new cultural changes, new council members. Communication outside of the CEQA doc and info JUST posted to the website has been difficult.

MR-2

8. Is it possible to arrange a walking tour with details marking the location of trails and where trail modification will occur, story poles showing the bridges' location and size, and Q and A in the field?

9. How does MCP plan to implement rules & regulations, upkeep and maintenance with increased multiple use visitors when these things cannot be controlled now.

10. Does MCP & OS have an agreement with MCBC regarding the project? Such as the Turkey Ride and unsanctioned events allowing hundreds of bike riders?

MR-8

11. What is the Plan to restore the work & staging areas from the construction sites and how long will it take for full restoration? What is the sediment impact from the project implementation?

12. How does MCP plan to protect the flora & fauna and endangered species during the project implantation? As well as throughout the year given the expanded size and use of the trails.

MR-6

13. Do you recognize the presence of the "Dusky Footed Rat"? The CEQA document and Biological report doesn't acknowledge the presence of the "Dusky Footed Rat" yet, the work space on the Canyon Trail is in very close proximity of a colony with multiple nests. During the boring work using heavy equipment on Canyon footpath, one was destroyed. At least 5

other nests are currently in the project location
Why isn't this documented in the Mitigated Negative Declaration and in the biological report?

14. According to the CA Fish & Wildlife there are no steelhead or onchynchus mykiss in this creek. How are the bridges protecting non-existing fish and fish eggs while trucks and maintenance crews will STILL be allowed to drive through?

MR-6

15. Why has the information and history on this project been difficult to attain and why are comments requested within such a limited timeframe?

MR-2

16. Has MCP studied and quantified the sedimentation caused by: Happersberger to Cary Camp Trail, and Split Rock sedimentation caused by destructive mountain bike use; sedimentation caused by, High Water Trail, sedimentation caused by the project?
Have these been quantified and compared?

MR-3

17. The project plans to decommission the High Water Trail. Was a hand rail and some trail repair ever considered for the HW Trail?

18. It has been frequently observed that mountain bike riders talk loudly, even shout as they ride throughout the preserve. How can a sense of quiet, passive nature experience be protected?

MR-3

19. Is it true that additional fencing will also have to be built with gates to close off the 3 Fire Road access points on the creek

20. In order for the neighbors of Cascade and Canyon Road to better understand this project, we request a postponement of the project for at least 90 days. Would MCP be willing to do so?

MR-2

UPDATE of actions:

- Gayle met with Council member Chance Cutrano to talk about fire concerns
- Linda & Geoff walked with Council member Cutrano pointing out areas of concern and conservation
- Linda Novy will be taking a group from the Marin Conservation League and Foot People on a 1 hour tour

of the project sites.

- A well-known and respected authority on fire prevention's initial reaction has stated that the project will bring in more visitors and the risks of fire and ignition in the area will increase. More work on this coming.
- The neighborhood website [THE ELLIOTT NATURE PRESERVE](#) is up and continuing to add content. A place to share curated photos, identified flora & fauna, sitings etc. Please submit posts to [REDACTED]

We hope you make time to attend the meeting or at the very least [make a comment](#).

Many thanks and in solidarity!

Minna and Linda B.

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[REDACTED].

From: [Rodger Jacobsen](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Rodger Jacobsen
Date: Thursday, March 04, 2021 8:19:26 AM



IS/MND Public Comments Cascade Canyon

Name	Rodger Jacobsen
Email	[REDACTED]
Comments	This proposal indicates you have excess money you don't know what to do with .

MR-3

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From: [Sarah Fink](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Sarah Fink
Date: Thursday, March 04, 2021 9:23:50 AM



IS/MND Public Comments Cascade Canyon

Name	Sarah Fink
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I'm super concerned about the implications about the proposed bridges. I'm concerned about the environmental impact, but also the impact on our property and our safety. We live at the very end of Canyon Rd. Since COVID there has been a significant increase in visitors to the preserve. We no longer hike on the weekends in the preserve because it is so crowded. Last time we did, there was a family that had pitched a tent off trail and working on their computers. This just showed to me that many of these visitors are not treading lightly on this beautiful preserve. Regarding the property, since the uptick in visitors we have had to pay someone twice to fix our fence. We live right across from the parking spaces at the end of the road, and people continuously back into our fence and cause significant damage. The most concerning issues, however, is that we have 3 small children. Since the uptick in visitors, there have been many instances of speeding on the street, one time almost hitting my 2 year old daughter. All of us who live on the street are aware that we have drive under 15 mph to be safe, but out of town visitors in many cases are unaware of the implications, particularly on small children animals and other cars, of driving fast on these extremely narrow roads. I'm an so concerned of an increase in all these issues listed above, and I feel confident that adding bridges will also add more visitors.</p>

MR-8

MR-9

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Torresan, Cristina](#)
To: [Campo, Jon](#)
Subject: FW: End of Cascade Drive turn around
Date: Thursday, March 04, 2021 12:12:08 PM
Attachments: [image001.png](#)

FYI

From: Torresan, Cristina
Sent: Thursday, March 4, 2021 12:06 PM
To: Bishop, Luke <[REDACTED]>; McLorg, Ian <[REDACTED]>
Subject: FW: End of Cascade Drive turn around

From: Terry Jones <[REDACTED]>
Sent: Thursday, March 4, 2021 11:44 AM
To: Torresan, Cristina <[REDACTED]>
Subject: RE: End of Cascade Drive turn around

Thanks Cristina, Luke and Ian.

Terry

From: Torresan, Cristina [REDACTED]
Sent: Thursday, March 4, 2021 11:18 AM
To: Terry Jones <[REDACTED]>
Cc: Bishop, Luke <[REDACTED]>; McLorg, Ian <[REDACTED]>
Subject: RE: End of Cascade Drive turn around

Hi, Terry.

Just wanted to let you know that your email has been received. I've copied Supervising Ranger Luke Bishop and Chief Ranger Ian McLorg to report your concerns.

Thanks,
Tina Torresan



Tina Torresan
COMMUNICATIONS MANAGER

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

[Redacted]
www.marincountyparks.org

From: Terry Jones <[Redacted]>
Sent: Thursday, March 4, 2021 10:40 AM
To: parks-socialmedia <[Redacted]>
Subject: End of Cascade Drive turn around

Hi---

We own the house at [Redacted] Cascade Drive---[Redacted]. Because the street is narrow with little parking, visitors often come to the dead end of the street and have no way to turn around but in our driveway. Over the years, this has caused damage to the driveway.

I understand the problem that visitors have when they get to the end of the road and find nowhere else to turn around. I have 2 suggestions which might help:

- Create a space for a turn around in the park property outside the main gate so that drivers have an alternative to our driveway.
- Post signage at the corner of Canyon Rd and Cascade Drive indicating the parking area at the end of Canyon. Also, let drivers know that Cascade Drive is a dead end with very limited public parking.

We are very supportive of the Open Space projects and have been happy to store equipment for the Yellow legged frog docents in the past. It's great living so near the open space but the traffic and frustrated drivers on the weekends are impacting our tenants negatively.

Thanks for your consideration.

Terry Jones

MR-9

From: [Judy Aizuss](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Judy Aizuss
Date: Friday, March 05, 2021 6:04:58 PM



IS/MND Public Comments Cascade Canyon

Name	Judy Aizuss
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Since some of the questions from Canyon Road and Cascade residents were left out of the Zoom meeting, and other questions were reworded and misworded, it sounds to me like our county elected officials have already decided that the bridge project is a foregone conclusion, a decision that they already made on their own. I am guessing that the purpose of the meeting, from their point of view, was to “assure” and placate the Canyon Road and Cascade neighbors, not to consider our input.</p> <p>I am disappointed. I had hoped and thought that we had better - i.e., more honest leadership at the county level than we do.</p>

MR-2

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Kim Burggraf](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kim Burggraf
Date: Friday, March 05, 2021 4:58:18 PM



IS/MND Public Comments Cascade Canyon

Name	Kim Burggraf
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Although our neighborhood watched the Cascade Canyon Bridge presentation, we were not impressed with the screening of questions and rewording of questions. None of the real and true neighborhood questions were answered and comments were not addressed. It did not satisfy our concerns regarding environmental or social effects. As a neighborhood, we collectively called it a fail.

MR-2

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From: [Kim Burggraf Burggraf](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kim Burggraf Burggraf
Date: Wednesday, March 17, 2021 4:35:02 PM



IS/MND Public Comments Cascade Canyon

Name	Kim Burggraf Burggraf
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I completely oppose the bridges in our Preserve. The Preserves' intent is passive recreation. Many of us have been living and walking in the Preserve for decades because it IS Preserve and not a park. There will be an increase in visitors. The bicyclists that are ruining our trails as it is and using non bike trails and not being monitored. We can only imagine what would happen with the additional visitation from bridges and the marketing of them.</p> <p>There is absolutely no parking for any visitors. We are in a critical fire area. There is only one way out of the canyon and additional people trying to find a parking spot increases congestion. There is litter and damaged property from usage of the people coming in. There isn't any good reason to build the bridges. This situation is very sad for our little canyon and our beautiful quiet Preserve. The neighborhood is not in agreement with this project or the town counsel who pushed it through with the ambush meeting. You should be ashamed of yourselves</p>

MR-8

MR-9

MR-3

MR-2

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From: [Kim Burggraf Burggraf](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kim Burggraf Burggraf
Date: Friday, March 19, 2021 1:19:43 PM



IS/MND Public Comments Cascade Canyon

Name	Kim Burggraf Burggraf
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	see my statement in attachment
Attach a File	Eliott Nature Preserve Statement.doc

You can [edit this submission](#) and [view all your submissions](#) easily.

March 18, 2021

Statement for Cascade Canyon aka Elliott Nature Preserve

I have been walking/hiking in the Elliott Nature Preserve for approximately 30 years. I loved it so much I bought a house here so that I could walk everyday.

The Preserve is a unique and special place. Quiet, secluded, full of animals and plants., enchanting trails, creeks that cascade down the mountain. The neighborhood consists of nature lovers, hikers, bird watchers, photographers, dog walkers. We enjoyed meeting up with neighbors and friends to walk the Preserve.

In my experience, over the past 10 or so years, bicycle use through the Preserve has more than doubled. Many of these bikers travel to the Preserve by automobile, then park along Cascade Drive or Canyon Road, where they begin their ride. In Marin the bicycle community has grown into a monster sport and business with great encouragement from the MCBC, MCP and the town of Fairfax. My neighbors and I have felt the encroachment from the number of bikes not only on the fire roads, but on the single track trails which are not bike inclusive. They rip down the mountain at insane speeds where there are people, pets, wild animals. They leave litter and tear up the trails with their tires. They swear at us when we ask them not to use these trails. I have sent the MCP numerous incident reports but I believe it is unmanageable for them.

MR-8

Whenever there is a campaign to get out and see the Cascade Canyon falls whether it be from MCP, the Patch, Marin IJ, SF Gate, Yelp, MCBC or the numerous other sites and bike magazines from all over the world, we get an abundance of visitors who don't realize there isn't anywhere to park so park illegally along Cascade Drive and Canyon Road, and there is litter and personal property damage, bathroom use wherever. They are generally lost and trample sensitive areas. I have found several cigarette butts even in the critical fire times.

MR-9

Fast forward to Pandemic times. Over the last year, I and other residents have experienced a huge increase in the number of visitors to the Preserve, both bikers and passive recreational users. We are experiencing a similar type of visitation level as the campaign type but more frequently (during the week). The bicycles on the single track trails are off the charts. The night time riding and the aggressive pack style bicyclists have made me feel fairly unsafe.

MR-8

We are in a level 6 urban fire zone which is pretty critical with one road out of the canyon and without an evacuation plan except for get in your car and go. Based on my experience, I believe that the bridges will create an exponential visitation increase based on what we have already seen, creating even more congestion and negative environmental impacts.

MR-10

The MND's assumption that the bridges would not create additional visitation is simply not true based on what we have already seen and experienced. I am out in the Preserve every single day so am fully aware of what is happening more so than MCP personnel, who I hardly ever see. The MCBC #1 goal on their website is to triple the number of trips made by bike, build 15 new miles of trails, and implement campaigns that humanize and celebrate people who bike, targeting those who don't. <https://www.marinbike.org/strategicplan/>

MR-8

Goal #1: Create a Bicycle-centric Marin

Promote bicycling as the best way to get around.

Steward the emergence of e-bikes to encourage more people to ride more often.

Triple the number of trips made by bike.

Advocate for a world-class system of bike routes that make bicycling safe and convenient for people of all ages and abilities.

Build 10 new miles of protected/separated bikeways suitable for people of all ages and abilities.

Advocate for a world-class system of trails and unpaved roads for off-road biking.

Add 15 new miles of trails open to mountain biking.

Share the joy and benefits of bicycling for transportation and recreation with new and emerging riders, including pedal-assisted e-bikes.

Add several new programs targeting women, children, and new/emerging riders.

Create a culture of shared safety, respect, and responsibility between all road and trail users.

Implement campaigns that humanize and celebrate people who bike, targeting those who don't.

MR-3

and

<https://www.sfgate.com/outdoors/article/Mountain-bikers-vow-to-defy-Marin-s-hostile-10924181.php> The New Paradigm Trail Group wrote:

"The RTMP is a failure, and its implementation must be modified or destroyed. We stand alongside Marin County Bicycle Coalition and Access4Bikes in demanding more trail access, but do not think the

current tactics have gotten us the access that we need. We will be as disruptive as possible, acting within the guidelines of the law.” and they have.

And

<https://access4bikes.com/vision>

Our Mission

Access4Bikes and Access4Bikes Foundation share a common mission: *to motivate and empower Marin mountain bikers to act in their own self-interest, to get fair and reasonable access to our public trails and to preserve the experience of trail riding for future generations.*
and

<https://www.marinij.com/2017/02/02/marin-bicycle-activists-demand-better-trail-access-threaten-disruptions/>

Those 3.3 miles of new bike accessible trails represent a 20 percent increase in overall bike accessible trails, Korten said. Previously, there were about 16 miles of single-track trails accessible to bicyclists on Marin County Open Space land. Bicyclists also have access to all of the district’s 102 miles of fire roads.

I believe the goal is to increase trails for usage which translates into more riders and visitations. MCP, MCBC and the other bike clubs clearly have an agenda. The increase in use has real impacts that the MND appears not to acknowledge and the MCP is not planning for, they’re just releasing the hounds. They want to riddle our beautiful preserve with multi-use trails and move bikes through at a greater level at the expense of the quiet Nature Preserve and those who live here. These two don’t mix.

Kim Burggraf
█ Canyon Road
Fairfax, CA 94930

From: [Steven White](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steven White
Date: Saturday, March 06, 2021 2:44:54 PM



IS/MND Public Comments Cascade Canyon

Name	Steven White
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Marin County Parks team, Please do not proceed with this project. There is limited parking. Cascade and Canyon Roads are substandard. We have already experienced an increase in visitors this past year. Possibly due to the COVID pandemic. The bridges will most definitely increase visitors. Especially when the waterfall is flowing. Steve White [REDACTED] Cascade Drive Fairfax, CA

MR-9

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From: [Reid McAllister](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Reid McAllister
Date: Saturday, March 13, 2021 7:48:37 PM



IS/MND Public Comments Cascade Canyon

Name	Reid McAllister
Email	[REDACTED]
Comments	It doesn't rain enough to create substantial water in the creek. A bridge is a waste of money. Sadly the creek is usually dry.

MR-3

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From: [Eva Buxton](#)
To: [Campo, Jon](#)
Cc: [Marin CNPS Board](#)
Subject: Cascade Canyon Bridges project
Date: Monday, March 15, 2021 2:13:02 PM
Attachments: [Cascade canyon IS MND comments CNPS.docx](#)

Hi Jon,

Attached are CNPS's comments on the IS/MND for the Cascade Canyon Bridges project.

Eva

March 15, 2021

To: Jon Campo, Principal Natural Resource Planner
Marin County Parks and Open Space District (MCP)

From: California Native Plant Society (CNPS), Marin Chapter

Re: **Draft Initial Study/Mitigated Negative Declaration (IS/MND)**
Cascade Canyon Bridges Project and Trail Improvement
Cascade Canyon Open Space Preserve/Elliott Nature Preserve, Fairfax, CA

Thank you for the opportunity to comment on the Draft IS/MND for the above-referenced project on behalf of the Marin chapter of CNPS. According to the document, only a small portion of the preserve will be impacted by the construction of two bridges and associated trail alignments. The IS/MND is based on a previous study by Pacific Biology (Pacific Biology Report, 2018). No special-status species were expected to occur in the study/project area and the proposed project is not expected to impact any such species.

Bent-flower fiddleneck

An occurrence record of bent-flower fiddleneck (*Amsinckia lunaris*) is included without coordinates in Marin County Parks' private Calflora project database from the Cascade Canyon preserve, but it is not listed in the California Natural Diversity Data Base (CNDDDB) (David Greenberger, pers. comm.) Bent-flower fiddleneck is a CNPS Rank 1B.2 species, indicating that it is rare and endangered throughout its range. According to D. Greenberger, the present Rare Plant Coordinator for the Marin Chapter of CNPS, there are only five extant occurrences of this species in Marin County.

The Calflora record was reported by Doreen Smith, former CNPS Rare Plant Coordinator, approximately five years ago. It is not known if the population has been seen since that time. The plants were growing on a grassy bank next to the Cascade Canyon fire road, near the entrance gate and the beginning of the High Water trail. - Bent-flower fiddleneck can be easily overlooked as it resembles common fiddleneck (*Amsinckia intermedia*) except for differences at close inspection of the corolla. *Amsinckia lunaris* has a slightly zygomorphic corolla with red line markings, whereas *A. intermedia* is radial with red spots. The latter species is reported from the site.

The location of the bent-flower fiddleneck is clearly mapped within the disturbance zone on Figure 26 in the IS/MND (Pacific Biology Report, Figure 4). The conclusion that no special-status species are

MR-6

expected to occur in the project area is incorrect. MCP is aware of the record of this fiddleneck, but as it was not observed, yet mapped by Pacific Biology, the IS/MND concludes that it is not present on the property.

Because heavy equipment such as excavators, a crane, and large trucks transporting rocks and fill material will use the fire road as the entry point into the project area, it is necessary to implement protection measures (placement of logs or rocks, p. 49), including, at a minimum, environmental fencing to avoid impacts and protect the population, if found, at this location. As fiddlenecks are annual plants and may not grow every year, CNPS recommends that the known habitat area for *Amsinckia lunaris* (between entry gate and kiosk) be protected.

It is premature to conclude, as is done in the IS, that “no potentially significant environmental impacts *would* (emphasis added) occur from implementation of the proposed project and no mitigation measures are required” (p. 48). MCP will conduct surveys prior to construction of the project. (Table 6.4 - Special-Status Plants Best Management Practices (BMPs) (Road and Trail Management Plan, 2014) describes the BMPs applicable to special-status plants.)

Surveys

The documents states that construction would not begin until after pre-construction surveys have determined that “sensitive species” are not present in the project area. Sensitive species likely refers to species other than plant species. “Pre-construction” surveys usually refer to surveys immediately prior to construction. Protocol-level surveys for plants are done during the times when the plants are identifiable, usually when in bloom. For bent-neck fiddleneck at this site, the month of April is the best month to survey for this species (D. Smith, pers. comm.); however, its blooming period is reported as March-May (Jepson Manual).

The document states that “preconstruction special-status plant surveys will be performed by qualified MCOSD staff or consultant of the 350-foot section of the Canyon Trail proposed for a change in use prior to initiating the proposed change in use” (Mitigation Measure BIO-1). It is not clear if the Cascade Canyon Fire Road referenced above is included in the 350-foot section of the Canyon Trail.

The document further states that “no special status plant species are expected to occur within the developed Canyon Trail, however, there is potential for them to occur adjacent to the trail segment.” From personal experience as a field botanist and consultant, a buffer zone on each side of a trail or a road needs to be surveyed, the width depending on local conditions and circumstances. Considering that heavy equipment will use the area, that staging areas will be required, and likely areas to store rock and other fill material, an appropriately sized buffer zone needs to be surveyed.

“Uncommon” plants

The document mentions four “uncommon” species occurring in “wooded habitats.” It is not clear if these uncommon species were observed within the project site. The species are mission bells (*Fritillaria*

MR-6

MR-6

affinis), fetid adder's tongue (*Scoliopus bigelovii*), modesty (*Whipplea modesta*) and wiry snapdragon (*Antirrhinum vexillocalyculatum* ssp. *vexillocalyculatum*).

If the four species are found during surveys, CNPS recommends that propagules of the plants are collected (bulbs, rhizomes, seeds), properly stored, and planted/sown after the project is completed. This would be consistent with MCOSD's mission statement, which states that it is dedicated to.....*preserving, protecting, and enriching the natural beauty of Marin's parks and open spaces.*

Mountain mahogany (*Cercocarpus betuloides*), another "uncommon" species in Marin, has been observed by D. Smith on the banks of San Anselmo Creek. The document refers to "small brush" (p. 80) but does not identify the plants. To rule out the existence of mountain mahogany, these shrubs should be checked when identifiable.

Additionally, a madrone (*Arbutus menziesii*) with a trunk of 8" DBH is called a 'sapling'. As a rule (USDA Forest Service), a sapling is less than 4.9" DBH, therefore, this individual should be considered a small tree. Madrone appears to be declining in Marin County and are hard to cultivate. Table Bio-2 (p.87) discusses tree replacement ratios, one of the items being "native trees 6 inches DBH and above". As a native tree, madrone should fall into this category of a replacement ratio of 6:1.

Thank you for considering these issues of concern to CNPS.

Eva Buxton

Conservation & Invasive Species Chair

CNPS, Marin Chapter

From: [Marleen Roggow](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Marleen Roggow
Date: Tuesday, March 16, 2021 5:34:09 PM



IS/MND Public Comments Cascade Canyon

Name	Marleen Roggow
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I initially was in favor of installing bridges so that I could hike to the waterfall in winter, not because bridges are needed for protecting fish. I live on San Anselmo Creek in Cascade Canyon. There are no fish. But after much deliberation I no longer want the bridges. Bikes are the reason. I would rather give up hiking to the waterfall during high water than provide access for yet more bikes. Bikes are already doing great damage to the Carey Camp and Split Rock trails and the bridges would mean year-round bike usage. As its name indicates, it is a preserve. The best way to protect the habitat is to let it have the rainy season to rest.</p>

MR-3

MR-8

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From: [Jeannine Choppelas](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jeannine Choppelas
Date: Wednesday, March 17, 2021 8:22:39 PM



IS/MND Public Comments Cascade Canyon

Name	Jeannine Choppelas
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I live at [REDACTED] Cascade Drive , (for 10 years) and my husband lived on Canyon Road for 40 years before we moved to Cascade Drive. We are extremely familiar with Cascade Canyon area and Elliott's Nature Preserve. The past 2 years we have seen significant changes on Cascade Drive especially on the weekends. We have seen an enormous increase in traffic, cars, bikes, hikers, on the weekends. One would think we lived near Yosemite. My biggest concerns is the increase in traffic and fire danger and EVACUATION during fire season.</p> <p>Here is my synopsis of a typical weekend: cars start coming down Cascade drive at around 10am MOST at a inconsiderate high speed; me yelling slow down please, they drive to the end of Cascade drive looking for parking , some find one of the very few parking spots. Most do not and they turn around and SPEED once again past my house to look for another parking spot. This goes on ALL DAY LONG ! (I believe Geoff B. said that roads w/out stripes engender a speed limit of 15 mph. Maybe we can ask, and ask for speed limits to be posted on the street?)</p> <p>Many cars park right next to a fire hydrant, many cars have parked on my garden, and they block my gate even though I have a sign saying please don't block my gate. They have parked on the hillside causing erosion. (I have a photo of this car with "government plates").</p> <p>I have called the police on the weekends to ticket but they now are short staffed and can not find the extra time to do so like they did in the past. The Police, politely say when they are free they will</p>

MR-8

MR-9

come down, but we only have two officers on duty on a busy Saturday ?This was last weekend two different cars parked two inches from the hydrant and our wonderful police were busy all day with bike riders down.(I have photos) Helicopters were flying in the air by the Meadow club. It was a busy weekend. Why doesn't MCBC help share the cost for Fairfax police because of the heavy impact on weekends, or MCBC can hire their own police for our roads when they get hurt?

Mr. Floyd Elliott, who donated Elliott Nature Preserve to the Town of Fairfax, knew my husband well. (Paul rode around with him in his jeep on these trails,). Mr. Elliott gave this land to the neighborhood for "walk in hikers. How differently it has evolved: the weekends can be a nightmare here, the traffic can be significant and worst of all the inconsiderate speeder's.

MR-4

I am not in favor of trail improvements and bridges . This will only attract more people and increase problems that can't be solved now.

1)We need to increase police on the weekends for Bike riders who fall off their bikes, speed down our trails and roads, and visitors (v. hikers) who speed through our town and down our narrow streets .

MR-8

2) Decrease parking on Canyon and Cascade to non residence's because of fire danger and EVACUATION if needed on the weekends during fire season. Signage at lower Cascade and by Canyon Road intersection with Cascade that state: no parking ahead. Please park and walk into the preserve.

MR-9

3) We need to put a stop to the significant increase in tourist /non residential "drivers" ,driving down Cascade Drive and Canyon Road all weekend long and the inconsiderate high speed drivers our neighborhood !

In summary, I sincerely urge the Town Council to review the current Mitigated Negative Declaration (MND) of the Initial Study from the Marin County Parks Department (MCP). As a major shareholder, the Town of Fairfax needs to review and comment to protect Elliott Nature Preserve, return our streets

to safe walking routes, and help protect our neighbors in case of a needed evacuation. Attracting more visitors, as the Cascade Bridge Project will surely do, will only attract more visitors, increase Preserve and road traffic, and impact city services. Thank you for your consideration of my letter.

Kind regards Jeannine

MR-10

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From: [Lorren Butterwick](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Lorren Butterwick
Date: Wednesday, March 17, 2021 4:03:37 PM



IS/MND Public Comments Cascade Canyon

Name	Lorren Butterwick
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Thank you for reading and for your consideration!

I am not inherently opposed to additional bridges in the preserve because I do think they would add an accessibility element that is needed, but I think there are significant problems with the current proposal and how the project has been unfolding:

1. The original proposal was supported by the Marin County Bicycle Coalition, however the mountain bikers say the bridges won't affect the recreation in the preserve. This feels incredibly deceptive, and I believe the powers that be behind this project are not being forthright about its intentions. I don't want to sound dramatic, but I have almost been legitimately killed by three bikers coming down the steep and narrow Carey Camp trail, and I imagine the bridges will only increase these types of interactions. There are so many other wonderful mountain bike trails throughout Fairfax, why do we need to turn this wonderful preserve into another?

MR-8

2. I am very concerned that this project will open the door for future developments in a space that is designated as a nature preserve (i.e. turning the open space at the end of Cascade into a parking lot or picnic area).

MR-3

3. In general, the Elliot Preserve was designated for just that - a nature preserve. We need to prioritize setting aside space for non-human species to live and thrive throughout Marin County. There are so few little places left that aren't overrun by humans.

MR-4

4. There has already been significant ecological destruction in the few tests and trials that have been conducted on the trails and in the creek. As such, I have little trust that the construction will be done

MR-6

thoughtfully and ecologically minded.

5. The design of the bridges is out of sync with a nature preserve. If they are going to be large and intrusive, can we at least make them accessible for fire trucks and police? Otherwise, let's change them into small, wooden footpath bridges.

MR-3

You can [edit this submission](#) and [view all your submissions](#) easily.

Marin County Parks

Contact: Jon Campo

Dear Jon,

The Marin Horse Council (MHC) has reviewed the IS/MND for the Cascade Bridges Project and have some concerns that it does not adequately address the negative impacts of speeding mountain bikes in the preserve. We are concerned that these bikes have and will continue to cause damage to wildlife and plant habitat and that these bikes have and will continue to displace equestrians and hikers.

MR-8

In the 1970's, George Elliott deeded the Elliott Nature Preserve to the town of Fairfax with the understanding that the land was to be "held in open space and used exclusively as a public park and nature preserve dedicated to *passive recreation*."

MR-4

While the MHC supports the idea of installing bridges over the creek to protect the yellow legged frog and to slow down erosion of sediment into the creek, it is the MHC's opinion that there is nothing passive about speeding mountain bikes. They are harmful to nature and unsafe for the passive visitors to the preserve. Equestrians no longer visit the preserve. Speeding mountain bikers have made this too unsafe for them.

MR-3

The MHC would like to request that MCP consider expanding upon this project to compensate for the negative impact of speeding mountain bikes on these multi-use trails. We would like to see:

- Pinch Points installed on the trails to slow down the speed of bikes.
- A requirement to walk bikes across the bridges and in the project area.
- Closure of social trails – especially of those used by bikes to cross the creek.
- Education in this preserve as to best practices for safe sharing of trails.
- Regular ranger monitoring of the preserve and increased enforcement of visitor violations.

MR-8

Most of all, the MHC would like to see a return of equestrians to this preserve. We think that this can be accomplished by making the trails more safe for them.

Thank you for your consideration,

Richard Holland

President, Marin Horse Council

Amory Willis

Vice-President, Marin Horse Council

March 17th, 2021



Protecting Marin Since 1934

Mr. Jon Campo
Principal Natural Resource Planner
Marin County Parks and Open Space District
By email: jcampo@marincounty.org

Subject: Initial Study/Mitigated Negative Declaration (MND) for Cascade Canyon Bridges and Trail Improvement Project

Dear Mr. Campo,

Marin Conservation League (MCL) has reviewed the IS/MND for the subject Cascade Bridges project and is submitting our comments. MCL has been following the evolution of the project since it was first identified in 2016. We believe that the project as described in the IS/MND has remained faithful to the original goals of the project: reducing human disturbance to the creek bed by installing two bridges over San Anselmo Creek, reducing sedimentation into the Corte Madera Creek watershed by improving adjoining trails and decommissioning the High-Water Trail, and providing safe and sustainable year-round visitor access to the Cascade Canyon Open Space Preserve.

Although these goals are met by the project, MCL believes that several other factors not discussed nor identified as potentially significant impacts in the IS/MND should be addressed. Their inclusion as mitigation measures would also improve the visitor safety use goals of the project and help ensure long-term protections for the sensitive resources that make Cascade Canyon one of the Open Space District's most ecologically significant preserves. We request that you incorporate the following into mitigation planning:

- 1) Develop a baseline status of trail visitation and visitor behaviors prior to implementing the project. The Cascade Canyon OSP is not only ecologically diverse. It also receives high levels of visitor use. Situated as it is within a network of trails and fire-roads on adjoining preserves, watershed, and private open space lands, it is a destination for mountain bikers, who enjoy steep descents into and through the preserve. Fairfax neighbors also use the preserve regularly on foot. Even without near-by parking, visitors have flocked to the preserve in record numbers throughout the pandemic. MCL requests that the MCOSD establish an understanding of existing use and road/trail conditions before proceeding with the project.
- 2) Employ an adaptive management approach to resolving issues that might emerge from unanticipated growth in visitation. The Mitigated Negative Declaration states that no increase in use is expected after the projects are implemented. This assertion is

MR-8

175 N. Redwood Dr., Ste. 135, San Rafael, CA 94903 | 415.485.6257 | mcl@marinconservationleague.org

Marin Conservation League was founded in 1934 to preserve, protect and enhance the natural assets of Marin County.

consistent with the Program EIR for the RTMP, which states that any growth in use of improved facilities would be due solely to regional population growth and not to the attraction of the improvements themselves. This is not always a valid assumption in our view. Contrary to the RTMP Program EIR's assertion, MCL believes that this project may attract new visitors. Its inclusive access provisions will offer access for new visitors of varying abilities; and the bridges will enable safe year-round use not previously offered, thereby leading to possible increases in visitors during the wet season. The IS/MND also identifies items in the Fairfax MOU that suggest possible growth in visitors. Items on Page 11 of the MOU call for "no bike" signs, implementation of speed control measures, bike racks, and signs directing visitors away from fords across San Anselmo Creek. MCL would go even further and request that speed control measures be installed throughout the trail system in Cascade Canyon OSP, in that speeding bikes are a chronic complaint of other visitors. Since one of the goals is safety for multiple-use, speed controls are necessary to enable safe access for hikers and horses. The requested items seem to reflect a Fairfax concern regarding growth in bike use and behavior in the preserve. The final item in the MOU specifies **"An agreement to monitor trail visitation following implementation and to employ an adaptive management strategy to any issues that may emerge"**.

MR-8

Therefore, MCL encourages the monitoring plan to include a baseline assessment of user numbers, behaviors, and conditions before the project is implemented, so that issues "that may emerge" can be properly analyzed against a baseline. Since the bridges and improved trail segments direct visitors to other trails in the preserve, MCL requests that other trail segments be included in the baseline and monitoring, especially those that already reveal erosion and sedimentation into the watershed, such as Happersbergers and Cary Camp Loop trails, and the 2nd and 3rd creek fords, where bank erosion is evident. The baseline should include other roads and trails where bikes are creating "eyebrows" that also contribute sediments to the creek. MCL encourages MCOSD to include neighborhood residents' anecdotal input in the baseline, and that the baseline information be available to the public.

MR-3

- 3) Identify the project disturbance footprint in relation to time-frame and habitat types. The IS/MND does not identify where the project impact footprint is temporary, i.e., during construction only, and where it could leave long-term effects. Nor does it specify the footprint by habitat type. MCL requests that appropriate replacement/restoration ratios be applied in the restoration plan. It is also unclear what treatments will be applied to stabilize and restore the decommissioned alignment of the High-Water Trail other than blocking the entrances. Since the project area is within a County-designated Legacy Zone, MCL requests that each impacted habitat type be identified and restored (replanted) by generous ratios. The IS/MND Page 52 (BIO-5) indicates that riparian habitats would be included in applying to agency regulators, who may conclude that there will be no net loss. Only riparian habitat is identified. On Page 89, the MND states that implementation of the "restoration plan" will result in less than significant

MR-6

impacts. However, the impacts are not yet identified, and the restoration plan has not been created.

Since the first rock ford of the creek will remain for emergency and maintenance use, these new crossings present a new impact since they are not simply replacing the old crossings. MCL requests that assessment of the habitat impact footprint and restoration plan be made available for public review prior to project implementation.

- 4) Review the biological reports for possible omissions, and monitor sensitive and rare species in the project area up to project implementation. 135 native plant species were identified in the 6-acre site, and 44 potential sensitive wildlife species were identified in project reports. California Native Plant Society recently reported that only five occurrences of bent-flower fiddleneck (*Amsinckia lunaris*) are extant in Marin County, one of which was reported 5 years ago on a “grassy bank next to the Cascade Canyon fire road, near the entrance gate and the beginning of the High Water trail.” It was disconcerting that the neighborhood found 8 woodrat nests in the area whereas the biological reports did not consider the species as present. The IS/MND did not include this information, nor was this species identified as likely to occur in the project area. It is important to get the inventory correct and identify impacts for this ecologically important site. MCL is concerned that other sensitive species might have been overlooked in the reports.

In summary. Because this project has the potential to increase visitor access with consequent impacts, MCL requests that items discussed above be addressed. They will ensure that the project will not only meet its specified goals, including goals of the Inclusive Access Plan, but also ensure consistency with the Vegetation and Biodiversity Management Plan. For example, Page 4-24 of the VBMP identifies a goal to “Protect High-Value Vegetation Types by Limiting Public Access” in Legacy Zones by including long-term management practices. These could be adapted to resolve “issues that may arise” after the project is implemented.

MCL’s overriding concern lies with need for the project to avoid unintended consequences (impacts), but rather, to contribute to the long-term conservation of the Corte Madera Creek watershed, Legacy Zones in the Cascade Canyon OSP as a whole, and in particular, the Elliot Nature Preserve.

Sincerely,



Robert Miller
President



Terri Thomas
Board Member

CC: Fairfax Town Council

From: [ana bravo](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - ana bravo
Date: Thursday, March 18, 2021 3:11:40 PM



IS/MND Public Comments Cascade Canyon

Name	ana bravo
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I have attach a letter down below
Attach a File	Elliot Prese.docx

You can [edit this submission](#) and [view all your submissions](#) easily.

March 17, 2021

To Whom It May Concerned,

My name is Ana Bravo, my address is ■ Canyon Rd. in Fairfax.

I have been living at this home for 31 years. I feel so blessed to have raised our 3 kids in this beautiful part of Fairfax, and 3 grandchildren, having this lush Elliot Preserve in our backyard. Fairfax is one of the true gems having 504-acre Cascade Canyon Open Space in Marin County.

Most of the current preserve was once owned by Floyd Elliot, a former Mayor of the town of Fairfax.

This acreage was passed to the Marin County Open Space District and later an additional 176 acres was donated by the Ettinger family, known as Pam's Blue Ridge in honor of their daughter, Pamela.

In a relatively short walk, you can traverse a wide variety of habitats and native plants. You can find birds, and wildflowers(seasonal) mushrooms, ferns(seasonal), and a mix of evergreen forest.

Cascade Creeks used to provide some of the best steelhead spawning habitat. In the past years I have not spotted one of them.

I am writing in regards to the County Open space proposal in the Elliot Preserve(Cascade)-Marin County Parks and Open Space adoption of a resolution consenting to the construction

MR-4

MR-6

of two bridges in the Elliott Nature Preserve within the Cascade Canyon Open Space Preserve

MR-6

Marin County open Space has received a proposal from the Friends of Corte Madera Creek Watershed and the Marin Bicycle Coalition to construct two non-vehicular bridges across San Anselmo Creek along the Cascade Fire Road. The reason I am writing this letter is because the Marin MCOSD is supportive of the proposal and MCOSD and the Town of Fairfax agree that at least one of the bridges will be built within the Elliott Nature Preserve. The town is being asked to approve the construction of both bridges.

MR-3

As a homeowner I strongly oppose the construction of both bridges built in our Elliott Nature Preserve for all users. "All users" does not work.

Bikers are leaving a negative impact on the environment of our nature preserve.

MR-8

Bikers that come to our Nature Preserve don't respect the rules even though there is clear signage.

They don't respect our walking trails, and the people, children and elders walking on them.

They rush through the walking trails on their bikes in groups and at high speed.

They leave tire marks everywhere and don't stay on pathways.

As a grandmother I am afraid to take for a walk my 19 month old granddaughter for a walk onto the Canyon trails. I am afraid we are going to be run over by a group of speeding bikers. I fear that my granddaughter or I can get hurt by them. We don't feel safe in our walking trails anymore.

I need to speak for the voiceless, our young grandkids, our environment, our habitat, our Elliott Nature Preserve. We need to preserve this land for our future generations.

Once we allow these bridges to be built it is going to be irreversible.

I seriously hope you will re-reconsider going forward with this proposal.

Sincerely,

Ana Bravo

█ Canyon Rd

Fairfax CA 94930

█

From: [Beverly Brewster](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Beverly Brewster
Date: Thursday, March 18, 2021 9:26:53 AM



IS/MND Public Comments Cascade Canyon

Name	Beverly Brewster
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>As a resident of Cascade Canyon and frequent hiker on these trails, I oppose any plan which increases bike traffic on the trail on the Canyon side of the creek, which has until now supposed to be limited to pedestrians. Having had to leap off the trail for heedless bikes, I know It's not safe. (2) There are beautiful wild stretches of the High Water trail, which would be a huge loss for naturalists if that entire stretch becomes inaccessible to hikers. (3) The pristine quality of the juncture of that trail with the first creek crossing is endangered by this unnecessary construction. (4) Why are there no signs showing the two bridge locations clearly? Please address these issues.</p>

MR-8
MR-3

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Canyon/Cascade Neighbors Bolt](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Canyon/Cascade Neighbors Bolt
Date: Thursday, March 18, 2021 9:45:39 PM



IS/MND Public Comments Cascade Canyon

Name	Canyon/Cascade Neighbors Bolt
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	The attached document reflects concerns expressed by the residents of Canyon Rd & Cascade Drive living in close proximity to the Elliott Nature Preserve.
Attach a File	IS MND comments Cascade Canyon Neighborhood.pdf

You can [edit this submission](#) and [view all your submissions](#) easily.

March 18, 2021

Mr. Jon Campo, Principal Natural Resource Planner

Marin County Parks

Subject: Initial Study (IS)/Mitigated Negative Declaration (MND) for Cascade Canyon Bridges and Trail Improvement Project.

Dear Mr. Campo,

The neighbors of Cascade Drive and Canyon Road (Neighborhood) have reviewed the IS/MND for the subject Cascade Bridges Project. Some of us have been following this project since it was submitted, while most neighbors, including new ones, are not familiar with it. Friends of Corte Madera Creek and MCBC had worthwhile goals around the project, but the actual project itself has many impacts which have not been sufficiently mitigated or even considered. In addition, the Neighborhood has multiple concerns based upon collective daily and weekly visits to the Elliott Nature Preserve (ENP). Our neighborhood survey indicates a majority are concerned about changes to the ENP, do not want to see an increase in visitation, are not in favor of the Project, have had their property negatively impacted by visitors, and want to improve and protect the Elliott Nature Preserve's ecological integrity and safe conditions for families. Neighbors are aware and very concerned that Cascade Canyon is a box canyon in the WUI and one of the most vulnerable areas to wildfire in Marin County.

MR-2

MR-8

MR-6

MR-10

Neighbors remain very welcoming to respectful visitors who always seem to be amazed and healed by their experience in the preserve, as are we.

Background ENP, part of the Cascade Canyon Open Space Preserve. In 1976, when Floyd Elliott deeded the 38.5 acres of land to the Town of Fairfax, he expressly stated his desire for the land to be: "...held in open space and used exclusively as a public park and nature preserve dedicated to passive recreation." In 1987 the land was legally transferred to the Marin County Open Space District with the express requirements that the Grantee would not "...sell, trade or exchange said property or construct any improvements there on without the express consent of Grantor. Grantee further agrees to designate said property as 'Elliott Nature Preserve.' Violation of the foregoing covenants by Grantee shall result in property reverting to Grantor."

MR-4

Applying ENP's Overarching Goals to the Project: While the sign, *Elliott Nature Preserve*, still greets visitors as they enter and exit the Preserve, the MCP's management of the preserve does not sufficiently adhere to Mr. Elliot's intentions. In fact, the IS/MND does not refer to the original goals of the ENP. These overarching mandates should guide all projects and management of ENP, legacy areas per the Road and Trail Management Plan's (RTMP) Vegetation Management Zones, and legacy areas in terms of the history and legacy of Mr. Elliott and the Town of Fairfax. The Neighborhood requests:

- Additional management, non-sanctioned trail closures, and other tools should be applied to promote passive recreation in the ENP/CCP. Please refer to California State Parks' 2.14 Trail Safety and User Conflict Rule Enforcement for further definition: "DPR trails are not intended as active recreation facilities where nature appreciation may be secondary to athletic or skill challenge. Mountain bike speed or technical riding, equestrian endurance or poker runs, and group trail runs are examples of activities that are not compatible with DPR trails, except potentially by specific plan and design in State Recreation Areas that do allow more active recreational activities. DPR trails are designed to accommodate passive, nature-oriented type of shared trail use by combining the design requirements for each individual use into a trail where they can comfortably mix."
- Existing mountain bike use in the ENP/CCP make conditions in the Project area, and surrounding areas in the ENP unsafe. There is a proliferation of mountain bike rider use that is fragmenting and damaging habitat, severely altering trail tread to grooves, and creating unsafe conditions. Reference to MCP's RTMP BMPs: SW3,4,7,13,14,15,16,22, T3, as well as an excerpt from the article below. The MCP is not managing the ENP/CCP per its own BMPs. A recent California Department of Fish and Wildlife Natural Community Conservation Planning Program, San Diego, CA, in its article *Review of trail-related fragmentation, unauthorized trails, and other aspects of recreation ecology in protected areas* by ELIZABETH LUCAS, states that: *"Expanding levels of authorized and unauthorized non-consumptive recreation increasingly threaten sensitive biological resources in areas protected primarily or solely to conserve them. The majority of the documented effects on wildlife from non-consumptive recreation are negative. From a review of 84 papers in the recreation ecology literature about the effects of recreation on wildlife, the following topics emerged as warranting full consideration: trail-related internal fragmentation and expansion of the effect zone; the proliferation and use of unauthorized trails; disturbance thresholds; population-level effects; distinguishing facets of mountain biking; interpretation of observed behavioral responses by wildlife to recreation; magnitude and duration of responses; comparisons of effects among types of recreation and of results among studies; cumulative and synergistic effects; habituation; and the complexity of recreation ecology. Knowledge of these topics must inform efforts to cease the extant recreation-related exploitation of protected areas and to prevent it in the future". The Project must more deeply consider the current baseline and anticipated increase in non-passive recreation that is already damaging the ENP.*
- To educate visitors about the Preserve, the Neighborhood asks if additional interpretive signage which explains the history of othe ENP, the legacy wildlife and plants, and other information that will educate visitors about the special

MR-8

MR-4

nature of the preserve can be created and placed in the Project? This would improve stewardship, as well as create a “sense of place” that is unique to the Cascade Canyon Preserve.

Project Need. On Pg 2, Introduction, the IS/MND states that there is a need for bridges to keep people out of the San Anselmo Creek. The Neighborhood, of course, wishes to protect the yellow legged frog, fish and other creek organisms present as well as down stream. The reduction of sediment is important. Yet, the IS/MND does not address other non-point source pollution in the project area and adjacent to it. MCP, on March 4, 2022, said it does not quantify fine sediments that flow into the creek’s main stem and tributaries. There are other additional non-point source pollution: Fords 2 and 3 of the main stem of the San Anselmo Creek, non-sanctioned trails leading into Cary Camp Loop (Concrete Pipe Line or East Portal and Happersberger), and particular sections of the Happersberger Trail.

-Fords 2 and 3 should be considered for split rail fencing or other natural barriers that discourage people from entering the creek on both sides. Leaving these two crossings available to hikers, bikers, and equestrians, is contrary to the goal of eliminating sediment. To keep visitors from entering these two fords more fencing is necessary, which adds more construction and a park-like environment to the nature preserve. Has the Project considered this? Sediment flows have been observed from the fire road and fire road shoulders flowing into the creek at these fords. The MND, page 2, notes that recreational traffic through four low-water ford creek crossings “can also mobilize fine sediment. Without a physical barrier, it will be unclear to visitors that they are meant to not enter fords 2 and 3.

-The Happersberger Trail decommissioning. MCP, at the March 4, 2022, stated that the decommissioning of Happersberger Trail was originally included in the Cascade Bridge Project. Jon Campo, Principal Natural Resources Planner, explained that the Happersberger Trail decommissioning was decoupled from the Cascade Bridge Project because MCP thought the bridge project was “enough” and that most of the Happersberger Trail is on MMWD property. This separation of the project into two constitutes “segmenting”. In a memo from Carl Sommers, Chief of Planning and Acquisition, dated November 23, 2016 he confirms that the “...Happersberger Trail is highly erosive and steep with grades up to 35% and areas of degraded native vegetation. A portion of the Happersberger Trail is located on adjacent Marin Municipal Water District (MMWD) lands. The adjacent portion of the trail was left undesignated by the MMWD in its 2005 systemwide trails plan, and it remains a priority for closure and decommission by the MMWD. Consistent with the designation established in fall 2015, the portion of the trail located within the Cascade Canyon Preserve will not be maintained and it subject to decommission as time and resources permit. Under the current proposal, the MCOSD would decommission the portion of the trail located within this preserve in summer 2017.”

MR-3

Relationship to the Project: The decommissioning of Happersberger, which intersects with Cary Camp Trail (hiking and equestrian), which in turn, connects with Canyon Trail (currently, hiking and equestrian), and a segment proposed to be multi-use including IAP compliant), is needed in order to:

- Reduce sedimentation into the Cary Camp Creek, San Anselmo Creek
- Eliminate this point of connection that intersects with Canyon Trail to protect visitors' safety from speeding mountain bike riders
- Stop the environmental damage and restore Cary Camp Trail tread damaged by mountain bike riders.

MR-3

The IS/MND apparently uses visual observation, not quantifying methods, to determine the presence of non-point source pollution from Fords 1 and 2 and High Water Trail. The project should address other non-point source pollution in the project area.

MR-7

Project Purpose. The IS/MND lists several purposes:

1. Provide the public with a safe multi-use trail system to enhance the visitor experience, reduce the environmental impacts on sensitive resources by reducing sedimentation and erosion, and establish a sustainable system of roads and trails that meet design and management standards (which would) provide safe year-round access along the trail alignment. In the Neighborhood's opinion, the project would exacerbate safety concerns not improve them.

a. Safe multi-use trail system:

- i. Many members of the community that visit the Preserve do not feel safe on the existing trail network. Visitors walking Canyon Trail have complained about fast moving bikes who do not stop or yield, even with children present.
- ii. The entrance to Canyon Trail from two points of the Cary Camp Trail is also fraught with unsafe conditions as mountain bike riders descend these hiker and equestrian trails at fast rates of speed.
- iii. The project calls for chicanes (another unnatural addition to the footprint of the project) leading to the segment of multi-use Canyon Trail to "slow bikes down", Pg. 6, 7, however, better solutions include: eliminating illegal mountain bike riding on Cary Camp Loop; and, designate the entire project area a "walk only area" meaning bike and horse.
- iv. The Neighborhood is also concerned about certain aspects of the IAP Access and Discovery Trails designed so they can provide "... access for users of all abilities to experiences in a variety of natural settings and a framework for expanding an Improved Access Trail system." The Project needs to better define the route of the IAP trail/road: is it just the

MR-8

MR-9

- Project area, or beyond? Is it a loop or an out and back? Is it a Discovery Trail? Will there be a “slow zone” created to ensure all visitors are moving in the 5 – 6 mph range to enhance safety? Will there be seating? How will people pass safely on the bridge? The IS/MND needs to clearly explain how the IAP is envisioned, designed, and will be implemented and managed? (Management includes monitoring, enforcement and education). And, how will an individual who requires special transportation or parking to the IAP Complaint Trail system park? What amenities are being considered?

MR-9
- b. Enhance the Visitor Experience: From the Neighborhood perspective, the addition of bridges and fencing as planned in the Project create a more “park like” environment, v. the natural and rustic character of the ENP as originally envisioned.

 - i. Figure 18, Pg 32, showing chicanes, identifies this kind of change resulting in a “new more enjoyable trail.” The Neighborhood does not agree and preferred the narrow, foot path nature of Canyon Trail before it was widened by the California Conservation North Bay Corps. Widening this trail and designating it as a multiple use trail in the IS/MND is not more “enjoyable” to the Neighborhood.

MR-3
- c. Reduce the environmental impacts on sensitive resources by reducing sedimentation and erosion: The Neighborhood is concerned about erosion into the San Anselmo Creek, There is general agreement that the High Water Trail is not sustainable which has become highly eroded due to hikers walking down it, and mountain bikes riding down it. Did the IS/MND consider improving the High Water Trail to make it safe for walkers and revegetating the slopes?

MR-7
- d. Safe year-round access along the trail alignment. Members of the neighborhood visit the preserve on most days and in all weather and has not found unsurmountable safety issues in negotiating the creek other then walking along the High Water Trail, walking up a social trail to Middle Fire Road and down to the Water Fall Trail, or entering through Canyon Trail on foot. And, on days when the creek flows were too high to comfortably cross on foot, horse or bike, there was less visitation, giving the preserve’s wildlife and vegetation a much needed rest from humans. The following are concerns:

 - i. The bridges will make it easier to reach the interior of the preserve. Visitation and impacts on wildlife should be monitored and studied to determine if there is increased visitation and corresponding disturbance to wildlife. The IS/MND does not address this, in fact the IS/MND foresees no growth in use other then proportional with bay area population increases Pg 9. Please reference the Marin Conservation League comment letter pointing to MCOSD’s Vegetation Management Plan regarding protecting legacy areas from excessive visitation.

MR-8

- ii. The bridges eliminate one reason that the non-permitted Thanksgiving Day mountain bike ride, which attracts up to 900 plus mountain bikers annually, was redirected to other preserves. Many people in the neighborhood are opposed to this event, with or without bridges, and recommend that this event not be allowed even with the bridges as the ride creates erosion, impacts other visitors' safety including IAP visitors, is in conflict with ENP mandate for "passive recreation" and potentially can impact wildlife disturbance through numbers of visitors and loud noise. It also promotes bike riders' assumptions that public lands are to be used in for speed, technical and challenging riding at all times. MR-8
 - e. Fully Compliant with the Marin County IAP. How would the proposed Project be utilized in the IAP trail system? Would the chicanes interfere with OPDMDs? The IS/MND creates a conflict between inviting IAP visitation, but installing chicanes on a trail segment for example. Which part(s) of the Project will be the IAP route? The IS/MND needs to more clearly explain this new use and how IAP visitors will park, access and "use" the Preserve. Have mobility challenged people been consulted for their opinion on the safety, enjoyment and access? At the March 4, 2021 webinar, MCP stated they "have not crossed this bridge yet" and lack experience in how this type of program will be implemented. MR-8
- 2. Project Description.
 - a. The Project proposes 2 - 6' wide steel bridges: Bridge 1 -90' long, Bridge 2 – 60' long. The bridges will create a more park-like character in the ENP.
 - i. The IS/MND has not addressed the possibility of narrower bridges, i.e. 4' wide which would be less obtrusive perhaps better fitting the character of the ENP. Please address this. MR-3
 - ii. The IS/MND has not addressed safe passage of various "user groups" on the bridge, such as self closing gates or other devices. Otherwise, safe use and passing on the bridges could be compromised and unclear. Will there be a protocol for passing on the bridge? Is there a speed limit? MR-5
 - iii. Is wildlife expected to utilize the bridges? If so, how would night visitation by humans interfere with wildlife movement? MR-4
 - b. Trail Alignment Pg 6
 - i. What materials will be used to improve and make IAP fully compliant the the entrance from the gates (north approach to Bridge 1)? The IS/MND states that approaches to bridges will utilize aggregate base rock. This material hardens into concrete-like appearance. Did the IS/MND consider crushed rock which better fits the character of the preserve? Will base rock repel water, creating more opportunity for runoff? MR-5

- ii. How will the proposed trail treatments at Bridge 2 impact bike riders' speed, and will it be user friendly by IAP compliant visitors? The IS/MND does not state.
- iii. Fencing. The IS/MND states that 150 linear feet of wooden split-rail fencing at the north side of the bridges and at the rock fords will be installed. How will visitors be deterred from entering the 2nd and 3rd fords, visitation that could impact yellow legged frog habitat and reproduction cycle, and also generate sediment? MR-5
- iv. Canyon Trail Change in Use and signage.
 - 1. The existing trail is primarily used by hikers, dog walkers, families with strollers, joggers, and significant illegal use by mountain bike riders. Equestrians have been displaced from the preserve due to unsafe conditions created by heavy bike rider use, speeding bikes, and bike riders riding on non-bike and non-sanctioned trails. To encourage the multi-use nature of the Project, the IS/MND should state measures to ensure the safety of equestrians. Otherwise it is not truly multi-use it is dual use. MR-8
 - 2. As previously stated, will chicanes interfere with IAP visitors? How will MCP monitor bike rider speeds and manage them? Speeding bikes currently pose unsafe conditions for slower visitors. Adding IAP visitation, encouraging family visitation, and hopefully, reintroducing equestrians as originally intended, underscores the need for safe road and trail behavior. Existing signage regarding trails closed to bikes is not currently working. Please explain and provide the projected frequency schedule of ranger and sheriff patrol and other enforcement tools. MR-9
 - 3. Bike riders exiting the preserve on Canyon Road. Currently, bike riders are not permitted to ride on Canyon Trail and exit onto Canyon Road, however, signage is constantly ignored by bike riders who ride on Canyon Trail and exit on Canyon Road. The Neighborhood is concerned that the change in use will only increase bike traffic. The IS/MDN should state how this trail segment, and beyond it to the hiker/equestrian segment will be managed. MR-8
 - 4. The Neighborhood is concerned that bike riders exit the Preserve on both Cascade Drive and Canyon Road at fast speeds, 2-3 abreast, and have on numerous occasions almost hit pedestrians. The bike riders also impact vehicular traffic on these narrow roadways because they frequently do not ride single file
- c. Construction, pg. 8: Construction would begin after August 1 in the height of fire season. Cascade Canyon is recognized as being one of the most fire vulnerable

communities in Marin County. This is being exacerbated by the low rainfall in 2021 leading to early vegetation curing and dry conditions.

1. Two months of construction in the project area, traffic slow downs, and timelines of 7am to 6pm seems excessively long, both resulting in and a burden on Cascade Drive residents. While emergency access would be maintained, Cascade Drive has unsustainable parking demands already from resident and visitor parking. The Neighborhood requires further mitigations and a diagram indicating where construction equipment will displace resident on-street parking.
2. Construction parking, Pg 8. Where will construction equipment park within the Project area during the two month long project? The IS/MND states that all equipment will be confined to existing MCOSD roads and trails, and “other areas that would avoid any significant impacts on sensitive natural resources”. Please provide a site map showing allowed parking areas for construction equipment within the Preserve.
3. The IS/MND states that trails within the project area will be closed. Please clarify that this means that there is no access into the preserve for the neighbors who typically walk in from Cascade Drive and Canyon Road. Will the Project area be closed 7-days a week? Another segment of visitation is mountain bike riders existing through the Project area. How will the trails/roads leading to the Project area be closed and visitors notified?
4. There are no firm details regarding the “disturbance footprint in relation to time-frame and habitat types” that MCL has requested in their comment letter. We agree with MCL in that the biological report is incorrect. It did not identify and locate existing dusky footed woodrat nests in the project area, yet, 8 woodrat nests exist in the Project area. In addition, there are Amsinkia sp. in the project are, and these too, are not reported. In the March 4 Webinar, MCP advised that the final restoration plan will be final at the time the permit for the project is “pulled.” We request the restoration plan now, in advance of the Project, and it should have public and the Town of Fairfax’ review. We concur with MCL that generous replacement ratios for vegetation be specified. In addition, in the Canyon Trail widening, will native plants be dug up and relocated in the Preserve?
5. The Neighborhood has lost faith with the MCP through some of it’s actions and in actions in the ENP and CCP: destroying a dusky footed woodrat nest when doing it’s test-core drilling, allowing

MR-5

MR-6

large equipment to cross the creek with water present, chronic illegal mountain bike riding that fragments habitat, creates erosion and other negative impacts, and other vegetation management deficiencies as pointed out in a February, 2021, presentation to MCL.

MR-6

3. Operation and Maintenance.

a. The IS/MND pg 9 stated that the new trail configuration would be designated into the Region 2 trail system and published on MCP trail maps. The IS/MND does not explain how the IAP trail system within the Project would be advertised and what kind of designated parking is or is not provided.

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b. The project should state where MCP and other vehicles will park post project. Currently, vehicle parking has degraded the vegetated area at the project entrance into a “highly disturbed area” . The IS/MND should state where MCP vehicles can park.

c. The IS/MND states on Pg 9 that “increases in trail use are anticipated to be minor and largely proposional with regional population growth.” The neighborhood has seen significant increases in the visitation to the preserve over the last several years and does not agree with the conclusion in the IS/MND. In fact, the Neighborhood anticipates further increases in visitation as noted below. The Neighborhood concurs with the Marin Conservation League’s comment letter suggesting that MCP “Deveop a baseline status of trail visitation and visitor behaviors prior to implementing the plan”. The baseline should include field survey, Ranger FI, tickets, volunteer reports, citizen observation reports and the results published. Eco-counters should be installed at several key locations to gather use data. Furthermore, the IS/MND needs to describe in advance the various management strategies it will employ to manage growth in visitation and behavior that is unsafe and whichnegatively impacts the natural resources.

Growth in visitation is anticipated:

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1. In a letter from Vice Mayor Bragman to the MCOSD regarding proposed rule changes for Elliott Nature Preserve, he states: “Increased Usage. If the District intends to increase traffic and visitors with the construction of bridges and attraction of more people from around the world, then the impacts on Fairfax residents, roads, traffic and stewardship, and quiet enjoyment of our neighborhood are major concerns for Fairfax and should be expressed to the Open Space District via a letter from the council before the meeting on January 23rd.” Even then, bridges were perceived as attractions for more visitation.

2. The bridges could allow the non-permitted Thanksgiving Day Ride. This adds 300 to 1000 bike riders riding from MMWD lands, down Cascade Fire Road, across the creek in several locations. This ride not only increases visitation and possibly sedimentation, it introduces new bike riders to the Cascade Canyon Preserve. In the last several years, due to concerns with sedimentation, the MCP has closed the preserve to bikes on Thanksgiving Day. The ride correspondingly increases street traffic on Cascade and Canyon Roads. This ride constitutes “growth” and is a de facto “new use” after 4-5 years of redirecting this ride to other preserves.
3. E bike growth. E bikes are used at Camp Tamarancho and MMWD, adjacent to the Cascade Canyon Preserve. Bike industry points to more Ebike growth. (Dirk Sorenson, a sports industry analyst at The NPD Group said e bike growth is increasing. Electric bike sales were up 84% in March, 92% in April, and 137% in May, 2020, the latest NPD numbers available. *Bicycled Retailer and Industry News*, July, 2020 states that: “We're seeing a lot of cyclists coming around to eMTBs.” *Forbes Magazine*, July 9, 2020 in their article: [E-Bikes Are The Hottest Thing On 2-Wheels: Here's Why You Might Want One](#) “In E-bikes, the company has been targeting cyclists as opposed to commuters or newcomers, with electrified higher performance variants of its core competencies in road, mountain and gravel bikes. For example, Giant makes several models of high-end E-mountain bikes up to \$8,000 that look just like “regular” mountain bikes and have the same must-have technologies like high-travel dual suspension, electronic shifting, hydraulic disc brakes, dropper seat posts, and 29-inch wheels, plus top shelf components from SRAM, Fox and Maxxis, but with hidden motor assist. These are a more specialized sector of the E-bike industry, ready to take on the most rugged and technical wilderness trails that can be ridden on any mountain bike.”)
4. Gravel or cross trail bikes can more easily utilize the trail system because rocky crossings are replaced with bridges.
5. Growth in mountain biking can be seen in the Cascade and Elliot Nature Preserve:
 - i. Increases in illegal bike riding is taking place on Burnt Tree Trail (hiker/equestrian), Social Trails, Non-sanctioned trails, i.e. Cut Trail, Split Rock Trail,

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Happersberger Trail. New illegal trails are being constructed in the preserve as well. These trails are magnets for bike riders from Marin County and out of county. In fact, these illegal trails are attractants to more bike riders, whose increases tend to displace slower visitors in the Preserve.

- ii. Cascade Canyon Preserve/Elliot Nature Preserve is adjacent to Camp Tamarancho, the “top bike park in California”, per Stienstra “Outdoors - A special 60-page which recently appeared in most editions in the SF Chronicle special addition.

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- 6. It is a well-known that most Bay Area counties recreate in Marin due to our abundant protected public lands. Periodic ad hoc reviews of Elliot’s visitors show that visitors come from all over the bay area and internationally. Increasing social media posts continue to advertise Cascade and Elliot Nature Preserve.

4. Project Development.

- a. Town of Fairfax Memorandum of Understanding (MOU). In December 2016, MCP presented the Project to the Town of Fairfax without advising the Council of:

- i. Environmental impacts which would require mitigation, i.e. Initial Study, MND, biological reports
- ii. The designation of the project at the IAP compliant (Figure 20 does not state)

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- iii. The Neighborhood requests that the Town of Fairfax have additional time to study the IS/MND and hear from residents about the plan, parking, traffic, police and fire services required, etc., now that further details are known. There should be a 60 day extension of the final acceptance of the IS/MND to provide sufficient time for analysis and local public comment.

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- b. Marin Project Coordination Meetings. The IS/MND states that there was one site meeting lead by MCP staff with neighbors in 2017 to review the project. The 2018 visit was focussed on the yellow legged frog discovery. The Neighborhood requests another field review of the project before it is certified, and requests that for that meeting, staff:

- i. Place temporary story poles showing the height of the bridges, the trail segments, tag trees to be removed, location of fencing, etc.
- ii. Point out where vegetation restoration will occur.
- iii. Identify where MCP parking will occur during the construction, and post construction phases.
- iv. Answer any other additional questions about the project

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5. Proposed Mitigation Measures

- a. Mitigation Measure Bio-4 Page 51, Dusky-Footed Woodrat. This section should be amended to correct the Pacific Biology Report. Eight (8) Dusky-Footed Woodrat nests were located in the project area after several neighbors pointed them out to MCP. The Neighborhood requests a site meeting to show the project footprint in relationship to the existing nests. The Neighborhood does not want any nests dismantled or individuals relocated during this project.
 - b. Mitigation Measure Bio-5 Page 52. Creek and Riparian Habitat. The Neighborhood has witnessed the steady degradation of vegetation along the creek banks in several areas, and in the flat area near the entrance. These areas require restoration after which the IS/MND states they will be monitored and maintained. Does maintenance include watering and physical protections from deer and people predation? In the flat area adjacent to the sargent cypress and on the slope below the kiosk are colonies of *Amsinckia* sp. How will these be protected and are either of these colonies in the Bridge 1 footprint?
 - c. Mitigation Measure Bio-6 Tree Protection and Replacement. In areas where soil is compacted in protected tree perimeters, manual de-compaction techniques should be applied. Tree Replacement Ratios should follow California Native Plant Society and MCL recommendations. The IS/MND does not state the size of replacement trees, i.e. container size, or trunk caliper/canopy width.
6. Transportation, pg. 53.
- a. The Neighborhood requests a site map showing where construction will displace on-street parking
 - b. The Neighborhood requests full disclosure and a public meeting with the Town of Fairfax to present the Transportation plan.
7. Aesthetics, Pg. 56.
- a. The IS/MND states in a) pg. 57 that “the proposed bridges and trail improvements would alter the visual quality of the creek area view sheds, however, the bridges would be designed to conform to the rustic setting and therefore not result in a substantial effect on scenic vistas.” The Neighborhood vista has been up creek, and this vista will now substantially change with the bridge, fencing, and restoration materials. Will the fencing that blocks access to the High Water Trail be substantially planted with native vegetation so that the view is buffered?
 - b. The change in Canyon Trail to widen it to 6’ alters the prior intimacy of this footpath. Additionally, the chicanes also diminish the prior beauty of this trail, and the spur trail leading to it. The chicanes could be eliminated if the project area was designated a walk only zone and if Happersberger to Cary Camp was decommissioned, weeding out some technical, high speed mountain bike riders.
8. Biological Resources, pg. 70-73. The IS/MND points to *Amsinckia lunaris* in the vicinity of the project area and members of the Neighborhood are familiar with the two locations it grows and happy to point this out. This species is classified as CNPS Rare Plant Rank of 1B2 (rare, threatened or endangered). One colony of the plant is in the Bridge 1 area.

9. Noise, pg. 128. The ENP has visitors from all throughout the Bay Area and beyond. Many visitors do not appreciate the impacts of loud noises on wildlife and other visitors and play radios, talk very loudly, etc. Bat colonies for example, are sensitive to noise during their pup rearing season. The IS/MND states that after construction “the use of the trail for public recreation would continue similar to existing conditions.” A more current monitoring of the Preserve on the weekends should be done to determine a baseline noise level.

10. The IS/MND also states that because “...The proposed project does not include parking or other amenities and therefore increased use of the project area would be negligible and proportional with regional population growth.” From the Neighborhood perspective, that is not the experience of Cascade Drive and Canyon Road residents who witness creative visitor parking onto private property. Even with limited parking, visitors still drive up both dead end streets, turn around in private driveways, and drive back down the streets (usually speeding), impacting the quality of life in the neighborhood and safety on the street. Signage and guidance to visitors re: why quiet is important in a nature preserve is needed, and the IS/MND should further review this need.

11. Public Services, pg. 136 The IS/MND continues to assert that the project will have a “no growth effect” on increases in visitation, an assumption the Neighborhood does not agree. Besides the MCP web site, social media and family experience websites have created a marketing platforms for every experience. More visitors increase the risk of fire ignition, increase the impacts of traffic and parking on a narrow street with extremely limited parking. Speeding bikes that do not yield to pedestrians on Cascade Drive and Canyon Road also compromise safety. Additionally, more visitors increase demands on the Fairfax Police Department to answer calls regarding night parties, address homeless people, and other situations. The IS/MND should allow for a realistic assessment discussion with the Town of Fairfax. Surely, the MCP needs to consider impacts on neighborhoods surrounding its facilities in planning of projects.

a. We refer to a letter of concern prepared by then, Vice Mayor Bragman and Councilmember, sent to the MCOSD, January 15, 2014, regarding Rule changes and plans for bridges in the Elliott Nature Preserve, points out that the MCOSD Proposal does not address “...the impact of present or increased recreational parking on local residents. The Cascade Canyon has two main accesses to the Elliott Nature Preserve, and both of these, Cascade Drive and Canyon Road, are narrow, residential, dead-end street with little or no on-street parking and barely enough room for fire and emergency vehicles to pass...Parking concerns should be part of the MCOSD project evaluation process. Cascade and Canyon Roads have no additional parking available.” Please advise how the IS/MND will address this, and provide an extension for analysis and comments from the Fairfax Town Council and residents.

12. Recreation, pg. 138. The IS/MND states that improving trail safety is a project objective and refers to “multiple use” trails and road, when, in fact, equestrians have been displaced from the preserve due to safety concerns from speeding bike riders and bike

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riders who utilize non sanctioned trails and non-bike trails. Examples include the Concrete Pipeline Trail/East Portal connection (from the MMWD via Bolinas Road) which is extremely eroded by bike use, and unsafe for horse use. Bike riders continue onto Cary Camp Trail, a horse/hiker designated trail which had been a destination trail for horse riders. Horse riders can also access the preserve from the Blue Ridge Fire Road onto the Burnt Tree Trail (hiker and equestrian), then to the Middle Fire Road. Burnt Tree Trail has become a major non-legal bike route. Cascade Fire Road was another popular route for equestrians, but bike speeds on this fire road make it unsafe for horse riders. Other points for your consideration:

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- a. The bridges could conceivably allow for the Turkey Ride to take place, an effect that would have an “adverse physical effect on the environment and a change in use patterns” given that the ride has not occurred in the Preserve for 5 years, and the ENP’s deed limiting use to passive recreation.
- b. Use patterns would be changed by the Project by allowing bikes on a large segment of the Canyon Trail located in a legacy area, increasing the impact on bikes who most likely will exit illegally on Canyon Road.
- c. The ENP original deed calls for passive recreation. The IS/MND does not sufficiently mitigate the downhill racing practices of mountain bike riders. Additional measures are required such as eco-counters, speed monitoring, and closure of illegal access points to the project. The Neighborhood suggests that a walk-only zone (bike and horse riders) or slow zone be considered for the project area.
- d. Neighbors believe the growth in visitation to ENP will negatively impact wildlife and biota. Recreation Ecology studies are being conducted that inform land managers of the carrying capacity of our public lands – how much visitation is tolerable by wildlife before they are permanently displaced? ENP is a nature preserve and not a MCP “park”. The IS/MND does not sufficiently distinguish between these two areas. The Neighborhood suggests that the CCP/ENP be closed to all night use which will help wildlife recover from human impact.

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13. Transportation. Pg. 141. The IS/MND excludes any consideration of the limited street parking, increased traffic along Cascade Drive and Canyon Road, and their impacts on the neighborhood. The IS/MND needs to institute a collaborative meeting with the Neighborhood and Town of Fairfax to develop solutions to this ever growing problem. Installing bike racks at the entry to the preserve is helpful to reduce car and truck traffic, but more solutions are needed. The IS/MND also states that during construction there may be times when large construction equipment accesses and departs the project area. This requires further discussion with the Town and Neighborhood who are extremely concerned with wildfire outbreaks.

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14. Wildfire.

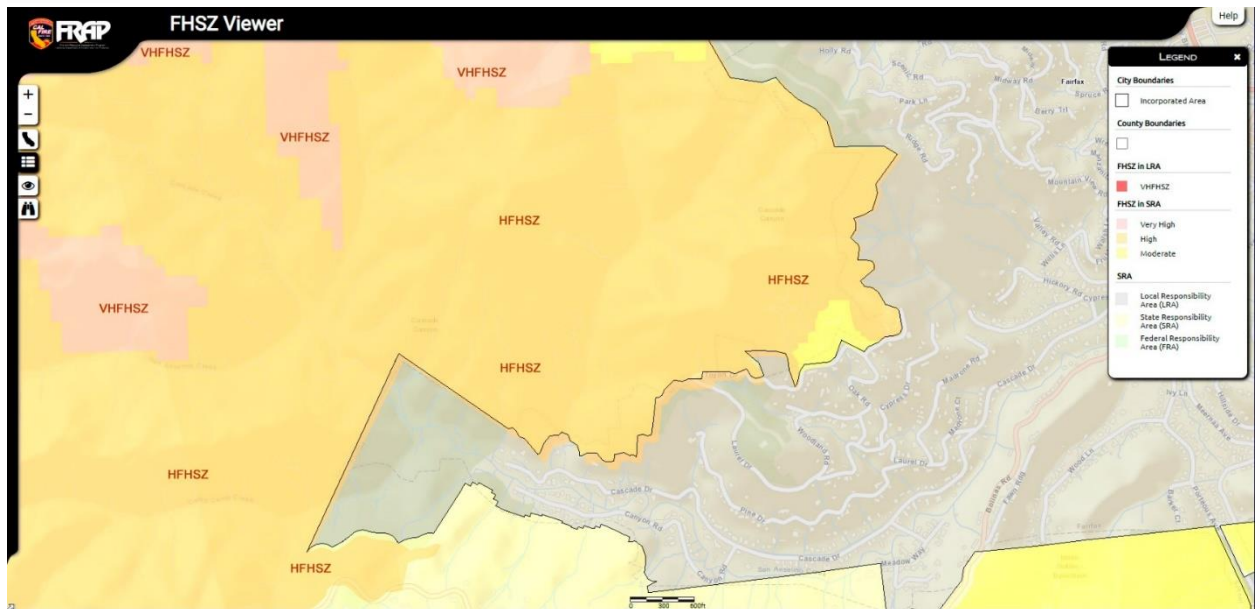


Table 23 applies if the project area is “near” a Very High Fire Hazard Severity Zone, yet the IS/MND states no impact to less than significant impact in each category. The project has a potentially significant impact to “Impair an adopted emergency response plan and emergency evacuation plan.” There are no designated parking spaces along the narrow Cascade Canyon only emergency road response and evacuation route in the Cascade Canyon. The project would attract increased usage, resulting in more cars that would, more likely than not, obstruct emergency access/egress.

- a. The project would have a potentially Significant impact “Due to slope, prevailing winds, and other factors” – Neighborhood response: “Diablo Winds” out of the NE quadrant of the compass blowing fire up the canyon, exacerbating typical up-canyon winds.
- b. “...would Project exacerbate wildfire risks and thereby expose the Project occupants to pollution concentrations from a wildfire or the uncontrolled spread of wildfire? Neighborhood response: The Project area is at the head of a box canyon and will attract greater traffic, uncontrolled parking of arriving vehicles, pedestrian, mountain bicycle and electric bicycle usage, increasing the wildfire ignition risk and obstruction emergency access/egress. The box canyon has one way in and one way out along a substandard road, potentially trapping project occupants and residents of the canyon.
- c. “Require the installation or maintenance of associated infrastructure...that may exacerbate fire risk...” Neighborhood response: The Project will make the site more attractive to pedestrian, mountain bicycle, electric bicycles other OPDMD devices and illegal motorized vehicle usage increasing the ignition risk. In

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Addition, there is no fire-safe parking provided in this project or along the road to the Project area. Project users will park in dry grass and weeds along the single, substandard road, increasing ignition risk and emergency access/egress. “Expose people of structures to significant risks...” Neighborhood response: As stated above, the Project will expose the canyon residents and their homes to significant wildfire ignition and wildfire spread risks.

- d. Setting. Neighborhood Response: The IS/MND greatly misrepresents the setting of the project. The CEQA asks whether the project area is “near” very high fire hazard severity zones, and indeed it is (see Map above). While the immediate project area is in a low fire hazard, bottom land, seasonal drainage, this area is quite small and the project area is at the head of a box canyon, surrounded by steep slopes and high to Very High Fire Hazard Severity Zones. The IS/MND fails to mention that the project is also surrounded by High Fire Hazard Severity Zones. While it states that areas of Marin County have been rated “high wildfire hazard” they fail to state that the Project area is “near very high fire hazard severity zones”, surrounded by High Fire Hazard Severity Zones, and it is in a box canyon, a landform that is well-known to greatly exacerbate fire intensity and spread.
- e. While IS/MND states that it will sign the area to restrict usage during “Red-Flag” conditions. There is really no way for MCOSD to physically control usage during heightened fire danger conditions. MCOSD admits in Table 13-2 RTMP Activities and Associated Travel: “Patrol and enforcement: MCOSD personnel or contractors; Regular; infrequent ; Each year: all preserves”
- f. Applicable RTMP Policies and BMPs. “MCOSD would incorporate applicable RTMP Policies and BMPs, which are designed to minimize or avoid potential environmental impacts to wildfire. The applicable RTMP Policies and BMPs are listed below and are provided, in their entirety, in Appendix A.
- Policy SW.26: Control or Restrict Access to Ignition prevention Zones when Red Flag Conditions Exist
 - Construction Contracts-1: Standard Procedures in Construction Contracts”

Neighborhood response: While MCOSD has a policy to “restrict access” to ignition prevention zones, during “Red Flag” conditions, MCOSD infrequently monitors the Project area and has no control over access to the site. Vehicle parking and other equipment operation are significant causes of wildfire ignition. MCOSD in reality has no control over access and parking along the single, one way in/one way out, narrow road which has no ignition fuel control along the siding. In fact, the MCOSD has not controlled ignition fuels at this trail head and has not placed no access at the entrance to the canyon in the past.

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- g. Construction activities (grading, excavation, grinding, welding, sawing and drilling) are a common causes of ignitions. This was illustrated on MCOSD lands on September 17th 1993 when “Grace Slick Fire” which was ignited by County workers welding a gate. The workers had sprayed down the surrounding grasses to avoid ignition, but grass is s “15 minute fuel” (dries in 15 minutes or less when exposed to sun and wind) and welding sparks ignited a fire that destroyed the rock star’s home.
- h. The RTMP acknowledges that emergency access is an important purpose for many of the roads and trails within preserves, particularly for fire protection, but also for other utility infrastructure. The RTMP includes the following three policies intended to maintain emergency access.” Neighborhood response: This acknowledgement focuses on roads and trails within MCOSD lands but does not acknowledge the impact of MCOSD access improvements on local roads leading to its trailheads.
- i. “Implementation of System wide Policies SW.17 and SW.18 would ensure continued access to open space preserves for fire fighters and other emergency personnel. Therefore, implementation of the RTMP would not lead to inadequate emergency access. This impact would be less than significant, and no mitigation would be required. Significance of Impact: Less than significant. Mitigation Measure TRF-3: None required.”

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Neighborhood response: By narrowing its consideration of access within the MCOSD lands, MCOSD jumps to the conclusion that the Project would have a less than significant impact. Cascade Drive is a substandard road that currently has inadequate emergency access/egress. The increased access at the trail heads will increase usage and increase both legal and illegal parking along the road, interfering with emergency response and evacuation. MCOSD has not provided any parking at the trailhead and were they to do so, it would increase traffic along the substandard road and overflow parking along Cascade Drive.

- j. Traffic. The IS/MND states that “For these reasons, implementation of the RTMP would not substantially increase safety hazards on roadways within Marin County; this would be a less-than-significant impact.” Neighborhood response: see above response.

Mandatory Findings of Significance, Pg. 154. b.) The IS/MND asks the question: “Does the project have impacts that are individually limited but cumulatively considerable?” The Neighborhood believes the project will have considerable cumulative impacts unless significant mitigations are designed and implemented that will: limit non-passive types of visitation, manage the ENP as a nature preserve and implement coordinated actions to close the preserve during Red Flag Days and other fire safety protocols.

The Cascade Drive and Canyon Road Neighborhood is disappointed that our request for an extension on comments has not been extended in order to allow for the Town of Fairfax to review the IS/MND and a neighborhood meeting in the Project area. We hope that you seriously consider our suggestions, look forward to your responses to our questions, and hope you make changes to the Project as we suggest. Thank you for your consideration.

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Additional information below from Carl Sommers, Chief of Planning and Acquisition, dated November 23, 2016 (page 3 of this Comment letter).

The memo goes on to state that the proposal to decommission the Happersberger Trail received several comments that point to the trail being “not erosive”, the only trail access to San Geronimo Ridge and many users cherish it”, “it is a steep and rugged experience for those looking for an extreme challenge”, “the MCOSD does not have adequate enforcement...after it is decommissioned”, The “reuse of the decommissioned ...will damage resources”, and “the main source of erosion on the Happersberger Trail is from illegal mountain bike use.” The memo goes on to state: “POLICY ANALYSIS:

As part of the RTMP, the MCOSD adopted goals and policies that direct the designation of, improvements to, and use of its road and trail system. In determining whether to move forward with a project, the MCOSD evaluates it for consistency with these goals and policies.

Goal 1: Establish and Maintain a Sustainable System of Roads and Trails that Meet Design and Management Standards

In designating the trails in Cascade Canyon Preserve, the MCOSD did not identify the Happersberger Trail as a system trail. The trail is on an unsustainable alignment and is a potential source of sedimentation into the watershed. As such, the project would substantially reduce impacts from erosion and runoff. Therefore, decommissioning the trail would be consistent with the first goal of the RTMP.

Implementing this goal are policies SW.4, SW. 31, TRL-2.1, TRL-2.b, and T2a, which direct the MCOSD to design and build a sustainable trail system that protects natural resources and reduces the overall environmental impact from current conditions. Decommissioning the Happersberger Trail would eliminate an unsustainable trail that has the potential to discharge sediment into the watershed.

Goal 2: Reduce the Environmental Impact of Roads and Trails on Sensitive

Resources, Habitats, Riparian Areas, and Special Status Plant and Animal Species

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The proposed project is also consistent with this goal. The decommissioning of the Happersberger Trail will eliminate a potential source of sediment and will allow for habitat restoration.

Implementing this goal are policies BIO 4.14, BIO 4-k, SW.22, SW.24, SW.23, SW.27, SW.28, and TRL-2.a, which direct the MCOSD to protect rare and sensitive biological and cultural resources. The MCOSD's Vegetation and Biodiversity Management Plan (VBMP) zones the project site as "Natural Landscape Zone," "Sustainable Natural Systems Zone," and "Legacy Zone," with the latter two zones being most biologically sensitive zones identified in the plan.

The decommissioning of the Happersberger Trail will allow the MCOSD to restore habitat in the biologically sensitive zones. This trail also intrudes into a large contiguous habitat made up of land owned by the MCOSD and the MMWD. The proposed project would implement RTMP policy SW.24 by eliminating an encroachment into this habitat.

Goal 3: Improve the Visitor Experience and Visitor Safety for All Users, Including Hikers, Mountain Bikers, and Equestrians

The third goal of the plan is to improve visitor experience. With respect to the Happersberger Trail, the proposed decommissioning will eliminate a route that the MCOSD had previously included in its public trail maps, signed for public use by pedestrians, and maintained. The decommissioning of this trail at this time could modestly diminish visitor experience of the established trail system, at least at the very local level, by eliminating a path that, though unsustainable, was part of the MCOSD's managed roads and trails as of the date the Region 2 designation was established in the fall of 2015."

Given this information, MCOSD concluded that they agreed with the merits of the proposal, but are delaying until it can be implemented in association with a project that will "...provide broadly similar recreational experience in the general vicinity of the Cascade Canyon Preserve." He goes on to say that: "in the meantime the trail remains undesignated and, as such is closed to bicycling, horses and dogs."

Please refer to the link to photos by separate email showing the extensive damage from mountain bike riders who are the majority of "users". It is time to decommission this trail to reduce erosion into the watershed and to improve safety of hikers, horseback riders, and IAP visitors to ENP/CCP. In addition, this technical, non-passive use of the ENP is not in keeping with the ENP's original mission.

MR-3

From: [matthew stewart](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - matthew stewart
Date: Thursday, March 18, 2021 10:17:59 PM



IS/MND Public Comments Cascade Canyon

Name	matthew stewart
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I live at [REDACTED] Canyon Road, near the trailhead at the end of the road. I am against the bridge project for several reasons.</p> <ol style="list-style-type: none">1 The creek is now dry most of the year, with very low flows when it does have water. If the purpose of the bridges is to reduce sedimentation, this need is greatly reduced due to lower flows due to global warming.2 There are no steelhead fish anywhere near this area to protect from sedimentation of the creek. Why did the district recently place signs in the Elliot Preserve saying that there are steelhead in the area? If there are no steelhead in the area, then there is reduced need to reduce sedimentation.3 Mountain bikers don't need the bridges, aren't interested in them, and will ride in the area whether or not the bridges are there. Marin county attracts mountain bikers because of the rugged terrain. Therefore, the mountain bikers have advanced skills, and they will continue to ford the creekbed, water or not.4 The trail immediately after the bridge locations goes uphill steeply, and eventually becomes extremely rugged, both up Repack trail, and heading to the waterfall. If one intention of the bridge project is to increase access for the mobility impaired, that makes no sense, as they won't really be able to travel far at all after the bridges.5 Elliot left the property to the town to be a nature preserve. There are several endangered species living in the preserve. It seems that the intention of

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the district is to develop the preserve into a more park like setting, and the bridges are part of that. This is not the intended use of the grant, and should not be allowed.

MR-3

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From: [Regula Wegmann](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Regula Wegmann
Date: Thursday, March 18, 2021 5:32:00 PM



IS/MND Public Comments Cascade Canyon

Name	Regula Wegmann
Email	[REDACTED]
Comments	<p>To start with the obvious: The very best way to protect and further the ecological integrity of this beloved watershed area (or any natural area) and any of its sensitive species is to limit the number of visitors - not to increase it.</p> <p>This is a local, small natural preserve, with very limited capacity; and if you publicize it at all, it should be specified as such. Visitors from more than a 1/2 hr driving time radius should be discouraged. (Presently, many are coming from as far as Stockton! that makes no sense at all). And yes, encouraging local visitors from within a walking or bicycling distance would be perfect!</p> <p>On the other hand, increasing accessibility (bridges, eliminating the High-water trail that requires a little bit of hiking skills), and further publicizing the preserve accordingly, will lead to far exceeding its capacity for natural integrity and regeneration — that capacity is already exceeded often on weekends, where the place is truly overrun. Also, greater/easier accessibility and publicity brings more people who are ill-informed, not used to nature-friendly behavior; people who treat the preserve like any public place they'd go visit - resulting in littering, smoking, trampling plants, typical group behaviors, etc.</p> <p>Mitigating measures, like signs prohibiting walking off-trail or into the stream beds work to a degree. But there is an important psychological phenomenon, called reactance, that must be taken into account. It is the fact that anything prohibited becomes all the more attractive to many people. And that is certainly the case for signs, guard rails, etc., prohibiting to leave the trail or go into the creek beds (or smoke and inadvertently start fires,</p>

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for that matter!!). While some visitors do respect the prohibitions, (like any park service knows) there is a good percentage that shows this mentioned reactance — and with more visitors, this means the same percentage results in higher numbers of people creating use trails, wading in the stream, smoking, leaving dog poop and trash, etc. Over the last few years, that have already seen a significant increase in the number of visitors (because of your website and social media publicizing the preserve), I have noticed innumerable new use trails, especially also near creeks (creating exactly the kind of erosion and run-off the new measures are supposed to do away with), more smokers (often in groups), motor bikers coming here to camp out, etc. Also, the dirt roads themselves are eroded with so much traffic, and those with an inclination show gullies with far more significant sediment run-off (than from the high-water trail) right into the creek, on rainy days!

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There is also the issue of the integrity of the neighborhood: As a concerned neighbor (living near the trailhead area), I don't see how this area could deal with even more traffic. There is already hardly any trailhead parking — and visitors driving from afar, having invested in so much driving, tend to behave aggressively, feeling entitled to parking, thus blocking driveways, obstructing the narrow road [for emergency vehicles], damaging property. Obviously, with more traffic/visitors this problem can only get worse. (A majority come from far, or with dogs or kids: they would not be using bicycles to come here; nor would wheel chair users ...).

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Finally, in terms of practicality, plain common sense — and finances well invested — I'd like to mention the fact that rainy seasons with enough and consistent water flow in the stream for the Steelhead to swim up here (not to mention that they then still need to survive and get enough flow to make it back down in later years) are the exception not the rule here these years. So the bridges would get built primarily for a rare event; both in terms of the bicyclists' easy route out; and in terms of that very occasionally favorable situation for Steelhead. Yet, they'd be built at high financial cost and that of most likely bringing major disadvantage to the neighborhood, and ecological damage to the preserve and fragile species through the greatly

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increased number of visitors.

I would ask you all to reconsider the planned developments and consider the bigger picture (that is, practice some truly ecological and systemic thinking). There must be easier, less invasive ways to achieve relevant desired results, without such major development and its resulting damage - which would most likely negate any potential benefits.

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From: [Korten, Max](#)
To: [Stephanie Hellman](#); mayadela@gmail.com
Cc: [Campo, Jon](#); [Julene, Michelle](#)
Subject: RE: Bridges at Eliot preserve
Date: Friday, March 19, 2021 1:14:04 PM
Attachments: [image001.png](#)

Thank you Vice Mayor Hellman and Ms. Rockwell. I will share your email with our team.

Best

Max

MARIN COUNTY
PARKS
PRESERVATION · RECREATION



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: Stephanie Hellman [REDACTED]
Sent: Friday, March 19, 2021 10:56 AM
To: [REDACTED]
Cc: Korten, Max [REDACTED]
Subject: Re: Bridges at Eliot preserve

Hello,

Ms. Rockwell,

Thank you for your email. If you haven't done so already I recommend you provide a CEQA comment (public comment period ends today) on County website provided below.

<https://www.marincountyparks.org/projectsplans/road-and-trail-management/cascade-bridges-cascade-canyon?tabnum=2>

Thank you,

Stephanie Hellman
Vice Mayor, Town of Fairfax
[REDACTED]
Fairfax CA 94930
[REDACTED]

***The opinions expressed in this email are those of this individual Council Member and are not representative of the entire Council or Town of Fairfax unless otherwise stated.*

From: Michele Gardner [REDACTED]
Date: Friday, March 19, 2021 at 9:40 AM
To: Town Council [REDACTED]
Cc: Garrett Toy [REDACTED]
Subject: FW: Bridges at Eliot preserve

From: Adela Rockwell [REDACTED]
Sent: Friday, March 19, 2021 9:04 AM
To: Michele Gardner [REDACTED]
Subject: Bridges at Eliot preserve

I have been residing at [REDACTED] cascade drive for last 22 years. Areas of beautiful nature surrounding me are urging me to speak up for upcoming proposed changes. Why bridges? I hike trails daily and nature likes to stay untouched. All there is there have been here for past 30 years since I started hiking. Nature takes care of itself and any improvement will bring visitors. There is no parking here as it is. The biggest problems in California nowadays are fires. I'm scarred of not being able to drive out in case of fire due to extra cars and visitors. Bridges won't help anything. They will disturb nature. Protect nature by let it run outs course. Bridges are for tows and cities!

MR-3
MR-10

Thanks !
Adela Rocwell
[REDACTED] cascade drive
fairfax

From: [Adela rockwell](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Adela rockwell
Date: Friday, March 19, 2021 11:58:22 AM



IS/MND Public Comments Cascade Canyon

Name	Adela rockwell
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	I have lived at [REDACTED] cascade drive fairfax over 22 years. I love the nature that surrounds me here. How ever bridge project is against our nature. Only to bring more visitors in cars and bikes. Please protect the local residents from over parking by tourists. Situation back here at canyon is particularly scary during fire season as the road is narrow and emergency escape compromised. Respect Mr. Eliot donation and keep this area undeveloped and for locals only. Thank you

MR-9

MR-10

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Deborah Benson](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Deborah Benson
Date: Friday, March 19, 2021 1:25:37 PM



IS/MND Public Comments Cascade Canyon

Name	Deborah Benson
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>County Parks and Rec Re: Elliott Nature Preserve Proposed Bridges I have lived on Cascade Drive just between Meadow Way and Canyon Road for 28 years. I have walked the roads to the Preserve. Walking the roads has been a quiet experience until recently. Now I wonder where all the cars are coming from and where they are going. There are not that many houses on these narrow streets. I have walked the Preserve and every time I go there I have been mesmerized by the quiet beauty of Nature. Until recently, the last six or seven years one would encounter neighbors – a few only – on walks along the trail towards the waterfall. Rarely would there be another person beyond the falls or on other trails like the Happensberger Trail.</p> <p>Cascade Drive dead ends at the Preserve as does Canyon Road. Both streets are very limited in both their parking and their capacity for ingress and egress, especially in case of a disaster from fire. In my experience over the last few years, Cascade Drive has turned into an avenue of speeding cars and speeding bicycles – the bicycles leaving the preserve usually in packs of 4 – 10. They speed past my house shouting at one another. They speed down the road at night with their ultra-bright LED head lamps shining, shouting as they go. They disturb the peace I once had here. They crash down the slopes coming off of whatever trail they might have chosen and leave through the Preserve. I am a human animal and the peace I once found at home has been taken from me in order to supply a group of mechanized sport recreationalists with a bicycle playground.</p> <p>In my experience, this project creating a new multi-use trail for bikes and building bridges across the</p>

MR-9

creek will only increase the usage in the Preserve, eliminating any winter quiet time the animals who share the Preserve might have enjoyed. I do not object to measures taken by MCP to protect the environment. However, I do object to the building of these bridges as it will certainly increase usage of the Preserve, particularly by bikers. In my opinion, MCP is proposing these improvements with the goal of increasing access and use, but meanwhile the mitigated negative declaration does not concede that use will increase as a result of these measures. Over the last years -- and in particular during Covid -- visitor parking on Cascade Drive and Canyon Road has significantly increased, yet it does not appear that MCP has considered whether it is appropriate to further increase access and use into the Preserve from our narrow streets and residential neighborhood. I ask for a count of visitors at the present time first. A survey of present use. I ask for enforceable hours of operation. I ask that night riding be stopped. I ask that the Preserve be recognized for what it was intended to be – a Preserve of Nature for the benefit of flora and fauna including the human who walks quietly through. Thank you.

Deborah Benson
█ Cascade Drive
Fairfax

MR-8

MR-9

Attach a File

[DB comments_1615.pdf](#)

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County Parks and Rec

Re: Elliott Nature Preserve Proposed Bridges

I have lived on Cascade Drive just between Meadow Way and Canyon Road for 28 years. I have walked the roads to the Preserve. Walking the roads has been a quiet experience until recently. Now I wonder where all the cars are coming from and where they are going. There are not that many houses on these narrow streets. I have walked the Preserve and every time I go there I have been mesmerized by the quiet beauty of Nature. Until recently, the last six or seven years one would encounter neighbors – a few only – on walks along the trail towards the waterfall. Rarely would there be another person beyond the falls or on other trails like the Happensberger Trail.

Cascade Drive dead ends at the Preserve as does Canyon Road. Both streets are very limited in both their parking and their capacity for ingress and egress, especially in case of a disaster from fire. In my experience over the last few years, Cascade Drive has turned into an avenue of speeding cars and speeding bicycles – the bicycles leaving the preserve usually in packs of 4 – 10. They speed past my house shouting at one another. They speed down the road at night with their ultra-bright LED head lamps shining, shouting as they go. They disturb the peace I once had here. They crash down the slopes coming off of whatever trail they might have chosen and leave through the Preserve. I am a human animal and the peace I once found at home has been taken from me in order to supply a group of mechanized sport recreationalists with a bicycle playground.

In my experience, this project creating a new multi-use trail for bikes and building bridges across the creek will only increase the usage in the Preserve, eliminating any winter quiet time the animals who share the Preserve might have enjoyed. I do not object to measures taken by MCP to protect the environment. However, I do object to the building of these bridges as it will certainly increase usage of the Preserve, particularly by bikers. In my opinion, MCP is proposing these improvements with the goal of increasing access and use, but meanwhile the mitigated negative declaration does not concede that use will increase as a result of these measures. Over the last years -- and in particular during Covid -- visitor parking on Cascade Drive and Canyon Road has significantly increased, yet it does not appear that MCP has considered whether it is appropriate to further increase access and use into the Preserve from our narrow streets and residential neighborhood. I ask for a count of visitors at the present time first. A survey of present use. I ask for enforceable hours of operation. I ask that night riding be stopped. I ask that the Preserve be recognized for what it was intended to be – a Preserve of Nature for the benefit of flora and fauna including the human who walks quietly through. Thank you.

MR-8

Deborah Benson

█ Cascade Drive

Fairfax

From: [Diana Knight](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Diana Knight
Date: Friday, March 19, 2021 10:34:51 AM



IS/MND Public Comments Cascade Canyon

Name	Diana Knight
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>It seems our county agencies just can't help themselves anymore to leave things alone. This is entirely unnecessary. There should be enforcement to the illegal activities of the bikers. Many of the bike people encroach on every sensitive piece of earth in Fairfax. If they hadn't this invasive project would not be driven by them to open this lovely location to more havoc</p>

MR-3

MR-8

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Gwenn White](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Gwenn White
Date: Friday, March 19, 2021 9:44:03 PM



IS/MND Public Comments Cascade Canyon

Name	Gwenn White
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>As a 27 year resident on Cascade Drive I have concerns on attracting more visitors to the Elliot Nature Preserve. Fire safety is of major concern. Increases in visitors will exacerbate any potential evacuations. Cascade Drive is a narrow road with limited visibility on sharp curves. Particularly whith people are not familiar with the road. Since the COVID shelter in place orders we have already experienced increased usage. I have experienced issues with cars in the 500 block of Cascade Drive. With additional cars parked along the road this issue will only worsen. Increases in visitors experienced this past year has resulted in additional litter being observed. The Elliots Nature Preserve's name should speak for itself. Let nature limit visitors.</p> <p>There is already limited parking along both Cascade and Canyon Roads. The area can not support more parking. No bathroom facilities. Wildlife should not have to endure additional stress brought on by additional visitors with dogs. On or off leash.</p> <p>Respectfully, Gwenn White</p>

MR-10

MR-9

MR-4

MR-9

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From: [Jacob Barnett](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jacob Barnett
Date: Friday, March 19, 2021 11:04:59 PM



IS/MND Public Comments Cascade Canyon

Name	Jacob Barnett
Email	[REDACTED]
Comments	NO MOTORIZED VEHICLES PERMITTED IN OPEN SPACE. A MOTOR BEING A MECHANICAL DEVICE POWERED BY A NON-HUMAN ENGINE. THAT MEANS ELECTRICAL, DIESEL, SOLAR NUCLEAR, GASOLINE, ETC. ALREADY CONTENDING WITH INCREASING NUMBERS OF PEOPLE ON BICYCLES ON TRAILS IS GROWING MORE HAZARDOUS! I HAVE BEEN BUMPED BY HIGH SPEED, CYCLISTS.

MR-8

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From: [Jess Lerner](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jess Lerner
Date: Friday, March 19, 2021 5:01:39 PM



IS/MND Public Comments Cascade Canyon

Name	Jess Lerner
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>My comments on the Cascade Bridges project:</p> <p>I have some significant concerns re: the cascade bridges project that I do not think are being currently addressed in the proposed project. I also tried to ask questions during the March 4 meeting, however, when I wrote them in, they were mis-read and not accurately addressed. This meeting was also poorly publicized.</p> <p>Therefore, my first request (as noted in the e mail I sent today) is to have an extension on this project so the current residents and public can give real feedback and have a dialogue with the planners, such as with other public planning meetings where audible comments are permitted. This is our right as tax paying citizens as well.</p> <p>In addition my concerns include the following:</p> <p>**Proper protection of habitat and vulnerable species**</p> <p>-I have attached here the MCL letter to you referring to their recommendations, which I agree with and echo their concerns and requests. These actions are so important, and are critical in order to protect the fragile habitat and ecosystem of the preserve. Why not implement these now? There is no rush to push this project through without those actions.</p> <p>-This is a very fragile, rare and special habitat, and is designated as a preserve. Though the bridge plan speaks to protecting the preserve as a goal, it's actual impact does not seem to be prioritizing</p>

MR-2

MR-6

protection or conservation, rather multi use agendas much more so than protection of fragile habitat.

- As a naturalist, educator, avid birder, and someone who has worked extensively with endangered bird species alongside conservation biologists and has a masters degree in environmental science, I am aware that the description of "successful nesting" sites for spotted owls is not the most appropriate way to determine if construction is impactful. First, when were these evaluations done? Species change locations and move around. Second, the determination should not be the number of "successful" nests, but nests in general, to encourage more to use the habitat. This the bare minimum of a conservation approach, and points to other areas of concern in this plan as well.

MR-6

These are just a few of my concerns on the conservation front. I cannot understand why the actions recommended by the MCL cannot be followed as a key part of this project, as they seem essential as well.

****Fire safety implementation with this project for residents****

As you know, fire safety has become a much more serious consideration in the past 2-3 years since this project began being envisioned. This neighborhood is critically vulnerable. Meanwhile, this project does not seek to improve fire safety. Why not? This should absolutely be part of the project, since so much money is going into it, and seems like a gross oversight today, compared to several years ago. It should not be rushed through without attention to this major concern (whether evacuation or otherwise.)

MR-10

In addition, current conditions are changing. There are many more fires; the creek is drier for longer. It seems the current plan isn't taking those key details into account, as the bridges may not be needed on the scale they are planned for.

Protecting trails and changing traffic may be a good idea, and preventing sediment disruption as well, but the negative impact of these bridges seems clear in my above comments (and from many others' comments I would agree with) and wonder how this

can be dealt with in the current plan.

****Accessibility without impact and damage to habitat/impact of bikes****

I absolutely agree with the need for accessibility for those with mobility issues. However, addressing that could be solved with a footbridge and closing the high water trail. In addition, those with mobility issues would still not be able to reach the waterfall. However, they would be able to use the canyon trail. But now, this project is designating that trail as multi use, for speeding mountain bikes. How could someone with mobility issues, with a cane, walker or wheelchair, be safe on that currently quiet trail when that occurs?

MR-3

I am in no way "against" mountain biking at all- there are many respectful mountain bikers in our community and it's a great sport. I do, however, have serious concerns about this project, which seems mainly designed to encourage mountain bikers and improve their experience, and would certainly have impact on wildlife, habitat, and people in every way. I see dead newts constantly at Lake Lagunitas from mountain bikers speeding by- I am hoping the same pattern with mountain bikers abusing the trails in our Preserve does not become the norm, but this project encourages it.

MR-8

Will you have speeds for bikes? How will you enforce that?

I also agree with all of Vice Mayor Stephanie Hellman's comments, which she has shared with us in the community, and hope you will take those excellent points and recommendations seriously.

I have many more comments but know the deadline is soon, so will send these for now, and share a few more shortly.

MR-2

My partner Charles, a biologist and naturalist, agrees with these points and is signing on to my letter as well.

We both adore this Preserve and see what it means to the wildlife that live there and the people who live alongside us. This is not a case of NIMBY; this is a natural concern for protection, preservation,

and looking at priorities, and what should be most important.

MR-2

Thank you for taking the time to read these comments and take them into consideration.

Sincerely, Jess Lerner
MS, Environmental Science, Brown University

Charles Barbieri MS, Biology, San Francisco State University

█ Canyon Road
Fairfax, CA 94930

Attach a File

[MCL_Cascade bridgesIS-MND 3-16-2021.docx](#)

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Korten, Max](#)
To: [Campo, Jon](#); [Julene, Michelle](#)
Subject: FW: Cascade Bridges questions and meeting follow up
Date: Monday, March 22, 2021 9:06:49 AM
Attachments: [image001.png](#)

Can we add this to the comments that came in on Friday?

Thanks,
Max



Max Korten
Director and General Manager

Marin County Parks
3501 Civic Center Drive, Suite 260
San Rafael, CA 94903

www.marincountyparks.org

From: jess lerner [REDACTED]
Sent: Friday, March 19, 2021 3:07 PM
To: Golan, Ari [REDACTED]; Korten, Max [REDACTED]; Rice, Katie [REDACTED]
Subject: Cascade Bridges questions and meeting follow up

Hello Katie, Max, and Ari,
I want to follow up on the Cascade bridges questions and concerns.

I live on Canyon Road in Fairfax, right near the preserve.

I was on the live meeting where questions for the public were taken, and was left with many questions and concerns. However, in the past 2 weeks, my mother needed emergency surgery, and we lost a close family member this week, and so my energy and attention were elsewhere. Sorry to share so much personal info, but just wanted to be clear about why I could not follow up right away!

MR-2

So this is really my first chance, today, to write in and make comments. I barely have time to absorb all the written information, and I am dismayed the deadline is so fast. I just wish there were more time, especially to ask questions and speak with you.

I had never heard of this project prior to the last meeting for questions. I have been here 4 years on Canyon, and this is the first I have heard of it.

I want to ask again, alongside many neighbors, for an extension for an opportunity to have more time to converse with you and hear more, and get answers to my questions.

MR-2

I saw the part of the presentation that said there was stakeholder involvement a long time ago. I was not a resident at that point. Neither were many of my neighbors. In addition to many newer residents, things have changed in the past few years. Fire danger has become a much more central issue since then. The creek itself is drier for longer in winter. Populations of wildlife, especially protected species of concern, move and change. Our voices as residents and feedback matter, even if we were not there for the years-old original stakeholder meeting. We do need a chance to be heard and hear back on our concerns.

MR-10

I have heard the points made and read up on the project, and do have significant concerns I will be sending in later today in my comments.

I was also concerned that the public was not allowed to comment out loud at the meeting I attended. This was completely different than every other public meeting in Marin. I attend public meetings regularly, and **have never experienced a meeting designed for questions from the public that did not allow the public to speak for 2-3 mins each out loud.**

MR-2

Instead, the questions were read, but paraphrased and sometimes changed, including mine, which were not read as I wrote them, and misinterpreted.

Therefore, this did not feel like a true opportunity for the public to ask questions. I would hope for a more open discussion and the public to be included on that. **Can we have a meeting where we are permitted to speak aloud, as in all other public meetings, and hear back to our questions or comments directly? How can this be more of an equal dialogue that actually includes the community?**

I am concerned about how this project is proceeding so quickly, and many questions of mine were left unanswered. I see the public not being heard or taken seriously, and feel there should be a true opportunity for us to give feedback that is taken seriously and considered.

MR-2

In the meeting, you said the door was open to have dialogue with community members. I hope that is true, but would like to see that happening publicly. I do hope that all our comments will be considered, and applied to this project. I will be sending mine in shortly in the very short time I have today.

I am a naturalist, conservationist and care deeply about protecting the preserve, as well as accessibility for those who are disabled. I am also seriously concerned about fire danger in this preserve and our neighborhood. Is there a way to include fire safety in this plan now in a new way? The public meeting said fire safety is not the focus, but this an expensive project and investment in this preserve. Residents need fire safety considerations first.

MR-10

Changing current trails to multi use for mountain bikes affects people, wildlife, and those using those trails who have mobility issues. I remain concerned about the plans I have read and learned about in the meeting, and many of my questions were not answered, nor my concerns addressed.

You will see my comments when they come in soon later today.

MR-2

I hope the opportunity for the neighborhood to be part of this conversation is a top priority, as well as the need to re-examine the timeline, and you can extend this process so we have a chance to have the much needed dialogue and get so many of our concerns addressed. At the moment, this project seems rushed and many in the community feel silenced.

Look forward to hearing from you soon.

Thank you,
Jess Lerner

ATTACHMENT

March 17th, 2021



Protecting Marin Since 1934

Mr. Jon Campo
Principal Natural Resource Planner
Marin County Parks and Open Space District
By email: jcampo@marincounty.org

Subject: Initial Study/Mitigated Negative Declaration (MND) for Cascade Canyon Bridges and Trail Improvement Project

Dear Mr. Campo,

Marin Conservation League (MCL) has reviewed the IS/MND for the subject Cascade Bridges project and is submitting our comments. MCL has been following the evolution of the project since it was first identified in 2016. We believe that the project as described in the IS/MND has remained faithful to the original goals of the project: reducing human disturbance to the creek bed by installing two bridges over San Anselmo Creek, reducing sedimentation into the Corte Madera Creek watershed by improving adjoining trails and decommissioning the High-Water Trail, and providing safe and sustainable year-round visitor access to the Cascade Canyon Open Space Preserve.

Although these goals are met by the project, MCL believes that several other factors not discussed nor identified as potentially significant impacts in the IS/MND should be addressed. Their inclusion as mitigation measures would also improve the visitor safety use goals of the project and help ensure long-term protections for the sensitive resources that make Cascade Canyon one of the Open Space District's most ecologically significant preserves. We request that you incorporate the following into mitigation planning:

- 1) Develop a baseline status of trail visitation and visitor behaviors prior to implementing the project. The Cascade Canyon OSP is not only ecologically diverse. It also receives high levels of visitor use. Situated as it is within a network of trails and fire-roads on adjoining preserves, watershed, and private open space lands, it is a destination for mountain bikers, who enjoy steep descents into and through the preserve. Fairfax neighbors also use the preserve regularly on foot. Even without near-by parking, visitors have flocked to the preserve in record numbers throughout the pandemic. MCL requests that the MCOSD establish an understanding of existing use and road/trail conditions before proceeding with the project.
- 2) Employ an adaptive management approach to resolving issues that might emerge from unanticipated growth in visitation. The Mitigated Negative Declaration states that no increase in use is expected after the projects are implemented. This assertion is

MR-8

175 N. Redwood Dr., Ste. 135, San Rafael, CA 94903 | 415.485.6257 |
mcl@marinconservationleague.org

Marin Conservation League was founded in 1934 to preserve, protect and enhance the natural assets of Marin County.

consistent with the Program EIR for the RTMP, which states that any growth in use of improved facilities would be due solely to regional population growth and not to the attraction of the improvements themselves. This is not always a valid assumption in our view. Contrary to the RTMP Program EIR's assertion, MCL believes that this project may attract new visitors. Its inclusive access provisions will offer access for new visitors of varying abilities; and the bridges will enable safe year-round use not previously offered, thereby leading to possible increases in visitors during the wet season. The IS/MND also identifies items in the Fairfax MOU that suggest possible growth in visitors. Items on Page 11 of the MOU call for "no bike" signs, implementation of speed control measures, bike racks, and signs directing visitors away from fords across San Anselmo Creek. MCL would go even further and request that speed control measures be installed throughout the trail system in Cascade Canyon OSP, in that speeding bikes are a chronic complaint of other visitors. Since one of the goals is safety for multiple-use, speed controls are necessary to enable safe access for hikers and horses. The requested items seem to reflect a Fairfax concern regarding growth in bike use and behavior in the preserve. The final item in the MOU specifies **"An agreement to monitor trail visitation following implementation and to employ an adaptive management strategy to any issues that may emerge"**.

MR-8

Therefore, MCL encourages the monitoring plan to include a baseline assessment of user numbers, behaviors, and conditions before the project is implemented, so that issues "that may emerge" can be properly analyzed against a baseline. Since the bridges and improved trail segments direct visitors to other trails in the preserve, MCL requests that other trail segments be included in the baseline and monitoring, especially those that already reveal erosion and sedimentation into the watershed, such as Happersbergers and Cary Camp Loop trails, and the 2nd and 3rd creek fords, where bank erosion is evident. The baseline should include other roads and trails where bikes are creating "eyebrows" that also contribute sediments to the creek. MCL encourages MCOSD to include neighborhood residents' anecdotal input in the baseline, and that the baseline information be available to the public.

- 3) Identify the project disturbance footprint in relation to time-frame and habitat types. The IS/MND does not identify where the project impact footprint is temporary, i.e., during construction only, and where it could leave long-term effects. Nor does it specify the footprint by habitat type. MCL requests that appropriate replacement/restoration ratios be applied in the restoration plan. It is also unclear what treatments will be applied to stabilize and restore the decommissioned alignment of the High-Water Trail other than blocking the entrances. Since the project area is within a County-designated Legacy Zone, MCL requests that each impacted habitat type be identified and restored (replanted) by generous ratios. The IS/MND Page 52 (BIO-5) indicates that riparian habitats would be included in applying to agency regulators, who may conclude that there will be no net loss. Only riparian habitat is identified. On Page 89, the MND states that implementation of the "restoration plan" will result in less than significant

MR-6

impacts. However, the impacts are not yet identified, and the restoration plan has not been created.

Since the first rock ford of the creek will remain for emergency and maintenance use, these new crossings present a new impact since they are not simply replacing the old crossings. MCL requests that assessment of the habitat impact footprint and restoration plan be made available for public review prior to project implementation.

- 4) Review the biological reports for possible omissions, and monitor sensitive and rare species in the project area up to project implementation. 135 native plant species were identified in the 6-acre site, and 44 potential sensitive wildlife species were identified in project reports. California Native Plant Society recently reported that only five occurrences of bent-flower fiddleneck (*Amsinckia lunaris*) are extant in Marin County, one of which was reported 5 years ago on a “grassy bank next to the Cascade Canyon fire road, near the entrance gate and the beginning of the High Water trail.” It was disconcerting that the neighborhood found 8 woodrat nests in the area whereas the biological reports did not consider the species as present. The IS/MND did not include this information, nor was this species identified as likely to occur in the project area. It is important to get the inventory correct and identify impacts for this ecologically important site. MCL is concerned that other sensitive species might have been overlooked in the reports.

MR-6

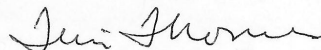
In summary. Because this project has the potential to increase visitor access with consequent impacts, MCL requests that items discussed above be addressed. They will ensure that the project will not only meet its specified goals, including goals of the Inclusive Access Plan, but also ensure consistency with the Vegetation and Biodiversity Management Plan. For example, Page 4-24 of the VBMP identifies a goal to “Protect High-Value Vegetation Types by Limiting Public Access” in Legacy Zones by including long-term management practices. These could be adapted to resolve “issues that may arise” after the project is implemented.

MCL’s overriding concern lies with need for the project to avoid unintended consequences (impacts), but rather, to contribute to the long-term conservation of the Corte Madera Creek watershed, Legacy Zones in the Cascade Canyon OSP as a whole, and in particular, the Elliot Nature Preserve.

Sincerely,



Robert Miller
President



Terri Thomas
Board Member

CC: Fairfax Town Council

175 N. Redwood Dr., Ste. 135, San Rafael, CA 94903 | 415.485.6257 |
mcl@marinconservationleague.org

Marin Conservation League was founded in 1934 to preserve, protect and enhance the natural assets of Marin County.

From: [Jessica Green](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Jessica Green
Date: Friday, March 19, 2021 10:02:13 AM



IS/MND Public Comments Cascade Canyon

Name	Jessica Green
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	It seems that the things planned with bridges etc. will be bad for the environment. It puts money in the hands of contractors and makes environment issues much worse disturbing the natural habitat of all the animals and birds, havoc for the salmon spawning too.

MR-6

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From: [Kiah Bosy](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Kiah Bosy
Date: Friday, March 19, 2021 11:20:01 AM



IS/MND Public Comments Cascade Canyon

Name	Kiah Bosy
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>I do NOT support the expansion of this for the use of bikers.</p> <p>The trails are already so impacted by the ruts, the lack of safety, the impact on the wildlife...dead lizards everywhere...and the parking int his area will deeply impact the hood. They already rule many of the trails, that is enough. Let's keep some of the areas quiet and gentle and not so severely impacted by tires, metal and rubber. Thanks for letting us express our feelings.</p>

MR-8

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From: [Mark Fogg](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Mark Fogg
Date: Friday, March 19, 2021 12:07:29 AM



IS/MND Public Comments Cascade Canyon

Name	Mark Fogg
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>While the Open Space is relatively quiet, it is intensively advertised to the Bay Area. We live at [REDACTED] and [REDACTED] Cascade, the creek side last two houses. It has been quite a battle to convince visitors that they are expected not to park in our yards (witness the thousands of boulders and illegal fences on the city easement.) I personally have seen more than 50 cars an hour (an hour) on fair days; holidays; and covid-shock days. The Park officials make specious claims of "no increased traffic or use" while offering no measurements of traffic or use. This is just a falsehood and easily proven so. My expectation to be met with any care or concern about the traffic of the "attractive nuisance" has been met with no concern except this one forum; essentially after-the-fact. The City itself ignores its own rules for the Park; major changes spring up overnight with no due process; and not following City building codes (and I mean Fairfax.) The Park argues that putting in a parking lot for the traffic that supports their salaries and huge budgets would be counter-productive; that parking lots attract more users, which they cannot be bothered to quantify. My opinion is that the Park needs far fewer employees and that the Fire Department should be put in charge of the operations to ensure safe egress. As a constant observer of the park and its operations; my opinion is that the goats that arrive in Summer are by far the most contributory employees of the park. Even the tree work is farmed out to others. Put in proper parking or put in a parking lot and shuttle down in Fairfax. Stop turning your trucks and busses and thousands of cars around in our yards? How can we, they all ask, there is a gate where we expected (by the advertising) that there</p>

MR-9

would be a parking lot and a place to turn around.

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From: [Matt Ferner](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Matt Ferner
Date: Friday, March 19, 2021 3:32:17 PM



IS/MND Public Comments Cascade Canyon

Name	Matt Ferner
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>As a close neighbor of the Cascade Canyon Open Space Preserve and Elliot Nature Preserve, I have participated in stakeholder meetings convened by Marin County and have reviewed the draft Initial Study/Mitigated Negative Declaration developed for the Cascade Bridges Project. I am concerned that the Marin County Open Space District (MCOSSD) has not acknowledged or accounted for the indirect negative effects of this project. I also am concerned about the potential for this project to motivate future development of the park entrance. In brief, my comments are as follows:</p> <ol style="list-style-type: none">1. The High Water Trail should not be decommissioned. This minimal trail is a locally beloved entrance into the Preserve and it provides a spectacular and intimate experience with San Anselmo Creek and the steep topography at the bottom of the canyon in a way that is not possible from Cascade Fire Road. New signage could be posted to clearly indicate that the High Water Trail is not maintained and is not ADA-accessible, or all trail signs could be removed without additional measures to actively decommission or obstruct the trail. The bridges already will reduce use of the trail and expansion of poison oak across the trail will become a natural deterrent for many hikers. No further deterrents are necessary. The loss of the High Water Trail is the indirect negative effect of this project that concerns me the most.2. The High Water trail is not currently a significant source of sediment input to San Anselmo Creek, especially when compared with the much higher level of fine sediment runoff from Cascade Fire Road. I walk across the High Water Trail at least

MR-5

MR-7

once per day and sometimes more often, and I make a special effort to visit the Preserve during storms. I have observed very little sediment flowing off the High Water Trail even with torrential rainfall. In contrast, substantial surface flows of sediment-laden water routinely flow off Cascade Fire Road during rain events, causing dramatic changes in the downstream water clarity of San Anselmo Creek. The messaging from MCOSD about the presumed high amount of sediment runoff from the High Water Trail is at the very least unsupported by direct observations or data, and in my view that messaging has been exaggerated to the point of misleading the public.

MR-8

3. The High Water Trail is not a dangerous or impassable trail for any child or adult of stable footing, and its condition has been consistently misrepresented by MCOSD during public meetings. Many of my neighbors in their 70s and 80s walk that trail routinely, and my own two children began hiking that trail as soon as they were able to walk. Careful foot placement is necessary, of course, but that is the case with many single-track footpaths and backcountry trails. The genuine and rustic nature of the High Water Trail should not be used as a rationale for its complete removal from the Preserve. Simply adding warning signs about potentially unsafe trail conditions should be enough to support self-guided safety.

4. The bridges will lead to an increase in the number and frequency of mountain bikers exiting the Preserve through the main entrance on Cascade Drive. Those bikers do not originate from Cascade Drive or Canyon Road; instead, they ride into the Preserve down Cascade Fire Road or down Middle Fire Road from Tamarancho. In winter when water levels are high, many fewer bikers currently choose to exit the open space via that route and instead select other exits that require fewer creek crossings. With the new bridges in place, it will become easier and more appealing for bikers to exit onto Cascade Drive year-round, which will increase bike traffic and the associated impacts on hikers, wildlife, and sediment erosion from wet fire roads. The MCOSD has repeatedly asserted that visitor use of the Preserve will not be increased at all by this project because no new trailhead parking is being added, but that argument neglects the practical ground-

level effects of attracting more bike traffic from the ridges above.

5. The bridges could lead to a perceived need for dedicated parking at the trailhead at the end of Cascade Drive. Although new parking is not a part of the Cascade Bridges Project, the enhanced access provided by the bridges could over time encourage greater visitation from outside the neighborhood, which will increase vehicle traffic and put pressure on the already limited roadside parking. A logical next step for MCOSD may be to propose the addition of a small parking lot or dedicated roadside spaces for visitors to use while accessing the Preserve. That kind of trajectory of “improvements” would be in stark contrast to the original intent of the Elliot Nature Preserve and is a possible future that our entire neighborhood would rally against. I find it disheartening that MCOSD has so squarely dismissed this concern during public meetings, and I hope that actions will be taken to prevent this possibility.

MR-9

I ask that MCOSD consider these comments and the comments of other concerned neighbors, and then delay this project to allow for further discussion and adjustment. Thank you for your consideration.

MR-2

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From: [Matthew Towers](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Matthew Towers
Date: Friday, March 19, 2021 10:42:10 AM



IS/MND Public Comments Cascade Canyon

Name	Matthew Towers
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	If the bridges improve the creek habitat, I am fine with that. Changing the Canyon trail and opening it to bikes makes no sense. It is a pleasant walking trail that occasionally gets poached by bikers. This should be a no bike trail. Residents need places they can walk without being run off the trail by bikers. Bikers can use the Cascade entrance.

MR-8

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**Michael W. Graf
Law Offices**

[REDACTED]
El Cerrito CA 94530

Tel/Fax: [REDACTED]
email: [REDACTED]

March 18, 2021

Via Email

Mr. Jon Campo
Principal Natural Resource Planner
Marin County Parks and Open Space District
jcampo@marincounty.org

Subject: Comments on Mitigated Negative Declaration for Cascade Canyon
Bridges and Trail Improvement Project

Dear Mr. Campos

These are comments on the Cascade Canyon Bridges and Trail Improvement Project proposed by the Marin County Parks and Open Space District (“MCP”) and its accompanying mitigated negative declaration (“MND”) prepared pursuant to the California Environmental Quality Act (“CEQA”), Pub. Res. Code § 21000 *et seq.* These comment are submitted on behalf of the Cascade Canyon Neighbors, who are concerned citizens living on Cascade Drive and Canyon Road and adjacent to the Elliot Nature Preserve (“Preserve”) located in Fairfax where the Project is to occur.

The MND proposes a series of ‘improvements’ to the Preserve, including the construction of two wide multi-use bridges, a change in use to allow bikes on a trail segment previously closed to bike use, and the closure of a single track hiking trail. The project was sponsored by the Marin County Bike Coalition (“MCB”) and accepted by MCP as a way to increase biker access to this segment of the Preserve, which connects to more heavily used fire roads along the Bolinas ridge.

MR-3

In our view, the MND fails to identify the potentially significant impacts to the Preserve and its neighbors due to the increased visitation which is a significant and foreseeable consequence of the Project. The MND fails to acknowledge that increased usage will occur and contains no analysis of the Project’s foreseeable impacts due to increased traffic, parking and fire and safety issues due to narrow, one way and dead end streets that lack adequate ingress and egress for escaping residents and park visitors, as well as emergency response vehicles. Here, new information shows the prevalence of extreme fire conditions to be expected in the future, yet the MND assumes no impacts.

MR-9

I. PROJECT BACKGROUND

The Project approves a host of modifications to the trail system in the Preserve, including the following as stated in the MND:

- Bridge at the Lower Crossing along the Canyon Trail
- Bridge at the Upper Crossing along the Canyon Trail
- Realign the Canyon Trail and change use on the segment of the Canyon Trail from hiker/equestrian only to a multi-use, which would include cyclist trail use
- Install a bicycle rack at the preserve entrance
- decommission the High Water single track hiking Trail
- decommission the Canyon Trail spur segment connecting to the Cascade Canyon Fire Road

MR-5

The MND describes the Project as having no significant impacts on a host of resources, including any impacts caused by increased visitation to the Preserve, including its access points at the ends of Cascade Drive and Canyon Road .

The MND describes the impacts to traffic and parking along these narrow dead-end roads as follows:

Under existing conditions, there is no dedicated parking for Cascade Canyon Open Space Preserve and the proposed project would not develop parking facilities. Visitors accessing Cascade Canyon Open Space Preserve by vehicle would continue to utilize on-street parking on public roads or walk or bike to the site. For these reasons, implementation of the proposed project is not expected to result in a significant increase in traffic, and therefore it would not conflict with TAM Congestion Management Program.

[T]he purpose of the proposed project is to implement the MCOSED's Road and Trail Management Plan and consists of improvements to the existing trail system at Cascade Canyon Open Space Preserve, which would benefit existing pedestrian and bicycle facilities.Implementation of the proposed project would result in a beneficial effect on existing bicycle and pedestrian facilities at Cascade Canyon Open Space Preserve.

MR-9

Elsewhere the MND describes no traffic impacts as follows:

Under existing conditions, there is no dedicated parking for Cascade Canyon Open Space Preserve and the proposed project would not develop parking facilities. For these reasons, implementation of the proposed project is not expected to result in an increase of vehicle miles traveled, public transit, or non-motorized travel. The level and types of recreational use of the project area after implementation of the proposed project are expected to remain essentially the same as existing use patterns. Increased use is expected to be minimal and largely result from the local communities, proportional with regional population growth.

The MND similarly identifies parking impacts as insignificant based on the theory that the Project

MR-10

is not expected to result in an increase of travel to the Project location, and that the level and types of recreational use will remain ‘essentially the same’ as existing use patterns, thereby not causing any increased impacts due to lack of parking.

The MND assesses whether the Project will impair an adopted emergency response plan or emergency evacuation plan as follows:

Cascade Canyon Open Space Preserve is not within an adopted emergency response plan area or an emergency evacuation plan area. Implementation of the proposed project would improve trail access and safety within the project area, which would improve egress of visitors from the project area in case of an emergency. Emergency vehicles would continue to access trails within the project area utilizing the existing rock fords within San Anselmo Creek via removable sections of the split-rail fence. For these reasons, implementation of the proposed project would result in no impact associated with impairment an adopted emergency response plan or emergency evacuation plan.

MR-10

With regards to recreational impacts, the MND states that the Project would have no impact:

After project implementation, use of the trails for public recreation would continue similar to existing conditions. The level and types of recreational use of the project area to remain essentially the same as existing use patterns after implementation of the proposed project, although the improved conditions could attract a nominal increase in visitor use. The new trail bridges would facilitate trail access during the winter because visitors would not need to cross San Anselmo Creek on the existing rock ford crossings however, increased use is expected to be minimal and largely result from the local communities. The proposed project does not include parking or other amenities which would typically induce increased visitation. For this reason, increased visitation associated with implementation of the proposed project is expected to be negligible, and proportional with regional population growth.

MR-8

II. LEGAL FRAMEWORK FOR CEQA.

When a proposed activity is a project and does not qualify for a CEQA exemption, the agency must first undertake an initial study to determine whether the project 'may have a significant effect on the environment. If the initial study finds substantial evidence that the project may have a significant environmental effect or impact, the lead agency must prepare and certify an EIR before approving or proceeding with the project. *See e.g., Union of Medical Marijuana Patients, Inc. v. City of San Diego* (2019) 7 Cal.5th 1171, 1186-1187.

CEQA defines a "significant effect" as a "substantial, or potentially substantial, adverse change." Pub. Res. Code § 21068. This means that an activity has a significant effect if it "has the potential to degrade the quality of the environment." *Azusa Land Reclamation Company, Inc. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal. App. 4th 1165, 1192.

MR-2

At the heart of CEQA is the requirement that public agencies prepare an EIR for any 'project' that 'may have a significant effect on the environment. *Friends of College of San Mateo Gardens v. San Mateo County Community College Dist.* (2016) 1 Cal.5th 937, 944. "Given the statute's text, and its purpose of informing the public about potential environmental consequences, it is quite clear that an EIR is required *even if the project's ultimate effect on the environment is far from certain.*" *California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 382-383 (emphasis added. "If a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect." *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086, 1111.

MR-2

An agency's decision to rely on a negative declaration or a mitigated negative declaration under CEQA 'is reviewed for abuse of discretion under the 'fair argument' standard.' *See Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 886. In evaluating an agency's application of the fair argument standard, a reviewing court may not uphold an agency's decision not to prepare an initial EIR "merely because substantial evidence was presented that the project would not have [a significant environmental] impact." *Berkeley Hillside Preservation v. City of Berkeley, supra*, 60 Cal.4th at p. 1112. If there is substantial evidence that the proposed project might have a significant environmental impact, *evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR* and adopt a negative declaration, because it [can] be "fairly argued" that the project might have a significant environmental impact. *Id.* If the [reviewing] court perceives substantial evidence that the project might have such an impact, but the agency failed to secure preparation of the required EIR, the agency's action is to be set aside because the agency abused its discretion by failing to proceed "in a manner required by law." *Id.*

III. THE MND DOES NOT ACKNOWLEDGE THE POTENTIAL FOR SIGNIFICANT IMPACTS DUE TO INCREASED USE THAT HAS NOT BEEN PLANNED FOR.

The MND does not acknowledge that the Project will increase visitation to the Preserve through Cascade Drive and Canyon Road, which are narrow and winding streets without through access. The MND also does not acknowledge the purpose of the Project, which is to increase visitation and access for mountain bike riders that were not envisioned as a use at the time the Preserve was donated in 1976 for open space and passive recreation. The MND's failure to disclose and analyze the foreseeable future changes to the number of active recreational visitors to the Preserve undermines its informational adequacy under CEQA.

MR-8

A. The MND is not Addressing Traffic and Parking Impacts due to Increased Visitation.

The MND errs in assuming there will be no traffic or parking impacts due to the increased visitation as a result of the bridge connections and creation of a multi-use trail and access. In conjunction with advertisement of the Project by both MCP and the bike coalitions, these 'improvements' will undoubtedly increase usage that will rely on Cascade Dive and Canyon Road as access points. However, the MND ignores the impacts that will result. Instead, the MND states

MR-9

that [u]nder existing conditions, there is no dedicated parking for Cascade Canyon Open Space Preserve and the proposed project would not develop parking facilities.” Elsewhere, the MND states: “Access to the project area is from Cascade Drive via Bolinas Road in the Town of Fairfax. There is very limited roadside parking along Cascade Drive but no dedicated visitor parking within Cascade Canyon Open Space Preserve.” Based on this, however, the MND assumes that “[v]isitors accessing Cascade Canyon Open Space Preserve by vehicle would continue to utilize on-street parking on public roads or walk or bike to the site.” and therefore “implementation of the proposed project is not expected to result in a significant increase in traffic.”

MR-9

The MND does not provide an adequate assessment of traffic and parking issues. The evidence shows that the existing impact baseline for traffic and parking along the narrow dead-end roads that are intended to provide access to the Preserve is already significant, with increasing numbers of users driving to the Preserve and increasingly scrambling for off street parking amidst the residential communities living there. MCP’s own publications in fact directs visitors to these neighborhood streets for parking:

Cascade Canyon Open Space Preserve is located just west of Fairfax at the end of Cascade Drive. To get there, take Sir Francis Drake Boulevard to Fairfax and turn left into downtown Fairfax and onto Bolinas Avenue. Follow Bolinas Avenue until you see Cascade Drive, where you'll turn right. *The trailhead is at the end of the road. Parking here can be really difficult, especially on a busy weekend. Limited parking spaces are available along the road.* Make sure you pay attention to the parking signs, as there are several "no parking" sections and areas where your car must be parked completely off the road. If parking on Cascade Drive is too difficult, *there's a second trailhead close by at the end of Canyon Road*, which is right off Cascade Drive. If you park here, follow the short Canyon Trail until it meets up with Cascade Fire Road. (emphases added.)

MCP invites persons to access the Preserve by either parking on Cascade Drive, or, when it is crowded, on Canyon Road, both of which are dead-end roads with little off street parking available. Now, MCP proposes a Project designed to create more accessible multi-use trails complete with bridge crossings, without any planning or analysis of what parking and traffic impacts may occur as a result of the trail and infrastructure changes being proposed.

In *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal. App. 4th 1013, the court held that the creation of additional need for parking spaces could be a significant impact under CEQA:

[W]e disagree with the broad statement ...that a parking shortage is merely a social inconvenience and can never constitute a primary physical impact on the environment. As Taxpayers notes, cars and other vehicles are physical objects that occupy space when driven and when parked. Therefore, whenever vehicles are driven or parked, they naturally must have some impact on the physical environment. The fact that a vehicle's impact may be only temporary (e.g., only so long as the vehicle remains parked) does not preclude it from having

a physical impact on the environment around it. Therefore, as a general rule, we believe CEQA considers a project's impact on parking of vehicles to be a physical impact that could constitute a significant effect on the environment.

Id. at 1051. *Taxpayers for Accountable School Bond Spending* clarifies that such traffic and parking issues not only cause physical effects, but may also have adverse social effects on residents caught in the middle of the parking and traffic shortage that is MCP identifies as already significant. *See id.*, at 1052-1053 (“The Guidelines define " [s]ignificant effect on the environment " as "a substantial, or potentially substantial, in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. *A social or economic change related to a physical change may be considered in determining whether the physical change is significant.*" (Guidelines, § 15382, italics added.) *If a project causes a direct or indirect in a physical condition in an area, any social impact on humans related to that physical change may be considered by a lead agency in determining whether the physical change is "significant" under CEQA.*) (emphases added.)

MR-9

The parking and traffic issues with respect to residents are already significant, and the Project promises to increase this problem by making specific improvements that will attract more visitors to this already stressed trail head, lacking any infrastructure to handle the traffic and parking issues presented by the narrow canyon setting. Here, the MND’s failure to address the potential impacts of inadequate parking means that further traffic and parking impacts have not been adequately addressed under CEQA. *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.*, *supra*, (2013) 215 Cal. App. 4th 1013, 1050-1055 (Visitor parking displacement of local residents’ ability to park near their homes must also be addressed under CEQA.)

B. The MND is not Addressing the Significant Safety Issues Due to Lack of Adequate Emergency Access for Ingress and Egress in the Case of a Fire.

The MND also does not consider fire risk or lack of emergency ingress and egress into the narrow canyon area to be an existing significant impact that will be exacerbated by the Project in this case. Instead the MND states the Project will “improve egress of visitors from the project area in case of an emergency.” However, there is no basis for this claim as it applies to residents and visitors needing to exit the canyon in the event of a fire event. Evidence shows that Northern California environments such as Fairfax have become increasingly susceptible to extreme fire events, which would apply Cascade Canyon and the Preserve. Cascade Canyon is one of the worst for wildland fire threats in Marin County. Wildland fires are a threat to Fairfax which sits in the Upper Ross Valley Wildland Urban Interface (WUI) fire zone. Fairfax has been listed as being the 13th most vulnerable to fire risk in Northern California.

MR-10

The MND also states that “Cascade Canyon Open Space Preserve is not within an adopted emergency response plan area or an emergency evacuation plan area, and then states,

“implementation of the proposed project would result in no impact associated with impairment an adopted emergency response plan or emergency evacuation plan.” However, here the fact that there is no existing emergency response plan does not mean that failure to have one does not pose a potentially significant impact given the infrastructure changes designed to attract more users to the Canyon/Cascade trail head accesses. Here, the project will increase the number of persons needing to evacuate along narrow streets that will be more cluttered up by more cars that are likely to obstruct emergency access/egress by filling up turnouts and other extra spaces for the much larger vehicles to get by. As noted by residents’ comments, “[t]he Project area is at the head of a box canyon and will attract greater traffic, uncontrolled parking of arriving vehicles, pedestrian, mountain bicycle and electric bicycle usage, increasing the wildfire ignition risk and obstruction emergency access/egress. The box canyon has one way in and one way out along a substandard road, potentially trapping project occupants and residents of the canyon.”)

MR-8

The MND avoids any analysis of this risk by again assuming disingenuously that usage will not increase at this Project’s chosen trail access point. But this false assumption does not excuse the lack of any analysis in the MND.

The MND does not consider the current environmental setting, in which Northern California wildfires must be planned for as part of CEQA projects as a foreseeable future event. 14 Cal. Code Reg. § 15125; *San Joaquin Raptor v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 722, 726 (“[I]nadequate consideration and documentation in the EIR of existing environmental conditions rendered it impossible for the [EIR] to accurately assess the impacts the project would have on wildlife and wildlife habitat...”)

C. The MND Does Not Adequately Address Project Impacts on Northern Spotted Owl in the Preserve Area.

The MND states that there are no active Northern spotted owl (“NSO”) nests in the Project area, and that there are also no woodrat nests, which are a favorite prey item for NSOs. However, recent surveys on the area have identified an NSO using parts of the Project area in the northwest corner. *See* Attached Exhibit 1 (current map of NSO and other sensitive species in Cascade Canyon.) However, the MND does not address NSOs in the Project Area nor does it identify any buffer around this occupied habitat. Further, more recent surveys have detected a number of woodrat nests, suggesting a robust population that could support a nesting NSO pair.

MR-6

The changes brought by the Project in allowing increased full year and nighttime use by bikes and e-bikes through the Preserve are likely to have a significant impact on NSOs that inhabit the quality habitat in the Project Area. Yet here the MND’s environmental setting information for the NSO and dusky footed woodrat is incomplete. The fact that NSOs have been found in this area and the healthy woodrat population suggests core home range and nesting habitat for an NSO pair, yet the MND contains no analysis of how the construction of bridges and multi use trail with accompanying major increase in both daytime and nighttime bike riding will drive the NSOs out of the Preserve altogether.

Sincerely,



Michael W. Graf

(On Behalf of Cascade Canyon Neighbors)



Comment Letter to District.wpd

EXHIBIT 1

From: [Michael Mell](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Michael Mell
Date: Friday, March 19, 2021 12:00:59 PM



IS/MND Public Comments Cascade Canyon

Name	Michael Mell
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	Please don't tear up Elliott Nature Preserve for goals that aren't clear, and can't be met. Protect this gem, don't desecrate it.

Sediment

I am a mountain biker and live on Canyon Rd. I routinely bike from Tamorancho into Cascade Canyon and make the four creek crossings to get there and back. The creek is usually dry and when it's not, it's usually very shallow. I can't imagine that biking through the creek even with water in it could possibly create any significant amount of sedimentation unless there is some sort of scientific study to support this assertion. At the crossing, the creek bed is bare rock. There's no sediment to stir up.

MR-7

Parking

If this project is going to attract additional visitors then we absolutely should not proceed until parking is fully addressed. As it is, there is very little parking anywhere near the trailheads on Cascade or Canyon roads.

MR-9

Traffic and Fire

The Canyon Rd. bridge and much of the road is only one lane. Some of Cascade near the trailhead is similarly narrow. If more people are drawn to Elliott preserve, congestion will be even more of a problem. In the case of fire, the additional traffic will contribute to potential tragedy. More people in the preserve will also increase the risk of fire starting there.

MR-10

High Water Trail Option

If the goal is to provide a year-round path to

Cascade Falls, then we should simply fix the High Water trail. Currently that trail is eroded and dangerous but I'd rather see construction on that trail than bridges over the creek.

MR-7

ADA?

I don't see any need for ADA related enhancements. Not every place on earth needs to be made accessible. A valuable, unique, and sensitive ecosystem is not one of those places. The Cascade fire road to the first creek crossing already provides an accessible route to that point. After the fourth creek crossing the fire road becomes steep and rutted. There's just not much that can reasonably be made accessible and it does not seem worth the environmental degradation to provide so little.

MR-9

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From: [Minna Kim](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Minna Kim
Date: Friday, March 19, 2021 1:45:46 PM



IS/MND Public Comments Cascade Canyon

Name	Minna Kim
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Attached are my comments regarding the Cascade Canyon Bridges project in the Elliott Nature Preserve. Please have another commenting period if the plan changes again so the residents of Cascade Canyon can weigh in on matters that affect their lives every day. This one-sided interminable timeline is unfair and causes unnecessary suspicion. Let's work together better in the future.</p> <p>Thank you, Minna Kim</p>
Attach a File	2021_03_18 Minna CEQA comments.pdf

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March 18, 2021

To: Jon Campo
Principal Natural Resources Planner
Marin County Parks and Open Space District

Re: CEQA Comment on Cascade Bridge Project Initial Study/Mitigated Negative Declaration for Cascade Canyon Bridges and Trail Improvement Project

Dear Mr. Campo,

I have been a resident of Canyon Road since 2007 and would like to submit a CEQA comment as a stakeholder in this project. The Elliott Nature Preserve (ENP) is a pristine natural ecosystem that includes many sensitive flora and fauna, like the threatened Northern Spotted Owl. The proposed changes to the ENP will negatively impact the land and surrounding neighborhood. I am opposed to the proposed changes and request a redesign to truly meet the goals you state with minimal impact on the preserve. If this cannot be done, no changes should be made. Do not turn our nature preserve into a regional park.

MR-3

Since receiving the "Notice of intent to adopt a mitigated negative declaration" in the mail on 2/18/21, then attending the Zoom presentation given by you and Max Korten on 3/4/21 and finally the end of this commenting period on 3/18/21, there has not been enough time to fully understand the scope of the project, which will have lasting effects to this community. The commenters are required to complete their investigation and comments within 30 days. (There was a presentation on March 4 so really it was less than 30 days after hearing your presentation.) There is no timeline for the Marin County Parks to respond. There is no budget for this project yet and work cannot begin for another undetermined amount of time.

MR-2

Some residents of Cascade Canyon are questioning the basic premise of the project because it can have a significant impact on our neighborhood. Unfortunately there hasn't been enough data collected to know what that impact might be. We live in a tinderbox of a canyon. We do not want more visitors to our area because of the increased risk in delayed evacuation and fire danger. We want to protect the Elliott Nature Preserve for future generations in the most natural state possible. We don't need unnecessary development in the preserve.

MR-10

Many people I talk to are confused about the plan and could have used more time to metabolize it. It is not obvious what the goals are. MCP wants to build bridges to keep people out of the creeks to reduce the flow of sediment downstream when the creek flows a month out of the year to protect the steelhead that are not there right now but could be in 10-20 years. Also we want to make the space more accessible to people with mobility issues by building bridges but just past crossing 4, the fire road is too steep for mobility challenged people to continue so they should turn around and go back. And

MR-3

there is no parking for anyone to access the preserve. So why are we building bridges again?

There is already a negative impact on the neighborhood by MCP's current management of the ENP. I am deeply offended by the lack of detail provided by you and your team regarding the residents' interactions in the March 4 presentation. It was suggested that there was a dialog and consensus but when I speak with the long term residents of Cascade and Canyon, they paint a drastically different story of being unheard, disrespected and talked down to. I think it is important to qualify some of the local interactions with the Marin County Parks (MCP) and the rangers. By omitting this information, listeners and new attendees cannot get a true sense of this many decades long project. It has been misrepresented to the public and it takes a lot of effort and thought to uncover both sides of the project to provide a balanced argument.

MR-2

There is also a history of unfulfilled promises and broken agreements. Residents were asked to report offenses in the ENP and they did in good faith over and over again with minimal results. When enough attention was brought to the MCP in 2014 about the illegal bikers, the rangers instead started ticketing neighbors walking their dog off leash. What a blow to the neighbors and shift in responsibility. Dogs off leash are a problem but so are illegal activities in the open space. MCP took it as a sign to go after low hanging fruit and their allies in the ENP. If we take a look at tickets written in that time period what portion is for the offenses the residents of Canyon and Cascade reported? There was also a period of homeless people living in the ENP and setting fires. We have asked MCP to help manage the preserve and historically it has proven to be very difficult. This is why we ask for clear and accountable rules that can be enforced especially if they make the Canyon Trail a multi-use trail. I think this long historical struggle has forced some the residents to have a deep disdain for mountain bikers. My husband is an avid mountain biker and it's the main reason he moved to Cascade Canyon. There is a strong dislike for mountain bikers by many of the residents that might have been avoided.

MR-5

The assumption by MCP to make our open space more accessible won't encourage new users to visit the ENP is implausible. The very definition of accessible is an invitation for more people to come use the space that wasn't available to them before. Also their conversion of the Canyon Trail into a multi-use trail is unsafe. Hikers, bikers and equestrians travel at different heights and speeds. By asking them to share a narrow trail is going to create more negative interactions and possibly accidents with mobility challenged guests and bikers. Horses cannot travel on ENP trails because it is already unsafe for them so basically MCP added bikers and excluded horses because the trails have not been properly maintained.

MR-9

In the last 5 years and especially in 2020-2021, there has been an uptick in visitors. 10 years ago, I could walk into ENP and not see another soul or occasionally another neighbor. That never happens anymore. I see people parking along Canyon Rd and Cascade Dr to walk into the preserve. Sometimes blocking access to fire hydrants. Almost daily parked cars are blocking part of the road which means Emergency

MR-8

MR-8

Vehicles cannot get by. We have been told fire trucks need 15 ft to pass and put out a fire. Cars are constantly turning around in my driveway because they are not used to driving on such narrow roads. Someone ran over my neighbor's mailbox trying to turn around. The grass has been worn away from overuse. Bikers whiz by regularly even though they should not be biking on the Canyon Trail. Once I heard loud music coming from a biker. And the night riders are the most treacherous. They have very bright lights, usually in a pack of 4 or 5 riders going at high speeds. We have to count on their skill at avoiding obstacles, like me, because I don't always react quickly enough to get out of the way. We do not have cell service which exacerbates the issue. Numerous times I have had to help lost hikers find their cars again because they don't know the ENP has 2 entrances. As a general rule, I try to say hi to everyone. Many times visitors aren't used to that treatment and can be rude. They don't realize they are visiting someone else's 'home' and that we know our neighbors. My kids and I have almost been run over by speeding cars coming around corners too fast. With the increase in visitors, our roads have become more unsafe. One time there was a truck parked on the street and there wasn't enough room for a car to go by. It was at a part of the road that is crumbling into the creek. Road maintenance is another issue for Canyon Road. We need 2 bridges and road repair urgently. **These incidents concern me because the carrying capacity of our open space and neighborhood has reached a critical level.** Some neighbors have multiple cars and nowhere to park them but on the street so our already narrow road becomes more narrow, especially on Cascade Drive.

MR-9

This is what doesn't make sense for me:

- **Implementing RTMP plan** - The current plan is to create 2 bridges to remove traffic from the creek beds and allow year-round access to Tamarancho and the waterfall. There are 4 creek crossings. This plan only addresses 2 and I assume anyone can keep using the other 2 creek crossings illegally. I would prefer crossing the creek on a bike rather than using a bridge. And making the Canyon Trail a multi-use trail is going to increase traffic and widen the trail even more than it is now. I have lived here for 14 year and the trail is wider than ever. From the Marin Conservation League presentation on March 11 by Nonna Dennis, I agree with their assessment of multi-use trails. Each user group experiences safety differently. There is no one size fits all. Horse owners do not bring their horses to the Elliott Nature Preserve because they don't think it's safe for their horses so who are the bridges for? Hikers and bikers.

MR-8

- **Sediment in the creek** - When there is water in the creek, there is sediment flowing downstream. There are many blocks between here and the ocean for fish to truly utilize the San Anselmo Creek. This does not seem like it should be a main selling point of the bridges. The plan does not guarantee that bikers will not use the 2 other creek crossings. There should be some mitigation plan for that. The most direct route would be the bridge at crossing 4 then on through crossing 3 and 2 to get to the Cascade Fire Road. We need a meeting and markers to show the trail and leave it out there for a little while to gather data and visualize the new trail configuration. Let's talk to all the stakeholders - MCBC, FCMCW, neighbors, etc.

MR-7

- **Accessibility** - From the March 4th presentation, MCP is making the open space more accessible to the people currently accessing it because adding parking is the only driver of increased visitation. I do not agree with this statement. At that same Marin

MR-9

Conservation League meeting, they said visitation has increased everywhere. A weekday is like a weekend and the weekend is like a holiday weekend. The same is true at the Elliot Nature Preserve. In the old days I would walk out there and only see neighbors. Now I mostly see strangers and far more visitors than ever before. But of course this is speculation because MCP isn't tracking visitation. Increased visitation to the Elliott Nature Preserve is a concern to the residents for many reasons, such as vandalism, fire danger, road blockage due to excess parking, etc.

MR-8

- **Trail changes** - If we make the Canyon Trail bike legal, that makes it easier to poach Happersberger and Cary Camp, which will encourage more bikers to use the trails. These bikers are looking for a thrill and know they are poaching so they try to get through there as quick as they can. It is dangerous for slow moving people, kids and dogs on long leads. It is a good point to consider when making trail and use changes.

MR-3

- **Preserving the environment** - For the Elliott Nature Preserve less is best. The animals are disturbed by activity. Promoting equal access all year round encourages more activity. It is a pristine nature preserve that has a diverse ecosystem. You would be hard pressed to find many more like it in Marin. Just for that reason, anything increasing visitation should be discouraged.

MR-6

- **Ownership** - The Town of Fairfax granted Marin County Open Space District an open space easement over the Elliott Nature Preserve based on conditions in 2011. It has been 10 years and the Town of Fairfax waived its right to have final review of the plan. That seems like an oversight. The current town council would like to comment and review the plan again. I believe there is only 1 member still on the council from that time. This project is new to the rest of them. We, the residents, would love to work with them on the parking issue before making changes in the Elliott Nature Preserve.

MR-4

This long letter illuminates the various issues I see with this hurried plan. I hope the next iteration is a thoughtful one that takes into account all of the comments and reflects back what has been brought up so that this neighborhood can start to heal. If that means having more meetings with key stakeholders, like MCP, Board of Supervisors, the Town of Fairfax, residents of Cascade Canyon, mountain bikers, equestrians, etc. I would happily attend and try to help find consensus among the groups. The real danger for us is everything related to wildfire from hardening our homes to getting help and evacuating in time to save lives. The construction in the ENP will interfere with our safety by bringing in a lot of construction equipment and ultimately increasing visitors to our very resource limited area. I hope you will consider our safety and that history will not show our concerns to be prophetic.

Sincerely,
Minna Kim
Mother of 2
Active community member
Resident of Canyon Road since 2007

From: [Sam Heller](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Sam Heller
Date: Friday, March 19, 2021 3:25:49 PM



IS/MND Public Comments Cascade Canyon

Name	Sam Heller
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Thank you for reading and for your consideration!</p> <p>I write this as an avid 33 year old mountain biker hiker and resident of Canyon Rd.</p> <p>While I'm not inherently opposed to additional bridges in the preserve because I do think they would add an accessibility element that is needed and feel other people should enjoy the beauty of the preserve. But the process seems slimy and without any public input. Almost as if this was a politica trade off</p> <p>Marin County Bicycle Coalition, supports the mountain bikers say the bridges won't affect the recreation in the preserve. This feels incredibly deceptive, and I believe the powers that be behind this project are not being forthright about its intentions. I don't want to sound dramatic, but I have almost been legitimately killed by three bikers coming down the steep and narrow Carey Camp trail, and I imagine the bridges will only increase these types of interactions. There are so many other wonderful mountain bike trails throughout Fairfax, why do we need to turn this wonderful preserve into another?</p> <p>2. I am very concerned that this project will open the door for future developments in a space that is designated as a nature preserve (i.e. turning the open space at the end of Cascade into a parking lot or picnic area).</p> <p>3. In general, the Elliot Preserve was designated for just that - a nature preserve. We need to prioritize setting aside space for non-human species to live and thrive throughout Marin County. There are so few little places left that aren't overrun by visitation.</p>

MR-4

MR-8

MR-4

4. There has already been significant ecological destruction in the few tests and trials that have been conducted on the trails and in the creek. As such, I have little trust that the construction will be done thoughtfully and ecologically minded. 5. The design of the bridges is out of sync with a nature preserve. If they are going to be large and intrusive, can we at least make them accessible for fire trucks and police? Otherwise, let's change them into small, wooden footpath bridges.

MR-6

Where will people park?

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From: [Stephanie Hellman](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Stephanie Hellman
Date: Friday, March 19, 2021 4:35:13 PM



IS/MND Public Comments Cascade Canyon

Name	Stephanie Hellman
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Dear Mr. Campo,</p> <p>I recently visited the project site, have spoken with several key stakeholders including the Marin Bicycle Coalition, neighbors in the Cascade Canyon, former Fairfax council members, avid mountain bike riders in the region, Director of Marin County Parks, Max Korten, and have reviewed project documents dating back several years. I appreciate the project was reduced in scope to 2 bridge some time ago. I believe the collective stakeholders are of “one mind” to protect the several protected and endangered species and their habitat and reducing sedimentation into the creek system is a worthwhile endeavor. I do not object to this project nor its purpose however I have several questions, concerns (below) about this effort and thus formally request the CEQA public commentary period is extended by at least 30 days offering residents of Fairfax more time to engage with the project team and other primary stakeholders, to ensure the needs of the community at a minimum are heard.</p> <ol style="list-style-type: none">1. The public meeting March 4th meeting was not well-publicized. I am dissatisfied with the level of effort the County made to leverage the use of all of its communication channels available including its Marin County Parks Facebook channel to notify residents of the meeting. I was not aware of the meeting nor were many Fairfax residents. Further, feedback from several community members is that the questions provided were not answered and have still not been answered.2. Re CEQA commentary period. There is a long-

MR-2

standing precedent of local and state efforts whereby the CEQA comment periods have been extended beyond 30 days (to 60 or 90 days).

Legally, 30 days is the minimum or “floor” comment period, not the mandated period. I am not clear why residents were told otherwise at a recent meeting with the county.

MR-2

3. A fundamental concern I have is the project notion that no or little increase in visitor volume is anticipated. This assumption is based on other county park projects I believe to be quite different from this effort. The Cascade Canyon Open Space / Elliot preserve is a destination for 'out of towners' which is marketed on countless websites for mountain biking, waterfall sightseeing, hiking as well as Marin County’s website. The project is providing increased access which I fully support from an equity standpoint and I fully expect growth in traffic of all recreation types.

MR-8

- In item “e” of Section “Town of Fairfax Memorandum of Understanding” states "An agreement to monitor trail visitation following implementation and to employ an adaptive management strategy to any issues that may emerge". How does a project team monitor or measure post-implementation visitation volume if you don’t have a starting benchmark? I believe this is data is critical for fire safety, congestion, parking as well.

4. Multiple requests surrounding the legal name and requirement per the 1987 Grant Deed being “Elliott’s Nature Preserve” not Cascade Canyon Open Space. I think the community and visitors would appreciate the recognition that this is a diverse biological hotspot and:

MR-4

- Mr. Elliott’s mission and desire were that this land and its habitat be named a “Nature Preserve”.

Thus, the project and all signage should be named as such.

- Signage should offer the history of the land, educate visitors on the numerous protected and endangered species that exist (with new ones being discovered as recently as 2 weeks ago).

- Slow speeds for bike riders under 10mph to protect and preserve the species, the habitat,

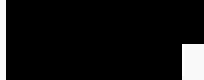
pedestrians, and visitors in wheelchairs.

5. Please offer attention to the species dusky footed woodrat, a known key source of prey of the endangered spotted owl. During my 2 hour long visit I observed 5 dusky footed woodrat nests clearly visible from the walking trail. Page 51 states: “although no woodrat nests were observed during surveys conducted for the Pacific Biology Report. However, it is possible that vegetation removal associated with the implementation of the proposed project could result in the loss of a woodrat nest. The loss of or disturbance to dusky-footed woodrat or its nest would be a potentially significant impact because the loss of woodrats could indirect affect Northern spotted owl”.

MR-6

Thank you for your time and thoughtful consideration. I hope to support you in your efforts to engage collaboratively with the community on this matter.

Stephanie Hellman
19 yr Fairfax resident, Marin native



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From: [Steve White](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Steve White
Date: Friday, March 19, 2021 9:24:21 PM



IS/MND Public Comments Cascade Canyon

Name	Steve White
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>Marin County Parks Team, As a 27 year resident on Cascade Drive I have concerns on attracting more visitors to the Elliot Nature Preserve. Fire safety is of major concern. Increases in visitors will exacerbate any potential evacuations. Cascade Drive is a narrow road with limited visibility on sharp curves. Particularly whith people are not familiar with the road. Since the COVID shelter in place orders we have already experienced increased usage. I have experienced issues with cars in the 500 block of Cascade Drive. With additional cars parked along the road this issue will only worsen. Increases in visitors experienced this past year has resulted in additional litter being observed. The Elliots Nature Preserve's name should speak for itself. Let nature limit visitors. There is already limited parking along both Cascade and Canyon Roads. The area can not support more parking. No bathroom facilities. Wild life should not have to endure additional stress brought on by visitors with dogs. On or off leash.</p> <p>Respectfully, Steve White</p>

MR-8

MR-10

MR-8

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From: [Teryl George](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - Teryl George
Date: Friday, March 19, 2021 9:49:40 AM



IS/MND Public Comments Cascade Canyon

Name	Teryl George
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>The first priority must be to protect the plant and animal species of this fragile area. It is critical that we NOT make access to Mt. Bikes and e bikes easier when they need to be restricted. Over the years I have done trail maintenance both as a volunteer and through the Marin Conservation Corp. Rather than bend to the pressure of biking coalition, let's create more environmental education and enforce the current use rules.</p> <p>Thank-you, Teryl George</p>

MR-6

MR-8

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [valeri hood hood](#)
To: [Passantino, Rosemary](#); [Campo, Jon](#); [Julene, Michelle](#)
Subject: Re: IS/MND Public Comments Cascade Canyon - valeri hood hood
Date: Friday, March 19, 2021 9:11:32 AM



IS/MND Public Comments Cascade Canyon

Name	valeri hood hood
Email	[REDACTED]
Phone Number	[REDACTED]
Comments	<p>This needs to be kept as a reserve and a preserve- all bikes should be forbidden, and no new bridges erected. This area is home to owls, bats and many other creatures- who will not benefit from the high speed bike crowd that is now abusing every pedestrian trail- no matter how narrow, at Elliot Nature Preserve. Every single trail you walk is now riveted with bike tracks- not just on the trail- but all along the sides, cutting deep rivets in the soil. They are riding day and night. As you walk through the preserve, you will see that bikes are going off trail- cutting new destruction, down animal trails. According to one MMWD ranger I spoke to, they are aware of these riders, but do NOTHING. Current rules and laws are not even being followed or prosecuted. New bridges will just open this area up to more problems, more use, more interactions- not peaceful- between hikers and bikers. This needs to end now!</p>

MR-8

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ATTACHMENT 6

Changes to the Draft IS/MND

Changes to the Draft IS/MND

The following minor changes have been made to the draft Initial Study. Deleted text is shown in ~~red, strike-out~~ and added text is shown in blue. This updated language and new Figures provide additional information to augment that included in the draft IS/MND and does not change the assessment of potentially significant environmental impacts, does not require additional mitigation measures, or require recirculation of the draft IS/MND.

EXISTING SETTING

Page 3: Project Location, Surrounding Land Uses, and Access

The Cascade Canyon Open Space Preserve, including the Elliott Nature Preserve, is open 24-hours consistent with the MCOSD's general practice. The Blue Ridge Fire Road, which is outside of the project area, is closed to nighttime use between February 01 and June 30, and open 24-hours between July 01 and January 31.

PROJECT DESCRIPTION

Page 8: Construction

The MCOSD would notify residents on Cascade Drive and Canyon Road when the construction dates are known and will include this information on its webpage.

Page 9: Operations and Maintenance

A visitor use camera would be installed at Cascade Fire Road in between the existing Cut Trail and the location of the proposed location for Bridge 2 for a four-week period in years 1, 2 and 5 after project implementation to capture visitor use trends. This, combined with regular trail inspections as part of the existing MCOSD trail maintenance program, would provide early detection of, and rapid response to, any trail issue including trail widening due to visitors utilizing areas adjacent to formal system trails, impacts to vegetation adjacent to trails from visitor use, and visitors accessing decommissioned trails. If monitoring indicates an issue, MCOSD would identify and implement remediation actions. Remediation actions could include signage about remaining on the defined trail, not accessing decommissioned trails, and respecting neighbors. Physical obstacles, including logs, brush, and additional revegetation, could be placed in problem areas as a deterrent to going off trail or accessing decommissioned trails. Increased ranger presence could also be utilized.

PROPOSED MITIGATION MEASURES

Page 51: Mitigation Measure BIO-4: Preconstruction Woodrat Survey and Nest Relocation

Dusky Footed Woodrat

Although not a listed species, local concern has been raised for the common dusky-footed woodrat because it is a primary prey species for the Northern spotted owl. Suitable woodland habitat for dusky-footed woodrat is present within Cascade Canyon Open Space Preserve although no woodrat nests were observed during surveys conducted for the Pacific Biology Report. Surveys conducted by the MCOSD Wildlife Biologist in 2021 and 2023 located woodrat nests within the project area. However, it is possible that vegetation removal associated with implementation of the proposed project could result in the loss of a woodrat nest. The loss of or disturbance to dusky-footed woodrat or its nest would be a potentially significant impact because the loss of woodrats could indirectly affect Northern spotted owls. Implementation of Mitigation Measure BIO-4 would reduce this impact to a less-than-significant level. The CDFW does not have protocols regarding potential impacts to woodrat nests. The MCOSD would implement the following measures to reduce potentially significant impacts on dusky-footed woodrat:

Mitigation Measure BIO-4: Preconstruction Woodrat Survey and Nest Relocation

Include dusky-footed woodrats to the biological education materials provided for construction personnel.

A Biological Monitor would be present during ground disturbance for the bridge installations due to the sensitive natural resources within the preserve.

Within ~~30~~ 7 days prior to vegetation removal, a qualified biologist would inspect the potential area of disturbance and adjacent areas for woodrat houses. The pre-construction survey would assess nest activity and inhabitation based on guidance from California State Parks and the National Park Service, such as a cleared entrance or recently placed vegetation on the nest. If none are found, then no additional measures are necessary.

If a woodrat house is identified within a work area, an exclusion zone would be erected around the existing woodrat houses using flagging or a temporary fence that does not inhibit the natural movements of wildlife, such as steel T-posts and a single strand of yellow rope or similar materials. The exclusion zone would be a 25-foot buffer area surrounding the woodrat house. The work area would be relocated as necessary to avoid removing woodrat houses, ~~even if avoidance is by only a few feet.~~ The orientation of the work area would allow for escape routes to nearby suitable habitat, meaning that the work area would not completely surround the protected woodrat house. ~~If woodrat houses cannot be avoided, CDFW would be contacted for approval to relocate individuals and dismantle the nest.~~

If project features and work areas do not provide sufficient room for a 25-foot exclusion zone around a woodrat house, the MCOSD would erect the exclusion zone to achieve the greatest area of exclusion zone feasible.

If a project feature would directly impact a woodrat nest, the MCOSD would take the following actions:

- Evaluate the feasibility of relocating the project feature and/or work area to avoid the woodrat house by at least 10 feet, and then relocate the project feature and/or work area if feasible.
- Contact CDFW for guidance If the project feature and/or work area cannot be relocated to avoid the woodrat house by at least 10 feet and implement CDFW guidance which may include:
 - Flushing and dismantling the woodrat house and then piling the materials in a nearby location outside of the work area for woodrats to use in reconstructing a house.
 - Dismantling a clearly unoccupied house in an area integral for construction during the routine construction period. Woodrat nest occupancy can be determined by whether the structure is maintained. Signs of an active woodrat nest include fresh vegetation, scat, tracks, cleared excavated cavities, signs of teething, and sharp spiked branches. Signs of inactive nests are the absence of maintenance – including cobwebs across entrances, nest deterioration, and the absence of fresh cuttings and scat.
 - If the house appears to be occupied, it would not be dismantled until the non-breeding season of October-November, if feasible. If young are encountered during nest dismantling, the dismantling activity would cease and the material replaced back on the house. The house would be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own, as determined by a qualified biologist. Once the young can fend for themselves, the house dismantling would continue.
 - Note: Due to the possibility of exposure to hanta virus (*Orthohantavirus*) known to be carried by woodrats, any dismantling or observations of the woodrat houses would be conducted only in a manner that fully protects the health of crews, equipment operators, or surveyors.^[2]

^[2] California State Parks and National Park Service. 2015. *Redwood Creek Trail Realignment and Dias Ridge Trail Extension Project*, March 2023

Page 52: Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan

Prior to the commencement of construction, all required permits, agreements, and certifications shall be obtained from the ACOE, RWQCB, and CDFW. The MCOSD shall comply with all conditions of those permits. At a minimum, all creek and riparian habitats shall be restored to ensure a “no net loss” of wildlife value and acreage of creek and riparian habitat. If required by regulatory permit conditions, a Creek and Riparian Habitat Restoration Plan shall be prepared and submitted to ACOE, RWQCB, and CDFW for approval, which could include the following components: [A Conceptual Restoration Plan is included as Figure 30.](#)

- The preconstruction habitat conditions within jurisdictional areas to be impacted shall be documented by a qualified biologist.
- All temporarily disturbed areas shall be restored to pre-construction conditions or better.
- For any disturbed wetland/riparian vegetation, the plan would specify, at a minimum, the following:
 - i) Location of the mitigation site(s).
 - j) Procedures for procuring plants, such as transplanting or collecting cuttings from plants to be impacted, including storage locations and methods to preserve the plants.
 - k) Quantity and species of plants to be planted or transplanted.
 - l) Planting procedures, including the use of soil preparation and irrigation.
 - m) Schedule and action plan to maintain and monitor the mitigation site for a minimum 3-year period, including monitoring the health of trees near the Bridge 1 footing excavation area.
 - n) Reporting procedures, including the contents of annual progress reports.
 - o) List of criteria such as growth, plant cover, and survivorship, by which to measure success of the plantings.
 - p) Contingency measures to implement if the plantings are not successful such as weed removal, and/or supplemental plantings.
- For any disturbed unvegetated streambed habitat, the plan shall detail how temporarily disturbed habitats will be restored through minor grading, replacing or reconfiguring creek substrate, and/or other methods.

BIOLOGICAL RESOURCES

Pages 5, 15, 72, 81, 84, 87, 92

Vegetation removal would include one 8-inch diameter at breast height (DBH) madrone ~~tree~~ sapling and some small brush.

Page 84: Checklist item a)

Dusky Footed Woodrat

Although not a listed species, local concern has been raised for the common dusky-footed woodrat because it is a primary prey species for the Northern spotted owl. Suitable woodland habitat for dusky-footed woodrat is present within Cascade Canyon Open Space Preserve although no woodrat nests were observed during surveys conducted for the Pacific Biology Report. [Surveys conducted by the MCOSD Wildlife Biologist in 2021 and 2023 located woodrat nests within the project area.](#) ~~However, it~~ It is possible that vegetation removal associated with implementation of the proposed project could result in the loss of a woodrat nest. The loss of or disturbance to dusky-footed woodrat or its nest would be a potentially significant impact because the loss of woodrats could indirectly affect Northern spotted owls. Implementation of Mitigation Measure BIO-4 would reduce this impact to a less-than-significant level. [The CDFW does not have protocols regarding potential impacts to woodrat nests.](#) The MCOSD would implement the following measures to reduce [potentially significant](#) impacts on dusky-footed woodrat:

Mitigation Measure BIO-4: Preconstruction Woodrat Survey and Nest Relocation

Include dusky-footed woodrats to the biological education materials provided for construction personnel.

A Biological Monitor would be present during ground disturbance for the bridge installations due to the sensitive natural resources within the preserve.

Within ~~30~~ 7 days prior to vegetation removal, a qualified biologist would inspect the potential area of disturbance and adjacent areas for woodrat houses. The pre-construction survey would assess nest activity and inhabitation based on guidance from California State Parks and the National Park Service, such as a cleared entrance or recently placed vegetation on the nest. If none are found, then no additional measures are necessary.

If a woodrat house is identified within a work area, an exclusion zone would be erected around the existing woodrat houses using flagging or a temporary fence that does not inhibit the natural movements of wildlife, such as steel T-posts and a single strand of yellow rope or similar materials. The exclusion zone would be a 25-foot buffer area surrounding the woodrat house. The work area would be relocated as necessary to avoid removing woodrat houses, ~~even if avoidance is by only a few feet.~~ The orientation of the work area would allow for escape routes to nearby suitable habitat, meaning that the work area would not completely surround the protected woodrat house. ~~If woodrat houses cannot be avoided, CDFW would be contacted for approval to relocate individuals and dismantle the nest.~~

If project features and work areas do not provide sufficient room for a 25-foot exclusion zone around a woodrat house, the MCOSD would erect the exclusion zone to achieve the greatest area of exclusion zone feasible.

If a project feature would directly impact a woodrat nest, the MCOSD would take the following actions:

- Evaluate the feasibility of relocating the project feature and/or work area to avoid the woodrat house by at least 10 feet, and then relocate the project feature and/or work area if feasible.
- Contact CDFW for guidance If the project feature and/or work area cannot be relocated to avoid the woodrat house by at least 10 feet and implement CDFW guidance which may include:
 - Flushing and dismantling the woodrat house and then piling the materials in a nearby location outside of the work area for woodrats to use in reconstructing a house.
 - Dismantling a clearly unoccupied house in an area integral for construction during the routine construction period. Woodrat nest occupancy can be determined by whether the structure is maintained. Signs of an active woodrat nest include fresh vegetation, scat, tracks, cleared excavated cavities, signs of teething, and sharp spiked branches. Signs of inactive nests are the absence of maintenance – including cobwebs across entrances, nest deterioration, and the absence of fresh cuttings and scat.
 - If the house appears to be occupied, it would not be dismantled until the non-breeding season of October-November, if feasible. If young are encountered during nest dismantling, the dismantling activity would cease and the material replaced back on the house. The house would be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own, as determined by a qualified biologist. Once the young can fend for themselves, the house dismantling would continue.
 - Note: Due to the possibility of exposure to hanta virus (*Orthohantavirus*) known to be carried by woodrats, any dismantling or observations of the woodrat houses would be

[conducted only in a manner that fully protects the health of crews, equipment operators, or surveyors.^{\[2\]}](#)

Page 84: Checklist item a) Mitigation Measure BIO-5: Creek and Riparian Habitat Restoration Plan

Prior to the commencement of construction, all required permits, agreements, and certifications shall be obtained from the ACOE, RWQCB, and CDFW. The MCOSD shall comply with all conditions of those permits. At a minimum, all creek and riparian habitats shall be restored to ensure a “no net loss” of wildlife value and acreage of creek and riparian habitat. If required by regulatory permit conditions, a Creek and Riparian Habitat Restoration Plan shall be prepared and submitted to ACOE, RWQCB, and CDFW for approval, which could include the following components: [A Conceptual Restoration Plan is included as Figure 30.](#)

- The preconstruction habitat conditions within jurisdictional areas to be impacted shall be documented by a qualified biologist.
- All temporarily disturbed areas shall be restored to pre-construction conditions or better.
- For any disturbed wetland/riparian vegetation, the plan would specify, at a minimum, the following:
 - q) Location of the mitigation site(s).
 - r) Procedures for procuring plants, such as transplanting or collecting cuttings from plants to be impacted, including storage locations and methods to preserve the plants.
 - s) Quantity and species of plants to be planted or transplanted.
 - t) Planting procedures, including the use of soil preparation and irrigation.
 - u) Schedule and action plan to maintain and monitor the mitigation site for a minimum 3-year period, including monitoring the health of trees near the Bridge 1 footing excavation area.
 - v) Reporting procedures, including the contents of annual progress reports.
 - w) List of criteria such as growth, plant cover, and survivorship, by which to measure success of the plantings.
 - x) Contingency measures to implement if the plantings are not successful such as weed removal, and/or supplemental plantings.
- For any disturbed unvegetated streambed habitat, the plan shall detail how temporarily disturbed habitats will be restored through minor grading, replacing or reconfiguring creek substrate, and/or other methods.

^[2] California State Parks and National Park Service. 2015. *Redwood Creek Trail Realignment and Dias Ridge Trail Extension Project*, March 2023

TRANSPORTATION

Page 141:

Traffic Study

A Traffic Study for the Cascade Canyon Trail Improvement project was completed by W-Trans in June 2022 to address concerns regarding the potential for the proposed project to increase visitation and result in potential impacts on traffic, parking, emergency vehicle access and emergency evacuation within the residential neighborhoods on Cascade Drive and Canyon Road. The Traffic Study included a literature review of the relationship between the proposed project, available parking on the public roads that access Cascade Canyon Open Space Preserve and the potential for the proposed project to increase park visitation. A field review of the project study area was performed to assess traffic and turn-around counts, parking availability, and roadway geometrics on Canyon Road and Cascade Drive. Vehicle trip generation, a tool used for forecasting travel demands by predicting the number of trips originating in or destined for a particular area, was characterized utilizing surveys previously conducted by W-Trans for facilities in Sonoma County with similar usage types as the proposed project.

The Traffic Study explained that normally an increase in visitation would occur if a proposed project included new or enhanced water bodies; new park amenities such as new recreational facilities, increased length of trails, park renovations including the repair or refresh of ageing parks; implementation of supervised activities and programming; population density of nearby neighborhoods; and parking availability. The proposed project does not include these features. The proposed project is unlikely to generate an increase in vehicle trips because it would not increase trail miles, parking capacity, new user groups, or amenities that would normally result in an increase in visitation. The proposed bridges, trail connectors, and trail improvements would facilitate existing recreational use and encourage protection of San Anselmo Creek, which hikers and cyclists currently cross by foot or by bike. Regarding the concerns that visitation by cyclists would increase during the winter months because the proposed bridges would allow cyclists to safely cross San Anselmo Creek, this result is unlikely because cyclists can cross San Anselmo Creek to reach the waterfalls under existing conditions and can walk their bikes on the existing trails when trail conditions are inconducive to riding. For these reasons, there does not appear to be a reason to anticipate that the change in the type of creek crossing would more than nominally increase the number of visitors who would be attracted to this trail system. The modest changes in the existing trail system at Cascade Canyon Open Space Preserve associated with the proposed bridges would not constitute an attraction that does not already exist.

The Traffic Study concluded that there is no evidence to support a conclusion that the proposed project would increase visitation or parking demand or that the proposed project would be likely to generate an increase in vehicle trips. It was further concluded that there is no basis for anticipating that visitation of Cascade Canyon Open Space Preserve would increase beyond current levels, as parking capacity, site accessibility, length of trails, amenities, programs, and facilities would either not change or would be reduced. Due to the proximity of the Cascade Canyon Preserve to other Marin County open space preserves, the proposed project is also not anticipated to increase visitation because the proposed project would not be the type to attract residents far from the project area.

HAZARDS AND HAZARDOUS MATERIALS

Page 118: Checklist item (f)

The project area is ~~not~~ located within an adopted emergency response plan or emergency evacuation plan area, ~~nor is~~ and the project area currently ~~used for~~ has an emergency access plan through the Ross Valley Fire Department and Fire Safe Marin. Cascade Canyon Open Space Preserve is in Zone MRN-E120 Watershed North. The residential neighborhood immediately adjacent on Cascade Drive and Canyon Road is in Zone FAI-E006 Cascade/Fairfax on the Ross Valley Fire Department¹¹⁴ mapping and in Zone 7 on the Fire Safe Marin evacuation map.¹¹⁵ Neighborhoods adjacent to Cascade

¹¹⁴ Zonehaven webpage: <https://aware.zonehaven.com/zones/US-CA-XMR-FAI-E006?z=14.538394279068314&latlon=37.97869493515445%2C-122.60634344563596>

¹¹⁵ Fire Safe Marin webpage: https://grcgcustomers.s3-eu-west-1.amazonaws.com/account9351681/9207120_1.pdf?0.3184458748818013

[Canyon Open Space Preserve are directed to evacuate utilizing Cascade Drive towards Sir Francis Drake Drive.](#) Implementation of the proposed project would improve pedestrian and bicycle egress in case of a fire or other emergency should one occur within Cascade Canyon Open Space Preserve. For these reasons, implementation of the proposed project would result in no impact associated with implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

[Figure 33 shows the Fire Safe Marin Evacuation Route for the neighborhoods adjacent to Cascade Canyon Open Space Preserve.](#)

WILDFIRE

Page 151: Setting

The Town of Fairfax identifies steep hill neighborhoods, including those on Cascade Drive as having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads. [Climate change, drought, and longer fire season in California also contribute to wildland fire risk in the project area.](#)

[Most of Cascade Canyon Preserve has not burned in over 70 years. The natural fire return interval is roughly every 20-40 years¹¹⁶. The areas that comprise Cascade Canyon Open Space Preserve burned three to four times in the period between 1859 and 2020. Compared to other areas like the upper slopes of Mt. Tamalpais which burned seven to 11 times, Cascade Canyon is not considered to be a frequent burn zone¹¹⁷. All of Cascade Canyon burned in the large 1861 fire that reached from Nicasio to Corte Madera. Then the 1904 Bolinas Ridge Fire burned to the southwestern edge of Cascade Canyon Open Space Preserve and the 1923 Ignacio Fire covered all but the southeastern edge of the preserve. The 1973 Tamarancho Fire burned mostly within White Hill Open Space Preserve to the north of Cascade Canyon Open Space Preserve but may have covered a small part of the preserve's northernmost area. The much larger 1945 Mill/Carson Canyon Fire covered the western half of Cascade Canyon Open Space Preserve and areas all the way west to Highway 1, south to Mt. Tamalpais, and north to San Geronimo Ridge.¹¹⁸](#)

[MCOSD field staff and contractors follow fire prevention procedures¹¹⁹ to reduce the likelihood of maintenance or construction activities igniting fuels and to reduce the likelihood of fire spread in the unlikely event of an ignition. These procedures include suspending the use of equipment and power tools during red flag conditions, shifting work to lower fire danger days or times \(mornings\), proper vehicle and equipment maintenance including the use of spark arrestors, safe fueling procedures, fire extinguisher requirements, presence of trucks with water pumps and/or use of designated observers with fire extinguishers during certain activities and conditions, preventing contact between hot exhaust or tools and dry vegetation, grass removal prior to welding as well as wetting the ground and vegetation prior to work and every 15 minutes thereafter, and using non-metallic heads on weed cutters.](#)

[The industry standard for wildfire risk is based on two zones: Wild Urban Interface \(WUI\) and Fire Hazard Severity Zones \(FHSZ\). The Public Resources Code 4201-4204 directs the California Department of Forestry and Fire Protection \(CalFire\) to map fire hazard within State Responsibility Areas \(SRA\) based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as FHSZ, classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone. ~~The California Department of Forestry and Fire Protection \(CalFire\)~~ has mapped areas of high wildfire hazards throughout California, including](#)

¹¹⁶ Golden Gate National Parks Conservancy. (2023). Appendix B: Wildfire History. In Marin Regional Forest Health Strategy. Tamalpais Lands Collaborative (One Tam). <https://www.onetam.org/forest-health>.

¹¹⁷ Ibid.

¹¹⁸ https://vegmap.press/marin_forest_health_downloader. Accessed March 08, 2023.

¹¹⁹ Marin County Parks 'Fire Prevention Procedures for Contractors and Permittees' (January 23, 2012); Marin County Open Space District 'Field Staff Fire Prevention Procedures' (May 31, 2013)

Marin County.¹²⁰ The project area is in the Local Responsibility Area (LRA). Under the authority of Government Code 51175-89. Cal Fire makes recommendations of Very High Fire Hazard Severity Zones in LRAs based on the same hazard model used for the State Responsibility Area (SRA), but only for areas that meet the criteria for the Very High classification. Upon adoption by local ordinance, these areas confer similar fire safety regulations as those required in SRA FHSZ zones.¹²¹ The project area is not mapped as a ~~Non~~-Very High Fire Hazard Severity Zone (VHFHSZ).¹²² Other areas of Cascade Canyon Open Space Preserve and the surrounding area are in the SRA. Those areas adjacent to the LRA are mapped as within a Moderate Fire Hazard Severity Zone (MFHSZ). There are areas mapped as within a VHFHSZ further to the north and west of the project area. Based on this fire hazard severity metric, areas surrounding the Upper Ross Valley are shown on the map as being primarily moderate to very high depending on specific location. However, Additionally, the Town of Fairfax identifies steep hill neighborhoods, including those on Cascade Drive, as having a greater risk from wildland fires because of the dense vegetation, trees dying or dead from Sudden Oak Death, and the narrow access roads.¹²³ The project area also is mapped as within a Wildland Urban Interface Zone.¹²⁴

Figure 31 shows the Fire Hazard Severity Zones for the project area and surrounding neighborhoods
Figure 32 shows the Wildland Urban Interface Zone for the project area and surrounding neighborhoods

Page 152: Checklist Item a)

Cascade Canyon Open Space Preserve is ~~not~~ within an adopted emergency response plan area ~~of~~ and has an emergency evacuation plan ~~area through the Ross Valley Fire Department and Fire Safe Marin. Cascade Canyon Open Space Preserve is in Zone MRN-E120 Watershed North. The residential neighborhood immediately adjacent on Cascade Drive and Canyon Road is in Zone FAI-E006 Cascade/Fairfax on the Ross Valley fire Department¹²⁵ mapping and in Zone 7 on the Fire Safe Marin evacuation map.¹²⁶ Neighborhoods adjacent to Cascade Canyon Open Space Preserve are directed to evacuate utilizing Cascade Drive towards Sir Francis Drake Drive. Implementation of the proposed project would improve trail access and safety within the project area, which would improve egress of visitors from the project area in case of an emergency. Emergency vehicles would continue to access trails within the project area utilizing the existing rock fords within San Anselmo Creek via removable sections of the split-rail fence. For these reasons, implementation of the proposed project would result in no impact associated with impairment an adopted emergency response plan or emergency evacuation plan.~~

Figure 33 shows the Fire Safe Marin Evacuation Route for the neighborhoods adjacent to Cascade Canyon Open Space Preserve.

¹²⁰ Very High Fire Hazard Severity Zones in LRA as Recommended by Calfire.
https://osfm.fire.ca.gov/media/6709/fhszl_map21.pdf

¹²¹ <https://egis.fire.ca.gov/FHSZ/Help.html>

¹²² Very High Fire Hazard Severity Zones in LRA as Recommended by Calfire.
https://osfm.fire.ca.gov/media/6709/fhszl_map21.pdf

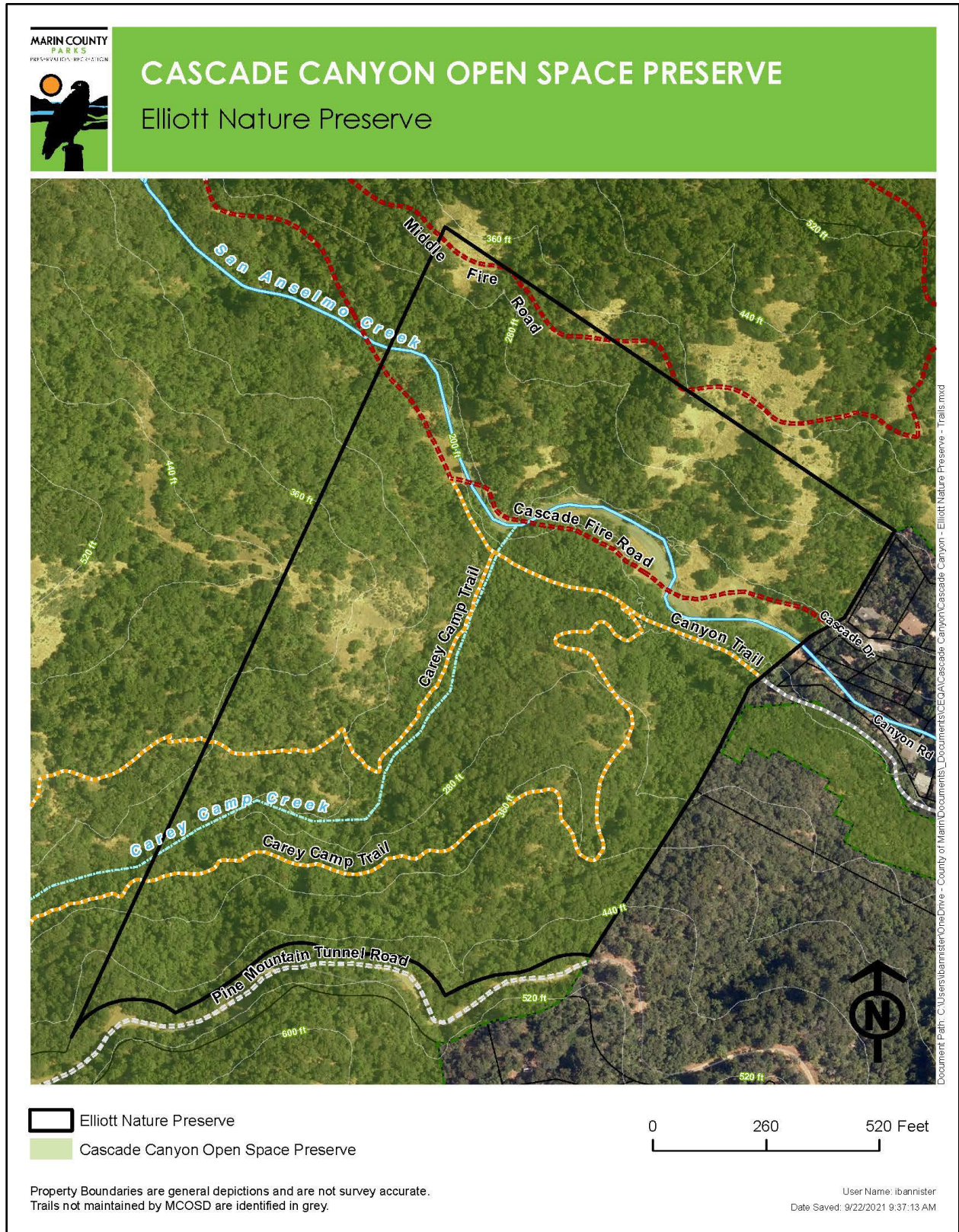
¹²³ Town of Fairfax 2010-2030 General Plan, Safety Element, p. S-24, adopted April 4, 2012

¹²⁴ Ross Valley Fire Department. Wildfire Urban Interface Map.
https://www.rossvalleyfire.org/images/WUI_IncorporatedRossValley.pdf

¹²⁵ Zonehaven webpage: <https://aware.zonehaven.com/zones/US-CA-XMR-FAI-E006?z=14.538394279068314&latlon=37.97869493515445%2C-122.60634344563596>

¹²⁶ Fire Safe Marin webpage: https://qrcgcustomers.s3-eu-west-1.amazonaws.com/account9351681/9207120_1.pdf?0.3184458748818013

Revised Figure 2: Elliott Nature Preserve within the Cascade Canyon Open Space Preserve



Revised Figure 29: VBMP Classifications within Project Area

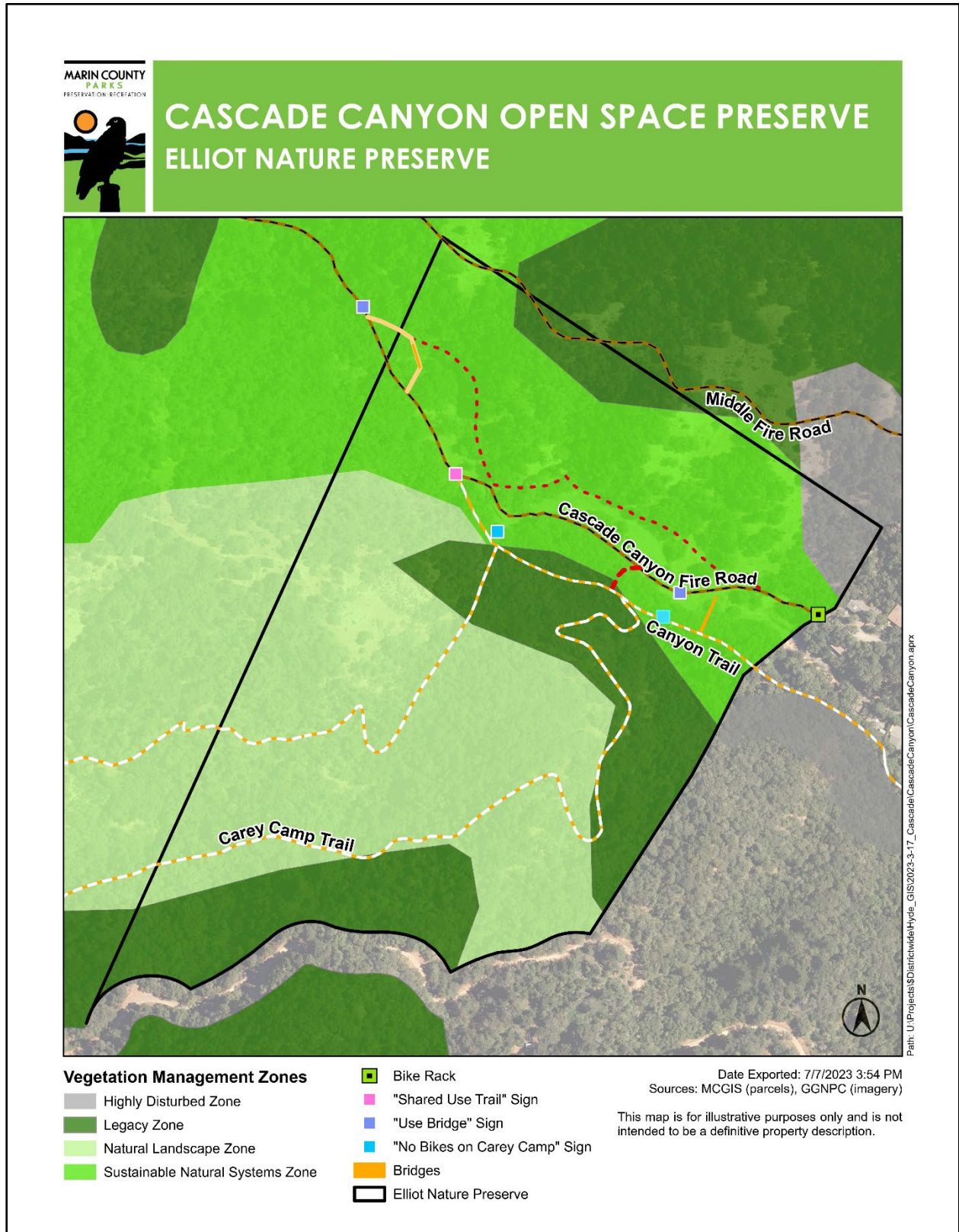


Figure 30: Conceptual Restoration Plan

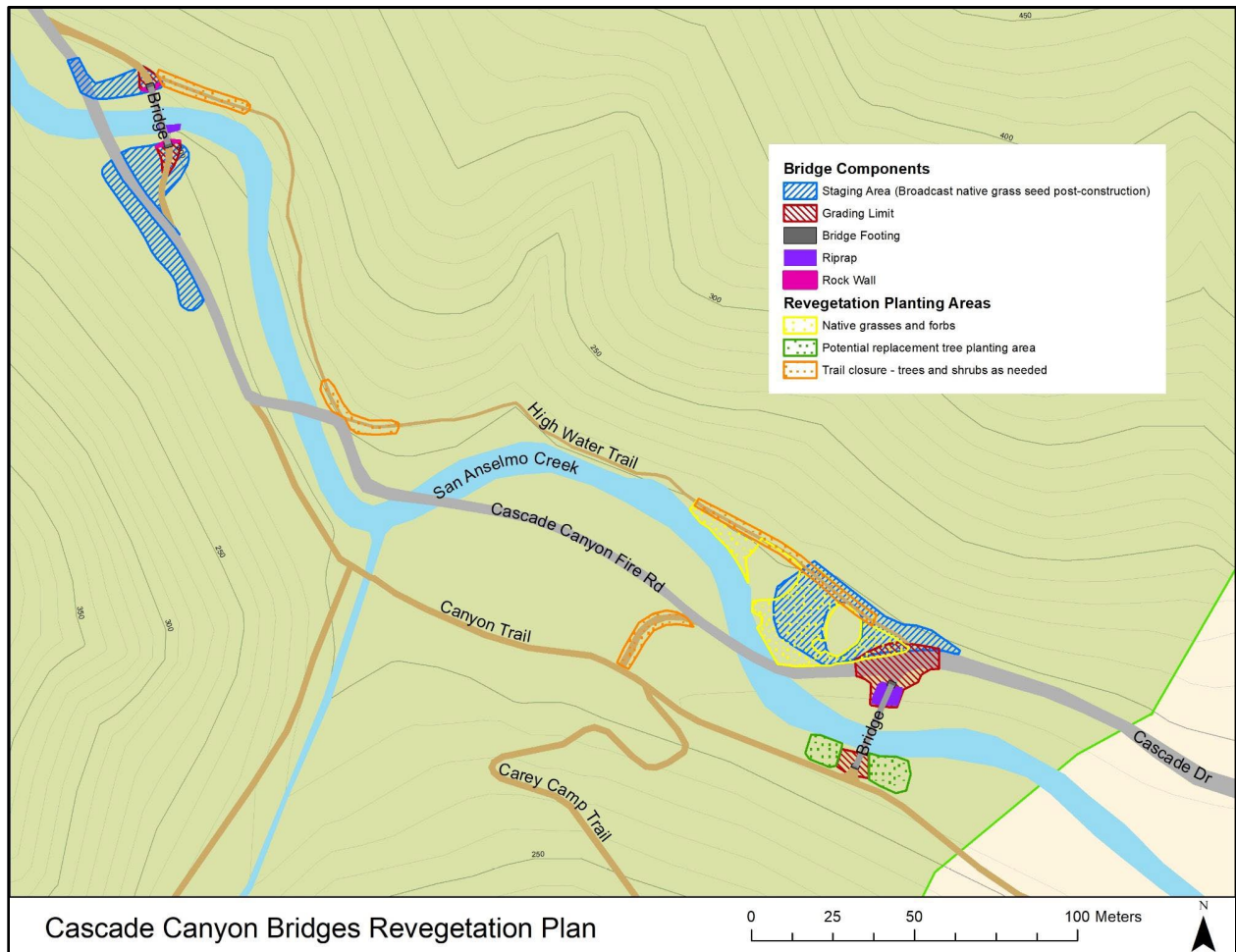
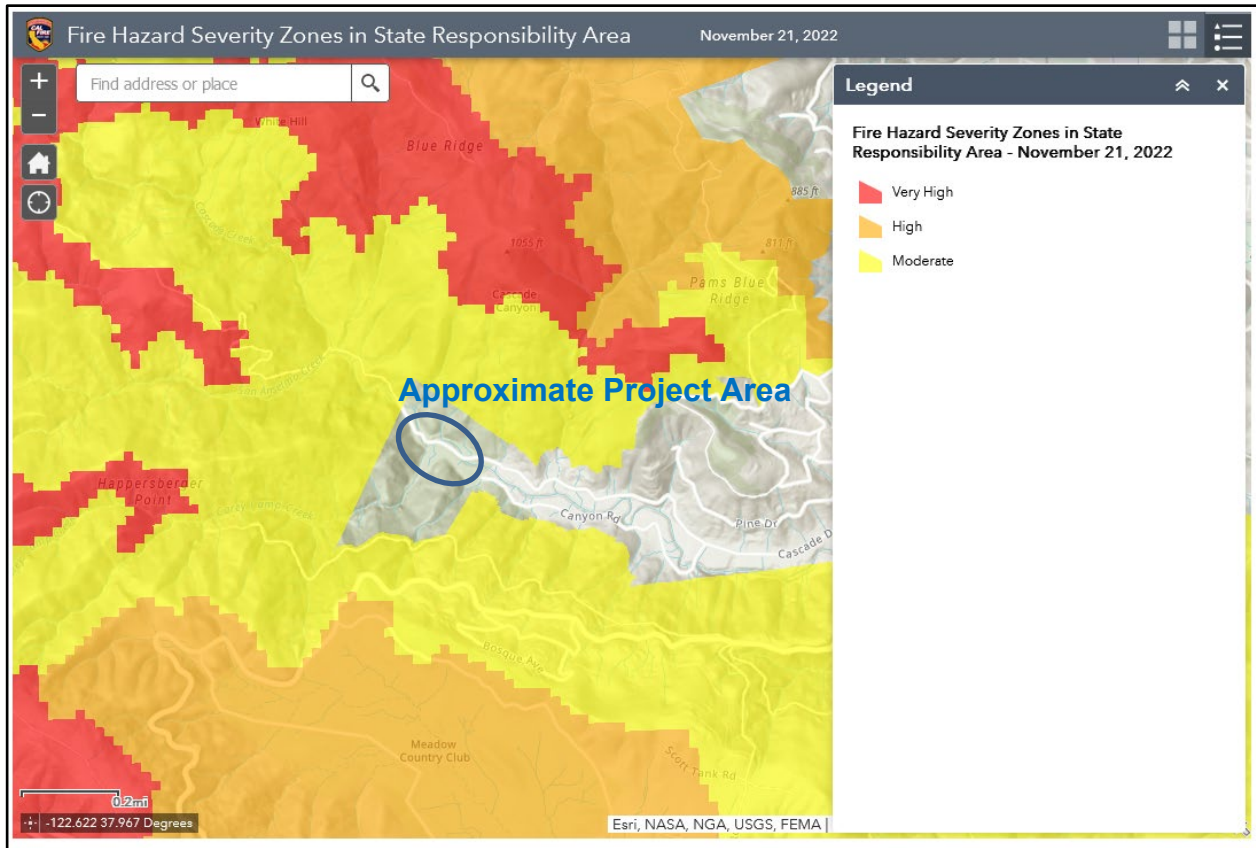


Figure 31: Fire Hazard Severity Zones for the Project Area and Surrounding Neighborhoods¹²⁷



127 <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>

Figure 32: Wildland Urban Interface Zone for the Project Area and Surrounding Neighborhoods

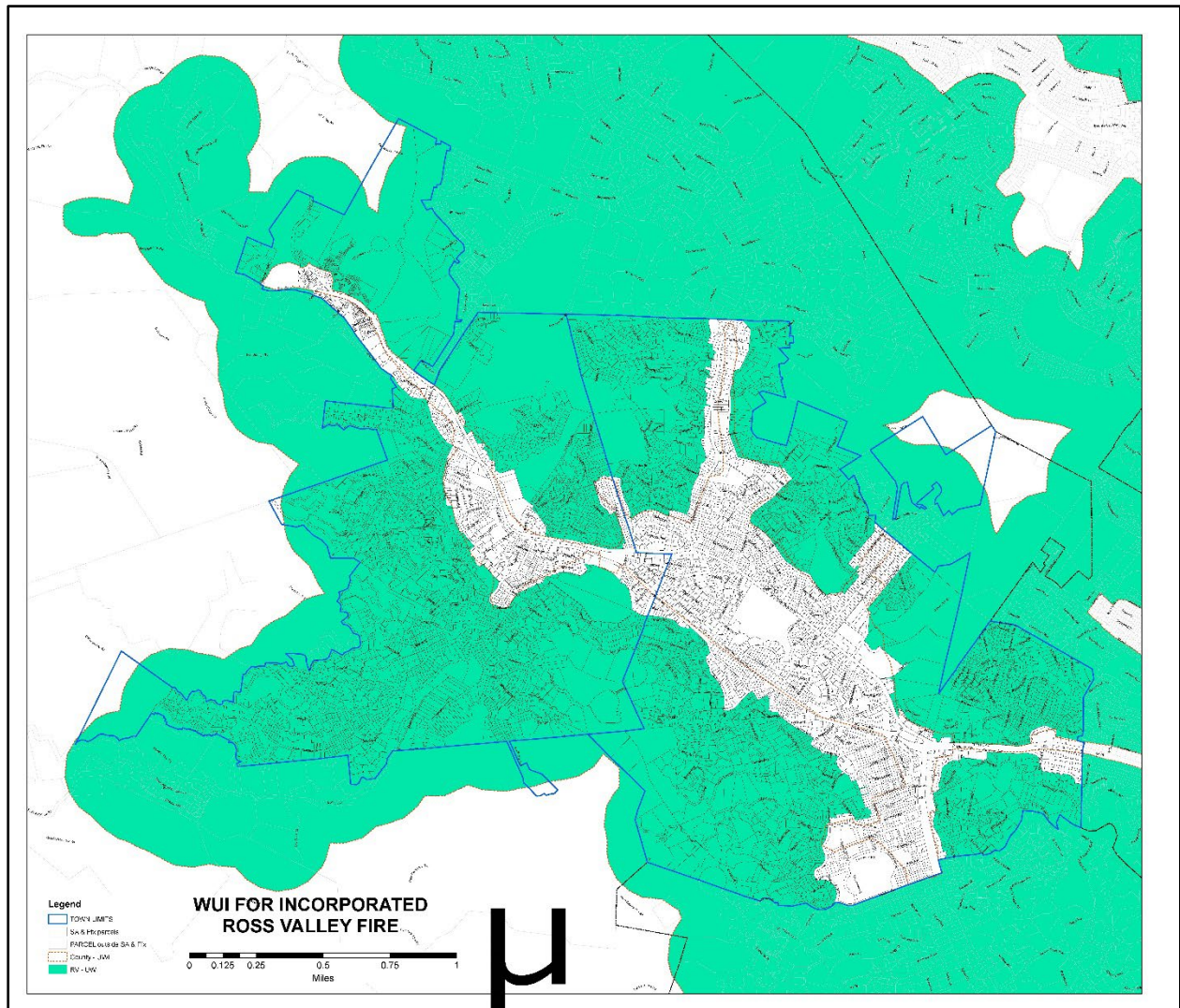


Figure 33: Fire Safe Marin Evacuation Route for the Neighborhoods adjacent to Cascade Canyon Open Space Preserve

ZONE AREA

7 FAIRFAX CASCADE Know your way out.

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

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

EVACUATION SAFETY TIPS

What to wear?
Wear goggles, leather gloves, and heavy shoes/boots; protect skin with long cotton or wool clothing; protect airway and face with an N95 mask and bandanna. Wear a hat to protect hair from embers.

Where to go? Avoid hillsides. Head for a valley floor by car, away from the fire if possible.

Last resort...Go on foot or bicycle only if no other option exists. Sheltering indoors or in a car is usually safer than being exposed outside.

Never evacuate uphill, on fire roads, or into open spaces where there is unmaintained vegetation.

Don't panic in traffic! Inside a car on pavement is one of the safest places during a wildfire.

EMERGENCY ALERTS & FIRE INFORMATION

WILDFIRES CAN STRIKE SUDDENLY AND WITHOUT WARNING. EMERGENCY MANAGERS WILL ATTEMPT TO NOTIFY RESIDENTS WHEN EVACUATION IS NECESSARY, BUT THIS IS NOT ALWAYS POSSIBLE. ADVANCE PREPARATION AND SITUATION AWARENESS ARE REQUIRED.

ALERT MARIN: Emergency Notifications and Evacuations

For **ACTION** at a specific **ADDRESS**

- Critical evacuation and life safety information, during emergencies, to specific addresses.
- Voice, Text, and Email messages

To register visit www.alertmarin.org

NIXLE: Information Notices

For **INFORMATION** to an entire **ZIP CODE**

- General information and less critical updates to larger populations, by zip code only.
- Text messages only

To register, text your zip code to 888777

AM/FM RADIO, SOCIAL MEDIA: Bay Area News; Twitter, Facebook

Monitor **FM 106.9, AM 740 (KCBS); AM 810 (KGO); FM 88.5 (KQED); FM 92.3; FM 90.5; FM 89.9 (KWMR)**

Follow: @MarinSheriff, @MarinCountyFire, @FairfaxPD, and @RossValleyFire

NOAA Radios: tune to 162.500 or 162.400 (same code 006041)

Fire Safe MARIN
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