



## Robin Fies

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**From:** Mark Wittenkeller <phone8007062055@gmail.com>  
**Sent:** Friday, March 7, 2025 7:50 AM  
**To:** EnvPlanning  
**Subject:** Cabal,Broken Dam and Saddlecut FX.MARIN

[You don't often get email from phone8007062055@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Sending up to the file that I fully support the improvements, both on the Private property and the Marin community development agency presentation , File of the same or similar name on file with environmental planning management. Please confirm receipt.

Please call me. Should you have any questions, 415-602-6275

Mark Wittenkeller  
Mbr Advisory Brd Csa-16  
Greenbrae  
Sent from my iPhone

**Robin Fies**

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**From:** No-Reply  
**Sent:** Monday, March 10, 2025 9:05 PM  
**To:** EnvPlanning  
**Subject:** Re: Warmer project/ camp tmarancho rojo trail [SENT FROM A PUBLIC FORM]

**Contact Us**

Email To: EnvPlanning@MarinCounty.gov

Hosted Page: <https://www.marincounty.gov/departments/cda/planning/environmental-planning/current-ceqa-projects/camp-tamarancho-trail-improvements-project/camp-tamarancho-noa-draft-isnd>

To: Environmental Planning General Contact

From: Cheryl Tatum

Sender's Email Address: padmakshila@gmail.com

Subject: Warmer project/ camp tmarancho rojo trail

Message: Greetings,

I am very concerned about the noise impacts from this project. We live on Bothin rd and here the bikers all say as it is. Adding another trail that spits out right behind our houses is insane. The bikers yell and holler. Also extremely concerned about the environmental impact as well. The hillside already erodes and has slides. Cutting into it will most definitely make this worse. I'm sorry but this trail system is way too close to all our houses. Literally 10 feet in some instances. Not ok!



## Robin Fies

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**From:** Robin Fies  
**Sent:** Tuesday, March 11, 2025 9:25 AM  
**To:** EnvPlanning  
**Subject:** FW: Warner project / camp Tamarancho [SENT FROM A PUBLIC FORM]

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**From:** No-Reply <[No-ReplyOld@MarinCounty.gov](mailto:No-ReplyOld@MarinCounty.gov)>  
**Sent:** Monday, March 10, 2025 8:45 PM  
**To:** Megan Alton <[Megan.Alton@MarinCounty.gov](mailto:Megan.Alton@MarinCounty.gov)>  
**Subject:** Re: Warner project / camp Tamarancho [SENT FROM A PUBLIC FORM]

### Contact Us

Email To: [Megan.Alton@MarinCounty.gov](mailto:Megan.Alton@MarinCounty.gov)

Hosted Page: <https://www.marincounty.gov/departments/cda/planning/projects/fairfax-unincorporated/warner-design-review-caballo-rojo-trail-project-p4226>

To: Megan Alton

From: Cheryl Tatum

Sender's Email Address: [padmakshila@gmail.com](mailto:padmakshila@gmail.com)

Subject: Warner project / camp Tamarancho

Message: Greetings,

I am a concerned resident on Bothin rd in Fairfax. This trail system will greatly impact our lives on this street. The noise as it is right now is already very impactful but to add a new trail system that drops straight behind our houses is insane. Also the hillside already erodes and has landslides. Cutting into the mountain there could cause a massive mudslide. Having a bike amusement park in our backyards just is not acceptable. It's an insane noise violation as well as an environmental hazard.

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



**Robin Fies**

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**From:** No-Reply  
**Sent:** Tuesday, March 18, 2025 4:47 PM  
**To:** EnvPlanning  
**Subject:** Re: Wording for comment instructions uses past tense WAS when it should say IS [SENT FROM A PUBLIC FORM]

**Contact Us**

Email To: EnvPlanning@MarinCounty.gov

Hosted Page: <https://www.marincounty.gov/departments/cda/planning/environmental-planning/current-ceqa-projects/camp-tamarancho-trail-improvements-project/camp-tamarancho-noa-draft-isnd>

To: Environmental Planning General Contact

From: jon beck

Sender's Email Address: heyjonbeck@gmail.com

Subject: Wording for comment instructions uses past tense WAS when it should say IS

Message: Dear Planners,

Please change your wording on instructions to comment on the Caballo Rojo project from "comment period was" to comment period Is open from"

And please extend the comment period for 22 additional days because of this mistake on your part.

Thank you!



## Robin Fies

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**From:** No-Reply  
**Sent:** Thursday, March 20, 2025 9:48 PM  
**To:** EnvPlanning  
**Subject:** Re: In Support of Caballo Rojo [SENT FROM A PUBLIC FORM]

### Contact Us

Email To: [EnvPlanning@MarinCounty.gov](mailto:EnvPlanning@MarinCounty.gov)

Hosted Page: <https://www.marincounty.gov/departments/cda/planning/environmental-planning/current-ceqa-projects/camp-tamarancho-mountain-bike-trail-system-improvements-project>

To: Environmental Planning General Contact

From: Brian Oei

Sender's  
Email Address: [brianjoei@gmail.com](mailto:brianjoei@gmail.com)

Subject: In Support of Caballo Rojo

Message: Hello, I'm a resident of Bothin Road and I live close to the exit of the proposed plan. The design plans are thorough, and I look forward to this plan.

My hopes is to see improved water flow during large rain storms, and erosion control.



## Robin Fies

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**From:** Thea Liskamm <liskammthea@gmail.com>  
**Sent:** Sunday, March 23, 2025 8:26 PM  
**To:** EnvPlanning  
**Subject:** Comments on the Draft Initial Study/Negative Declaration for the Camp Tamarancho Mountain Bike Trail System Improvements  
**Attachments:** 147 Bothin Road Comment on Camp Tamarancho Mountain Bike Trail System Improvements Draft ISND .pdf

You don't often get email from liskammthea@gmail.com. [Learn why this is important](#)  
Ms. Reid & Ms. Alton-attached are my comments concerning the Draft IS/ND for the Camp Tamarancho Mountain Bike Trail System Improvements. Please confirm receipt and contact me if you have any questions.

*(cont.)*

Thank you,

Thea Liskamm  
liskammthea@gmail.com  
415/378-6879

**March 23, 2025**

Rachel Reid  
Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov

ATTN: Megan Alton, Senior Planner  
(Request Confirmation of Receipt)

**Subject: Strong Opposition to the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

I am writing to express my strong opposition to the certification and opening of the Caballo Rojo Mountain Bike Trail System as outlined in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. While I respect the passion and interests of the mountain biking community, my concerns, shared on behalf of my family and our neighborhood, are solely related to the significant impacts this project would have on our property, community, and the environment.

As a resident of 147 Bothin Road, I live adjacent to and directly below what appears to be the proposed terminus of the new trail system. I deeply value the safety, tranquility, and integrity of our neighborhood, and I respectfully urge you to reconsider moving forward with this project. The expansion as proposed poses significant environmental, safety, and quality of life risks that have not been adequately addressed in the current review.

**Key Concerns:**

1. **Lack of Adequate Notification (CEQA Section 15087)** Residents closest to and directly impacted by this project, including myself, were not properly notified. Despite our proximity to what appears to be the proposed terminus of the new trail, we neither received the Notice of Availability nor were we invited to any public meetings before or during the public comment period. We only became aware of this project a few days ago when a concerned neighbor informed us, leaving us with limited time to engage with a proposal that has reportedly been in development for over a decade. When I reached out to your office for clarification on the location of the project and the lack of notification, I was told that the County issued the Notice of Availability to properties within 625 feet of 100 and 1000 Iron Springs Road. This notification approach may be appropriate for small-scale projects, such as the construction of a fence between two properties, but it is inadequate for a project of this magnitude, which has clear implications for the

surrounding community. Additionally, the inconsistencies in the logic of the project objectives, maps and figures within the IS/ND, including missing residential properties which, coupled with the absence of clear markers on Iron Springs Road to indicate the proposed terminus location, suggest that both the notification process and project documentation require significant revision. I respectfully request a comprehensive review and improvement of the public notification process including a time extension to ensure that all affected residents are properly informed and given an opportunity to provide meaningful input.

2. **Hydrology and Water Quality (CEQA Section 15065)** The environmental impact of the existing Tamarancho trail system on local hydrology is already evident, with increased water flow, erosion, and flooding leading to landslide risks and property damage. We are concerned that the proposed Lower Caballo Rojo trail would exacerbate these effects, and the Draft IS/ND has not sufficiently addressed these issues. The Draft IS/ND includes language in the project description introduction under “Camp Tamarancho Mountain Bike Trail System History and Project Context” stating that the Upper Caballo Rojo Trail is to be considered an “existing condition” for the purposes of CEQA and that the applicant and County are completing retroactive permitting, including a CEQA exemption for previously unpermitted but completed trail work. Based on the downslope, downstream impacts of this unpermitted development, I urge you to consider decommissioning and restoring the Upper Caballo Rojo trail to its natural state to prevent further environmental harm.
3. **Geological and Soil Stability (CEQA Section 15126.2)** Landslides in our valley are a well-documented and pressing issue. The recent tragic incident, where a Bothin Road resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon, highlights the real dangers posed by the terrain. The proposed construction of trails on steep hillsides further threatens the stability of the area, risking soil erosion and increased landslides upslope from our properties. Given the historical record, I strongly believe this project must fully assess these geological risks and request that further development be halted to protect both the environment and the safety of our community.
4. **Public Services and Quality of Life (CEQA Section 15064.7).** The inappropriate behavior of some cyclists, such as changing in public areas and engaging in urination or defecation, has already disrupted the peaceful, family-friendly atmosphere of our neighborhood. I strongly urge you to take these concerns into consideration and explore how the current use as well as future developments can better preserve the character of our community. I respectfully request that this project be reconsidered to reduce these disturbances and ensure the well-being of our residents.
5. **Noise Impacts (CEQA Section 15064.7)** The proposed trail system would exacerbate the significant noise pollution from the existing Tamarancho trail system. Given the narrow valley, close proximity to our houses, and unique acoustic properties of the area, we are concerned that the future noise impacts from the proposed trail expansion have been grossly underestimated in the CEQA review. This increase in noise, especially during peak hours, threatens to further disrupt the peaceful environment of our community. I respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clear signage and noise reduction

guidelines for cyclists, so that the current trails are used in a manner that respects the residential nature of our community.

6. **Traffic and Safety Impacts (CEQA Section 15064.3)** Our neighborhood is already experiencing congestion and parking difficulties due to the current trail system. The proposed expansion would worsen these issues, particularly regarding cyclist speeds on Iron Springs Road, where violations of the 15-mph speed limit create dangerous conditions for residents. The increased congestion could also impede emergency vehicle access in the event of a wildfire or accident. I urge the Boy Scouts and local authorities to enforce stronger safety measures to ensure the well-being of our residents.
7. **Cumulative Impacts (CEQA Section 15130)** When considering this expansion alongside existing trail systems, we are concerned about the cumulative environmental and social impacts—including increased erosion, flooding, landslides, noise, traffic congestion, safety concerns, and diminished quality of life, privacy, security, and property values. These impacts will likely compound over time, undermining the long-term sustainability of our community values. I respectfully request a thorough examination of these cumulative effects in the review process.
8. **Request for Alternative Considerations (CEQA Section 15126.6)** Given the significant concerns outlined above, I respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state with no further work to develop the proposed Lower Caballo Rojo trail. While the intention to reduce cyclist/vehicle conflicts on Iron Springs Road is understandable, I believe there are alternative, environmentally friendlier solutions within the existing trail system. Encouraging cyclists to use alternative routes, particularly during peak times, would help alleviate the need for further expansion while preserving the integrity of the environment.

### **Conclusion:**

In conclusion, I strongly urge you to reconsider this project in light of the serious concerns we have raised. The potential irreversible risks to our environment, safety, and quality of life are too significant to overlook. I respectfully request that no further development proceed until these issues are fully addressed and resolved.

Thank you for your attention to this important matter. I look forward to hearing from you soon and hope that we can work together to preserve the well-being of our community.

Sincerely,

**Thea Liskamm**

147 Bothin Road, Fairfax CA 94930



## Robin Fies

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**From:** Tammy Taylor  
**Sent:** Monday, March 24, 2025 3:04 PM  
**To:** Rachel Reid  
**Cc:** Robin Fies  
**Subject:** FW: Support Letter for "Camp Tamarancho Mountain Bike Trail System Improvements Project"

FYI:

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**From:** David Warner <david@redhorseconstructors.com>  
**Sent:** Monday, March 24, 2025 2:55 PM  
**To:** Tammy Taylor <Tammy.Taylor@MarinCounty.gov>  
**Cc:** 'Warner Suzanne' <suwarner@gmail.com>; Megan FitzGerald <megan@redhorseconstructors.com>; pcurfman01@gmail.com; mdybeck@boyscouts-marin.org; Joe Warner <jwarner@redhorseconstructors.com>  
**Subject:** Support Letter for "Camp Tamarancho Mountain Bike Trail System Improvements Project"

You don't often get email from [david@redhorseconstructors.com](mailto:david@redhorseconstructors.com). [Learn why this is important](#)

Dear Tammy Taylor,

The Warner Family supports the Caballo Rojo Trail since it will eliminate downhill bicycle traffic and provide a larger section of safety for all users of Iron Springs Rd, since downhill bicycle traffic is where speed occurs, not uphill. The fact that the downhill trail is specifically for bicycles only, this will improve the solitary nature of the trail use.

Having lived on Iron Springs Rd for over 25 years, we know this trail will help create a larger safety margin on a high-use road. Thanks.

-The Warner Family  
(Suzanne, David, Megan, Joe)



## Robin Fies

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**From:** Thea Liskamm <liskammthea@gmail.com>  
**Sent:** Monday, March 24, 2025 9:32 PM  
**To:** EnvPlanning  
**Cc:** Susannah Mrazek; Sonia Saltzman; Summer Cassel  
**Subject:** Fwd: Comments on the Draft Initial Study/Negative Declaration for the Camp Tamarancho Mountain Bike Trail System Improvements  
**Attachments:** 147 Bothin Road Comment on Camp Tamarancho Mountain Bike Trail System Improvements Draft ISND .pdf; 147 Bothin Road Comment on Camp Tamarancho Mountain Bike Trail System Improvements Draft ISND .pdf

Some people who received this message don't often get email from liskammthea@gmail.com. [Learn why this is important](#)

Please confirm receipt of the attached comments re: Draft IS/ND.

Thank you,

Thea Liskamm  
liskammthea@gmail.com  
415/378-6879

Begin forwarded message:

**From:** Thea Liskamm <liskammthea@gmail.com>  
**Subject:** **Comments on the Draft Initial Study/Negative Declaration for the Camp Tamarancho Mountain Bike Trail System Improvements**  
**Date:** March 23, 2025 at 8:26:01 PM PDT  
**To:** "EnvPlanning@marincounty.gov" <EnvPlanning@MarinCounty.gov>

Ms. Reid & Ms. Alton-attached are my comments concerning the Draft IS/ND for the Camp Tamarancho Mountain Bike Trail System Improvements. Please confirm receipt and contact me if you have any questions.

Thank you,

Thea Liskamm  
liskammthea@gmail.com  
415/378-6879



**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

*Iron Springs Road*

We, the undersigned residents of ~~Bothin Road~~ in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

**1. Lack of Notification (CEQA Section 15087)**

We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.

**2. Hydrology and Water Quality (CEQA Section 15065)**

We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

4. **Public Services and Quality of Life (CEQA Section 15064.7)**

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.

5. **Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. We are concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. This increase in noise, particularly during peak hours, could disrupt the peaceful environment that we value so much. We respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage and noise reduction guidelines for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.

6. **Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.

7. **Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

8. **Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,

Maryia Meliuk and Anton STRYKAS

Address

16 Iron Springs Road, Fairfax CA 94930

**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

We, the undersigned residents of Bothin Road in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

**1. Lack of Notification (CEQA Section 15087)**

We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.

**2. Hydrology and Water Quality (CEQA Section 15065)**

We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

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7. **Cumulative Impacts (CEQA Section 15130)**

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community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

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In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely, *Michael Luchessa*

Address *160 Borthin Rd. Fairfax, Ca. 94930*

**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

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Sincerely,

Karen Pugeo

Address

91 Bothin Rd  
Fairfax, CA 94930



**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
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Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

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Sincerely,

Jane Kremling

Address

117 Bothin Rd  
Fairfax, CA 94930



**DUE BY 4PM MARCH 31st**

**March 22, 2025**

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Marin County Community Development Agency  
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Sincerely, *Randal & Sharon Johnson*

Address *69 Bothin Road Fairfax CA 94930*  
E mail: *retoglass@aol.com*

# *March 22, 2025,*

Note: The home owners are dealing with off road parking problems on Bothin Road, Marok area & Iron Springs Road. ~~Just~~  
Please consider the home owners of the area.

*Randal & Sharon Johnson*  
Home owners.



**DUE BY 4PM MARCH 31st**

**March 22, 2025**

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Marin County Community Development Agency  
Planning Division, Room 308  
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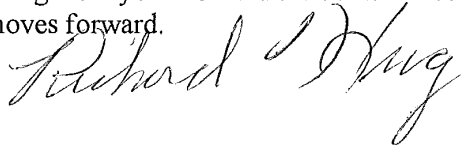
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Sincerely,



Address

196 Bothmi Rd Fairfield C.A. 94932

Dear Rachel Reid

I have lived on Iron Springs Rd for over 35 years. I had no idea this bike trail was been planned.

We already have many bikes zooming down our roads. I have to be very careful driving to my home because of the reckless speed these bikers ride at.

They are loud, throw trash in the street and do not respect our neighborhood.

I think they have plenty of trails to ride on already and hope you do not approve this new trail

Sincerely  
Anne Culey  
28 Iron Springs Rd

**DUE BY 4PM MARCH 31st**

**March 22, 2025**

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We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.
4. **Public Services and Quality of Life (CEQA Section 15064.7)**

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.
5. **Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. We are concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. This increase in noise, particularly during peak hours, could disrupt the peaceful environment that we value so much. We respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage and noise reduction guidelines for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.
6. **Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.
7. **Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

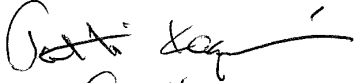
8. **Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,

  
Nancy Cullane & Family

Address

112 Botlin Rd  
Fairfax, CA 94930

P.S. We have lived at this address for 40 years and raised our family here. The cycling traffic on Iron Springs Road, and parking here on Botlin creates congestion and hazardous lack of free access on weekends. We cannot safely walk in our own neighborhood on weekends as it is. Please consider our neighborhood safety, and deny permitting for this expansion.



**Robin Fies**

---

**From:** Charles Tumminia <yunk44@comcast.net>  
**Sent:** Thursday, March 27, 2025 7:34 PM  
**To:** EnvPlanning  
**Cc:** Chuck Tumminia  
**Subject:** ATTN: Megan Alton, Senior Planner

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**DUE BY 4PM MARCH 31st**

**March 27 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

We, the undersigned residents of Bothin Road in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

**1. Lack of Notification (CEQA Section 15087)**

We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We

respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.

**2. Hydrology and Water Quality (CEQA Section 15065)**

We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

**3. Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

**4. Public Services and Quality of Life (CEQA Section 15064.7)**

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.

**5. Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. We are concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. This increase in noise, particularly during peak hours, could disrupt the peaceful environment that we value so much. We respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage and noise reduction guidelines for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.

**6. Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.

**7. Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

**8. Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be

decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,

Charles & Janice Tumminia

Address

132 Bothin Rd

Fairfax , Ca. (4930



## Robin Fies

---

**From:** Jenny Schmidt <plantgirl36@gmail.com>  
**Sent:** Friday, March 28, 2025 12:26 PM  
**To:** EnvPlanning  
**Subject:** ATTN: Megan Alton, Senior Planner (please confirm receipt)

You don't often get email from plantgirl36@gmail.com. [Learn why this is important](#)

## March 28, 2025

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: [EnvPlanning@MarinCounty.gov](mailto:EnvPlanning@MarinCounty.gov)

ATTN: Megan Alton, Senior Planner  
SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

I respectfully express my strong concerns about the certification of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. I believe that further certification of this project should be reconsidered. The proposed expansion has the potential to cause environmental, safety, and quality-of-life impacts, which, in my view, have not been fully addressed or adequately assessed in the current analysis.

The following points outline some of our key concerns regarding the Draft IS/ND:

1. Lack of Notification (CEQA Section 15087)

I am concerned that residents directly affected by this project were not properly notified. I did not receive the Notice of Availability for the project, nor was I invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. I respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.

2. Hydrology and Water Quality (CEQA Section 15065)

I have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and I am concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and I urge that the property owners mitigate the damage already done by water drainage onto Iron Springs Road right at the end of the Town-maintained portion of Iron Springs Road.

### 3. Geological and Soil Stability (CEQA Section 15126.2)

The risk of landslides in the 'BOTHIN VALLEY' is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, I believe that the project should fully account for these geological risks, and respectfully request that further development be better examined to prevent potential harm to the land and safety of the community.

### 4. Public Services and Quality of Life (CEQA Section 15064.7)

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that I value. I am hopeful that any future development would consider the preservation of our neighborhoods character, and I respectfully request that this project be reconsidered to minimize such disruptions.

### 5. Noise Impacts (CEQA Section 15064.7)

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. I am concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. I respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.

### 6. Traffic and Safety Impacts (CEQA Section 15064.3)

There is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road.

### 7. Cumulative Impacts (CEQA Section 15130)

When considering the proposed expansion of the trail system alongside the existing trails, I am concerned about the cumulative environmental and social impacts, including increased erosion, flooding and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security, and property values. These issues could compound over time, affecting the long-term sustainability of our community. I respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

I acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, I believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. I suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further Development. It is a specious argument that this new trail will slow downhill bike traffic on Iron Springs Road.

In conclusion, I ask that this project be reconsidered in light of the significant concerns I have raised regarding environmental, safety, and quality-of-life impacts.

I appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.  
I look forward to hearing from you soon and trust that my concerns will be taken into account as the review process moves forward.

Sincerely,

Jenny Schmidt

Address

36 Iron Springs Road  
Fairfax CA 94930



**From:** [Studio Tibbs](#)  
**To:** [EnvPlanning](#)  
**Subject:** Caballo Rojo Mtn Bike Trail concerns  
**Date:** Monday, March 31, 2025 2:57:21 PM  
**Attachments:** [Caballo Rojo Mtn Bike Trail Caballo Rojo Mtn Bike Trail concerns.pdf](#)

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You don't often get email from studiotibbs@gmail.com. [Learn why this is important](#)

Dear Megan Alton,

Attached is the form that was due today by 4pm, but when I came to drop it off the bldg was locked shut!

Please disregard page 1 of the pdf

Thank you for your consideration of this tender matter

Lisa Tibbs  
Studio Tibbs  
505-699-3630  
studiotibbs.com



**From:** [Jonathan Brody](#)  
**To:** [Tammy Taylor](#)  
**Subject:** Caballo Rojo Trail at Iron Springs Road  
**Date:** Sunday, March 30, 2025 4:30:58 PM

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Dear Tammy Taylor,

I am a Bothin Road resident writing to you to submit comments in response to the CEQA Initial Study Review. Let me begin by saying that as a long-term resident and a long-term Tamarancho passholder and rider, I am able to see this project from multiple perspectives. I have always regarded the Tamarancho trail system both as an amenity and a slight nuisance, giving more weight to the former than the latter. The current proposal changes these weightings significantly.

My greatest concern is soil stability. As you must be aware, we have had problems with slides in the past. I am not a soil engineer (or any kind of engineer), so I cannot personally evaluate how much this project will reduce soil stability, and increase risk of a slide on the other side of Iron Springs Road where I live. But I would like to see some entity come forward with (1) assurances that this will not be the case; and (2), if it turns out that they are mistaken about this, that they stand ready to take full responsibility for repairing any damage from slides or flooding that impact homeowners on Bothin Road. Various parties seem to be involved in this project: the Boy Scouts, Access4Bikes, Marin County, and the private owner of the land above Iron Springs Road. When a slide blocks the creek during a rainy winter because of all the soil disturbances caused by this project, which of these parties intends to take responsibility and compensate the homeowners on Bothin Road for the destruction of their properties?

Apropos of the property owner above Iron Springs Road who appears to have initiated this entire project, it seems clear that this individuals' interests and desires are having a much greater impact on our neighborhood than those of the rest of us, who live in comparatively modest homes below this large property. I don't have consultants, relationships with decision-makers in local government, or attorneys. And I suspect that my Bothin Road neighbors are equally bereft of influence. Is Fairfax really the kind of town that favors the interests of the wealthy and well-connected over the rest of us?

Of course, I do recognize that mountain bikers also have a legitimate interest in this project. I would, however, have more sympathy for their interests, if they were more civilized and didn't treat the neighborhood with so little regard. When we first moved into our house approximately 18 years ago, we would certainly hear riders chatting on their way up Iron Springs Road to the trail head. Back then mountain bikers seemed to have sensibilities similar to hikers. They were audible without being obnoxious: just people out for a bit of fresh air and exercise in a natural environment. With the advent of the e-mountain bike, the noise problem has become significantly worse. My guess is that the demographic profile of mountain biking

has shifted and there is much less emphasis on enjoying the tranquility of a natural environment. But whatever the reason, there are now riders yelling as they ride up Iron Springs Road (perhaps because they no longer need to exert themselves by pedaling up the hill) and playing loud music (without headphones). I anticipate that if the Caballo Rojo project is completed, this problem will be quite a bit worse for us, with riders congregating on the road right above our property. Signage promoting quiet is a good idea. But given that the "closed due to rain" sign is so regularly disregarded by riders, I doubt that it will be terribly effective.

Thank you for considering my views on this matter,

Jonathan Brody  
151 Bothin Road



**From:** [Nancy Morita](#)  
**To:** [EnvPlanning](#)  
**Subject:** Caballo Rojo Trail proposed  
**Date:** Tuesday, April 1, 2025 12:10:40 AM  
**Attachments:** [Caballo Rojo letter 3312025.pdf](#)

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You don't often get email from nancymorita99@gmail.com. [Learn why this is important](#)

Dear Ms. Megan Alton, Senior Planner

Attached please find a pdf of our letter of comments regarding the proposed Negative Declaration for the Camp Tamarancho Mountain Bike Trail System Improvements Project Design Review and Grading Permit, Project ID: P4226 and GP15-003.

We received by mail your Notice of Availability, and appreciate the opportunity to comment, especially since our home and property are immediately adjacent to the proposed Caballo Rojo trail, and the outcome of your decisions will affect our family and community.

Sincerely,  
--Nancy Morita and Michael Emery  
99 Iron Springs Road, Fairfax, CA 94930

Ms. Megan Alton, Senior Planner  
Marin County Department of Planning  
3501 Civic Center Drive, Suite 308  
San Rafael, CA 94903  
<[EnvPlanning@MarinCounty.gov](mailto:EnvPlanning@MarinCounty.gov)>

March 31st, 2025

Dear Planner Alton,

We are writing to you to express some concerns about the Caballo Rojo Mountain Bike Trail that is proposed to run very close to our home on Iron Springs Road, just outside of the Town of Fairfax.

While we respect our neighbor's right to develop their property, and we appreciate the stated intention that it is partly to alleviate the dangers of bicycle riders speeding down Iron Springs Road, we feel compelled to raise a few issues which might not have been considered up to this point. We will attempt to present these briefly.

① 1) All of Iron Springs Road beyond the town of Fairfax border is privately owned. We, for one, own about 1/4 mile of this road, which has, since we moved here, become a very busy bicycle route. While many bike riders are courteous, the numbers of bicyclists who zoom by our property, often yelling, upset ourselves and our dogs at all hours of the day and night with their speed, voices, swearing, and intense headlamps, and this has become intolerable. The Boy Scouts, who make money off of the sale of bike passes to their trails which are accessed via our part of the road, have not made good on their promise to restrict mountain bike riders to daylight hours, nor to curb the amount of garbage and sometimes human excrement, and sadly roadkills (especially lizards and snakes) run over by bikers, left along our road. And, despite signage to the contrary, there are very frequently drivers who come up and park on the narrow road, in violation of fire code, to offload their bikes near our house. For all of these reasons, we are not happy about the prospect of a new and "even more fun and challenging" trail, inviting even more mountain bikers to come here.

② 2) The concept of the Caballo Rojo trail reducing the number of speeding bicycles going past our house does sound like a good idea to us. But, there is also the issue of what would be lost. The estimated cumulative one acre of land (currently intact natural habitat, supporting communities of native flora and fauna) that is planned to be stripped of vegetation, sculpted into banked turns for fast, challenging riding, and compacted, will present a loss of natural diversity and safe habitat for wildlife. From having lived in and observed nature here for many years, we know that these woods and grasslands support numerous rare and in some cases endangered species (contrary to the proposed CEQA determination), including nesting northern spotted owls, the California Giant Salamander, Michael's Piperia (a native orchid),

2  
(cont.)

Spotted Coral root (another native orchid), and Giant Trillium, to name just a few. Bobcats and a mountain lion have also been documented in this canyon. It would be a tragedy if they lost their ability to continue to live here because of human encroachment into their shrinking habitat. The California Native Plant Society (and other organizations) has many knowledgeable botanists who could walk the proposed route of the new trail to determine if and where species of special concern may occur, so that the trail could be either abandoned or re-routed to avoid protected species. It does not seem that such a practical and important step as this has not been taken.

3

3) Another concern of ours is the creation of illegal bike trails and the number of suspicious persons in our neighborhood, exacerbated by the really large increase in the numbers of bicyclists, e-bike riders, and large groups of bicyclists, including night riding clubs, who now come here. One of our neighbors on Iron Springs Road has had the misfortune of an illegal bike trail (I believe it is called Hobo Trail) having been made across their property. They do not want it, did not approve it, and they feel helpless to stop the speeding bike riders who insist on riding on it. They also wonder about liability issues, in the event that a bicyclist were to get seriously hurt, given their speed and devil-may-care attitude. Who will help our neighbors to regain their sense of safety, privacy, and sanctuary on their own property?

4

4) Every year, especially in summer, we frequently hear the thunder of Medevac helicopters, searching and hovering over a gravely injured mountain biker up on the Tamarancho trails, to take them to Marin General. Ourselves, and most of our neighbors, have either been hit while in our cars (while we were stopped) by an out-of-control cyclist flying down Iron Springs Road (nor far below where the proposed trail outlet would be), or helped an injured cyclist get down the hill after they crashed on their own. Is all this trail building really a good idea?

5

5) Our last point concerns the protection of waterways. In the plans, the trail goes right up to a creek edge. This is in violation of the town and county creek setback provisions re. development. By placing the trail farther uphill, the existing creeks and waterways would be less impacted. There are numerous native amphibians, as well as other species, who rely upon the creeks for their survival. The creek setbacks must be respected. We and our neighbors know from experience that the creek banks are fragile, and erosion can cause tremendous damage downstream, and also pollute the water farther down where anadromous fish live.

We welcome your comments and/or questions, and thank you for your kind consideration,

Nancy Morita and Michael Emery  
99 Iron Springs Road, Fairfax  
<[nancymorita99@gmail.com](mailto:nancymorita99@gmail.com)>



**From:** [Eva R](#)  
**To:** [Tammy Taylor](#)  
**Subject:** Caballo Rojo Trails – CEQA Comments and Request  
**Date:** Sunday, March 30, 2025 3:18:49 PM

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You don't often get email from [evareale@hotmail.com](mailto:evareale@hotmail.com). [Learn why this is important](#)

Dear Ms. Taylor:

I recently learned of the proposed Caballo Rojo Trail on property donated by the Warner family, licensed for use by Camp Tamarancho.

I reside at and own with my husband the property at 151 Bothin Road, which is downslope from Iron Springs Road. The new trail system would be upslope from our property on the other side of Iron Springs Road.

I believe the Caballo Rojo Trail has the potential to negatively impact our property. My primary concern is soil stability and potential landslides. It is well reported that much of Marin County is susceptible to landslides. We are at the base of a steep valley. There have been a number of documented soil erosion and landslide events in our neighborhood and along Iron Springs Road, one that resulted in a fatality, another where the hill slid so dramatically it crossed the road and crushed the trees downslope. Had there been a home there, it would have been crushed too.

At present, the point of entry and exit for the existing single-track trail poses no risk to residential properties. If the Caballo Rojo Trail is created upslope from residential Bothin Road properties, there is an increased risk of soil erosion and landslides onto our properties. How could this new trail be worth risking our safety when there are so many mountain bike trails already? More importantly, if there were events that negatively impacted our neighborhood properties, I would like to know who will take managerial and fiscal responsibility. The city of Fairfax? County of Marin? Access for Bikes? Mr. Warner? It would certainly be unfair for residents and property owners to be left to address property damage caused by someone else's pet project.

I have additional concerns about noise above our property which is likely to increase, particularly as cyclists congregate to wait for their cycle buddies. You can install signs, which may be helpful, but we have witnessed cyclists ignore closure signs and chains across the trailhead to ride Camp Tamarancho after heavy rains. I am fond of the mountain bike culture here – my husband is a rider – but many cyclists ignore the rules because they feel entitled and because they can.

In summary, I oppose the creation of the Caballo Rojo Trail because of the increased risk of soil erosion and landslides to residences on Bothin Road. I am also concerned about the noise and cyclist behavior being moved closer to the residences here. I am additionally asking to be informed of who will be fiscally and managerially responsible should there be negative impacts to our properties if this project goes through.

Thank you for your consideration.

Regards,

Eva Reale



**From:** [pcurfman01@gmail.com](mailto:pcurfman01@gmail.com)  
**To:** [Tammy Taylor](#)  
**Cc:** [Michael Dybeck](#)  
**Subject:** MCBSA Camp Tamarancho MTB Trail System ISND Comments  
**Date:** Monday, March 31, 2025 3:49:49 PM  
**Attachments:** [MCBSA Tamarancho Comments ISND 3-31-2025.pdf](#)

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Hello Tammy,

Attached are comments from Michael Dybeck, the Scouting Executive in charge at Camp Tamarancho. Thank you for the opportunity to comment on this important project.

Regards,

Paul Curfman  
Environmental Planning



California Environmental Quality Act Initial Study Negative Declaration  
CAMP TAMARANCHO MOUNTAIN BIKE TRAIL SYSTEM IMPROVEMENTS PROJECT  
Comments from Marin Council Boy Scouts of America, Project Proponent

March 28, 2025

For over 80 years the Marin Council, Boy Scouts of America (MCBSA) has provided healthy outdoor education experiences at the 410-acre Camp Tamarancho. In addition to Scouting programs, we provide low-cost advanced mountain biking trails and a training venue for all Marin County high school mountain bike teams. For over 20 years, and at significant expense to MCBSA, we have worked with Marin County to keep the mountain bike trail system in compliance with all federal, state and county permitting requirements. As such we have consulted with the U.S. Army Corps of Engineers, The California Department of Fish and Wildlife, the San Francisco Bay Regional Water Quality Control Board, the Marin County Department of Public Works, The Marin County Community Development Agency, and the Town of Fairfax. Recently we also have teamed with Marin County Parks and The Marin County Fire Department to restore degraded fire roads, maintain trails and reduce fire fuel loads within the forests of Camp Tamarancho.

① Camp Tamarancho is at the center of three Marin County Open Space Preserves. With such large areas that are generally unpatrolled, we are grateful for the extra eyes and ears provided by Friends of Tamarancho (FOT) mountain bikers to provide a safety presence to monitor these vast spaces around the Camp. The Marin County Fire Department has also thinned many of the forests to reduce fire fuel loads at Camp Tamarancho. This is an important safety improvement for us, the three nearby Marin County Open Space Preserves, and especially our neighbors in the communities of Fairfax and Woodacre.

② Iron Springs Road is a prime access from Fairfax to these open spaces and it is MCBSA that has maintained the upper Iron Springs Road easement, again at significant expense and for the benefit of all. Iron Springs Road provides emergency access for fire equipment and the trail system provides much needed foot access for firefighters in otherwise inaccessible forests. Please note that the Trails System Improvements Project addressed in this initial study exists within the context of the ongoing Camp Tamarancho Fuel Reduction and Community Protection Program, which affects considerably more of the natural environment at the Camp, including lands directly adjacent to the trail system.

③ Regarding Caballo Rojo trail and Iron Springs Road, we are committed to addressing Bothin neighbor interests. MCBSA is hosting a neighborhood gathering on April 3<sup>rd</sup>, 2025 to listen and to identify credible solutions. The invitation is attached. Caballo Rojo Trail would move biking away from the neighborhood, reduce road use, slow speeds to improve safety and elevate the overall pedestrian experience.

MCBSA respects the Community Development Agency's position as the CEQA Lead Agency to make decisions regarding CEQA compliance. However, as project proponents and financiers of the Initial Study, we would have appreciated the opportunity to review the document prior to public release. Our comments on the Initial Study are enclosed.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Dybeck".

Michael Dybeck  
Scout Executive, CEO

MCBSA is pleased to submit comments on the subject document as follows:

- 4 | Page 5 – Paragraph 4. Revise last sentence to read: “The applicant and County are completing retroactive permitting for previously completed trail work.”
- 5 | Page 7 – Section 2, first paragraph, last sentence. The last sentence “During the winter months, the Camp is relatively unused by the MCBSA and other organizations.” Should be deleted as that is factually incorrect. The camp is used year-round, it of course has higher usage during those months with more favorable weather.
- 6 | Page 7 – Section 2, last paragraph, first sentence. While the main parking lot at the Camp accommodates approximately 50 vehicles, the camp has overflow areas for parking that are only used during special Scouting events.
- 7 | Page 9 – The bullet point related to swimming, camping, hunting, is unrelated to FOT use of trails. It can be deleted as those elements are not referenced on current FOT materials.
- 8 | Page 9 – Original Trail Loop section, second paragraph, last sentence. Delete “for use by the public.” Trails at Camp Tamarancho were not, and are not, open for use by the public.
- 9 | Page 9 – Additional Trails section, last paragraph, end of second sentence, insert; “A CEQA Categorical Exemption for existing facilities is being prepared by Marin County to address these trails.”
- 10 | Page 12 – First paragraph, third sentence. This Project element also would include two additional boardwalks along Upper Caballo Rojo; the trail was previously constructed, but the boardwalks are proposed as part of the current Project application, [ADD] as requested in consultations with the California Department of Fish and Wildlife (per notification No. 1600-2015-0270-3).
- 11 | Page 17 – First paragraph after photo. Revise and amend paragraph to read: Free-span boardwalks and a bridge would be constructed over the ephemeral streams that intersect the lower trail route would avoid all in-stream construction. Structural foundations would be excavated with small equipment. Bridge and boardwalk structures would be constructed with electric hand tools. Direct impacts to streams would be prevented by installation of temporary foot bridges and fencing on either side of each stream feature.
- 12 | Page 29 – Construction Standards, second and fourth paragraphs state in the Project Description:

“Cycling lines for switchbacks are typically laid out with a minimum 15-foot radius to control speed and allow for a smooth descent. Initial grades in areas away from streams (non-jurisdictional areas) are made with a small track-mounted excavator. The excavator bucket holds approximately 2 cubic feet of earth, and the arm reaches about 12 feet. Volunteer crews would finish surface grades with hand tools such as picks, rakes, and shovels. With the excavator and volunteer crews of 6 to 12 people, about 300 to 400 feet of trail can be constructed per day.”

Please revise all sections to be consistent with the statement above, including but not limited to:

Page 45-46 and Table AQ2 page 46 to delete “on Saddlecut Road”,

Page 47 second paragraph. Correct multiple statements that suggest an excavator would only be used on Saddlecut

Page 48, section D. Same comment as above

Page 73, section a, same as above

Page 79, section f, same as above

12

Page 80, section a, Same comment as above.

(cont.)

Page 86, section a, paragraph 1. Same comment as above.

Page 99, Paragraph 2, same as above

Page 100, section b) paragraph 2, strike second to last sentence about ...1,000 feet away and ADD; “An excavator will be used for approximately a week to install the retaining wall next to Iron Springs Road, which is approximately 150 feet from the nearest residence (not 1,000 feet).

13

Page 35 – Section C. Circulation and Review. First sentence the strike the word “Mitigated”. This document is a Negative Declaration, not an MND.

14

Page 38 – Add missing box for Biological Resources and add this statement: “No significant environmental impacts in the 21 categories listed above were identified in the following analysis.”

Page 39- 40, Aesthetics

Revise Section a) to read: A scenic vista is typically a panoramic, expansive overview, though sometimes it can also be a focused distant view. The existing trail system provides access to these types of views, and the Project facilitates that. Sometimes, depending on the perspective, trails become part of the scenic vista, and on occasion if poorly sited, a trail could negatively affect a scenic vista. The Saddlecut Road to Trail project will be visible within some non-designated scenic vistas available in the White Hill Open Space Preserve, but that project will restore an open and eroding road and benefit any available scenic vistas that include it.

15

Section c) – Visual Character: Move what was written for section a) into section c) and delete the first sentence, as it is not relevant. Please state that the end of Caballo Rojo Trail will be visible from Iron Springs Road. The trail, the three-foot tall wooden retaining wall, and the split rail fence would all be consistent with the visual character of other existing trails currently visible from Iron Springs Road. After construction, some embankments at the bottom of Caballo Rojo Trail would be exposed and would contrast with the existing forest vegetation when viewed from Iron Springs Road. Still the components of the trail are consistent with the visual character of the area, and the contrast of the trail would be visible only to passers-by for a limited duration and would diminish over time, therefore the impact to the visual character is less than significant.

16

Page 44, second sentence. Revise to read: The Project would install improvements to three sections of the existing bike trails to enhance rider safety.

17

Page 50, last paragraph, drop reference to IS/MND

18

Page 55, Last paragraph. Please specifically state the native grasses and the stand of Mt. Tamalpais manzanita (*Arctostaphylos montana* ssp. *montana*) will be located and protected during construction. If necessary, trail alignments will be adjusted to ensure avoidance and protection.

19 | Page 63, Northern Spotted Owl, end of paragraph 1. Please add the following statement from the Biological Site Assessment (WRA 2022): The listed northern spotted owl (NSO; *Strix occidentalis caurina*)... has persisted and nested successfully in proximity to the [Camp Tamarancho Mountain Bike] Trail System, in a similar manner to those in the absence of mountain biking, for 20 years.

20 | Page 70 – Please provide MCBSA with a copy the Archaeological Survey Report (ALTA, 2024).

Thank you!

\* \* \*

## INVITATION

### A Neighborhood gathering to discuss the Caballo Rojo Trail at Iron Springs Road

6 p.m. April 3<sup>rd</sup> at the Bothin Parklet (Bothin and Rockridge Rd.)

### PLEASE JOIN US

AS A NEIGHBOR on Iron Springs Road, the Marin Council Boy Scouts of America is interested in your thoughts and concerns about our proposal to complete Caballo Rojo Trail.

**PURPOSE:** Caballo Rojo Trail would redirect nearly half of the mountain bike use away from upper Iron Springs Road. The trail would be a one-way single-track descent licensed for use by the Camp Tamarancho mountain bike trail system. It would pass through the privately protected open space easement that the Warner family donated to the County to limit further development. About 4,500 feet of the trail are in place above Iron Springs Road and the final 1,300 feet, including the connection back to lower Iron Springs Road, are proposed.



View down Iron Springs Road showing where the Caballo Rojo Trail would intersect from the right.

#### PROJECT FEATURES:

- Improved safety for all, with fewer downhill cyclists on Iron Springs Road
- Continued protection of the 40-acre open space easement above Iron Springs Road
- Invasive plant reductions including scotch broom removal along the trail
- Intersection selected for maximum safety and site-distance between cars and bikers
- Signs would warn both riders and drivers of the approaching intersection
- Speed control features on the trail would slow bikers before entering the intersection
- Signs on the trail would encourage bikers to be quiet and depart the area promptly
- Slower speeds for cyclists, pedestrians and dog-walkers on Iron Springs Road

**FOR MORE INFORMATION:** Please contact Michael Dybeck at [mdybeck@boyscouts-marin.org](mailto:mdybeck@boyscouts-marin.org)

**NOTE: CEQA INITIAL STUDY ENVIRONMENTAL REVIEW COMMENTS DUE  
MONDAY MARCH 31<sup>st</sup> at 4 pm to [Tammy.Taylor@MarinCounty.gov](mailto:Tammy.Taylor@MarinCounty.gov)  
CEQA comments will NOT be recorded at the neighborhood gathering**



**From:** [jeffrey\\_morgan](#)  
**To:** [EnvPlanning](#)  
**Subject:** Strong Opposition to the Certification and Opening of the Caballo Rojo Mountain Bike Trail System  
**Date:** Sunday, March 30, 2025 6:44:28 PM

You don't often get email from [jmorgan@goldengategetaways.com](mailto:jmorgan@goldengategetaways.com). [Learn why this is important](#)

March 30, 2025

Rachel Reid  
Environmental Planning Manager  
3501 Civic Center Drive, Suite 308  
San Rafael, CA 94903

ATTN: Megan Alton, Senior Planner

Dear Ms. Reid and the Marin County Community Development Agency Planning Division,

We, the undersigned residents of Bothin Road in Fairfax, unequivocally oppose the certification and opening of any part of the Caballo Rojo mountain bike trail system as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We demand that all further development and certification of this project be immediately halted. The proposed expansion presents unacceptable environmental, safety, and quality-of-life impacts that have been grossly underestimated or entirely ignored in the current analysis. We believe that the Boy Scouts should remedy the negative impacts to our neighborhood from the existing Tamarancho trail system and we emphatically oppose any further development of these trails. We call for the immediate reevaluation and abandonment of this project in its current form.

The following outlines our initial concerns regarding the Draft IS/ND:

## **1. Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail will significantly increase noise pollution in our residential neighborhood, which is already heavily impacted by the existing Tamarancho trail system. The suggestion in the CEQA review that no additional noise impacts will occur is utterly false and dismissive of the reality on the ground. The amplification of sound in this narrow valley from the noise of riders, both during the day and at night, will irreparably disturb the peace and tranquility of our community. We demand immediate action from the Boy Scouts and Marin County officials to implement comprehensive noise mitigation measures for use of the existing trails, including clear warnings in the Tamarancho Trail Rules, mandatory signage, and a requirement for riders to adhere to noise limits out of respect for the residential character of our area.

## **2. Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already strains our community with excessive traffic and parking issues, and the proposed trail expansion will only worsen this situation. The failure to enforce speed limits, particularly the 15-mph limit for cyclists descending Iron Springs Road, is an ongoing safety hazard for residents. Riders flagrantly disregard these rules, placing our families at risk. This trail expansion will not alleviate these problems but will only exacerbate them as more riders descend via both the paved road and the new trail. We demand that the Boy Scouts and local authorities enforce the speed limits rigorously to prevent further harm and protect our community's safety for the current use of the existing trails.

## **3. Hydrology and Water Quality (CEQA Section 15065)**

We have already seen the severe consequences of the existing Tamarancho trail system on local hydrology, with increased water flow, erosion, and flooding in the surrounding areas. The situation has worsened to the point where landslide risks and property damage have become a real threat. The proposed Lower Caballo Rojo trail will only

accelerate these dangerous trends, contributing to further erosion and destabilizing the hillside. The environmental review fails to adequately address these critical issues, and we demand that the Upper Caballo Rojo trail be decommissioned and restored to its natural, untouched state to mitigate these irreversible environmental threats.

#### **4. Geological and Soil Stability (CEQA Section 15126.2)**

The landslide risk in our valley is already a serious concern, with major slides in 2017, 2021, 2023 and numerous smaller incidents of soil slippage including a tragic accident where a Bothin resident working with the Boy Scouts died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The construction of new trails, especially on steep hillsides, will only exacerbate these risks and increase the likelihood of further soil instability and erosion. The project fails to properly account for these geological risks, and we strongly oppose any further development that threatens the stability of our land. We demand that this project be halted to prevent catastrophic environmental consequences.

#### **5. Public Services and Quality of Life (CEQA Section 15064.7)**

The expansion of the trail system will directly threaten the quality of life in our community. Public disturbances caused by cyclists, including inappropriate behavior such as changing in public, urination, defecation, and verbal abuse directed at residents, have already become rampant. These unacceptable actions are disrupting the peaceful, family-friendly environment we cherish. Further trail development will only exacerbate these issues, leading to more disturbances and further undermining our safety and privacy. This project must be stopped to preserve the integrity of our neighborhood.

#### **6. Cumulative Impacts (CEQA Section 15130)**

The proposed expansion of the trail system, when considered alongside the existing trails, will lead to catastrophic cumulative impacts on our environment and quality of life. The negative effects will compound, including heightened noise, traffic congestion, safety hazards, erosion, and landslide risks. These cumulative impacts were not adequately addressed in the Draft IS/ND and must be thoroughly reexamined. We oppose this project due to the far-reaching and irreversible harm it will cause.

#### **7. Request for Alternative Considerations (CEQA Section 15126.6)**

Given the severity of the impacts outlined above, we strongly urge the immediate decommissioning of the Upper Caballo Rojo trail and its restoration to its natural state. We also demand that no further work be done on the Lower Caballo Rojo Trail. These actions are critical in preventing irreversible environmental and safety risks to the residents of Bothin Road and ensuring the long-term stability of our neighborhood.

#### **8. Lack of Notification (CEQA Section 15087)**

It is deeply troubling that we, as directly impacted residents, were never properly notified about this project. We did not receive the Notice of Availability for the project nor were we invited to any public meetings regarding the proposed changes. Furthermore, the maps and figures provided in the Draft IS/ND are riddled with errors, including omissions of key residential properties that will be impacted by the trail expansion, as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. The failure to adequately inform affected parties of this project is a clear violation of CEQA's public notification requirements.

We demand that this project be abandoned immediately. The environmental, safety, and quality-of-life impacts of the proposed trail expansion are severe, and the current review process has failed to adequately address these concerns. We urge you to reconsider this project, halt any further development, and restore our community's peaceful, residential nature.

We expect a prompt and thorough response to this letter and demand that our concerns be addressed before any further actions are taken. We will not stand idly by as our community is harmed by this reckless proposal.

Thank you for your urgent attention to this matter. Please confirm receipt of this notice.

Sincerely,

<!--[if !supportLineBreakNewLine]-->  
<!--[endif]-->

Jeffrey Morgan  
Susan Goodacre

169 Bothin Road  
Fairfax, Ca 94930



**From:** [Brian Pedersen](#)  
**To:** [EnvPlanning](#)  
**Subject:** Tamarancho Trails - Project IDs P4226 and GP15-003  
**Date:** Sunday, March 30, 2025 11:18:06 PM

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[You don't often get email from marintrails@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Megan,

I have lived at 9 Iron Springs Road for over 25 years. Tamarancho and its trails have been a great community resource, and its users and trail builders, and the Scouts, have been good neighbors. It is unfortunate that this project was put to the time, trouble and delay of the environmental review process in the first place, but I have read the materials and fully support the project and completion of the trail segment improvements.

Brian Pedersen

Sent from my iPhone

RECEIVED

APR 01 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

We, the undersigned residents of Bothin Road in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

1. **Lack of Notification (CEQA Section 15087)**  
We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.
2. **Hydrology and Water Quality (CEQA Section 15065)**  
We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

4. **Public Services and Quality of Life (CEQA Section 15064.7)**

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.

5. **Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. We are concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. This increase in noise, particularly during peak hours, could disrupt the peaceful environment that we value so much. We respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage and noise reduction guidelines for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.

6. **Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.

7. **Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

8. **Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,



Address

124 BORTHW RD  
FAIRFAX, CA 94930

**RECEIVED****APR 01 2025**COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION**DUE BY 4PM MARCH 31st****March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

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- 1. Lack of Notification (CEQA Section 15087)**

We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.
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The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

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7. **Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

8. **Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,



Address

131 Bothin Road Fairfax, CA, 94930

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, California 94903

RECEIVED

APR 01 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

Attention: Megan Alton, Senior Planner

March 29, 2025

**Re: CEQA Environmental Review Comments: Caballo Rojo Trail**

Dear Rachel, Megan and Marin County Community Development Agency,

I am opposed to the completion of the Caballo Rojo Trail for safety, environmental (and insurance) and quality-of-life issues.

**Safety**

I understand the completed Caballo Rojo Trail project will redirect mountain bike use away from upper Iron Springs Road. This is good, as that section of the road is peaceful and beautiful place for walkers.

I also understand that the completed trail project will do nothing to change cyclists' use of lower Iron Springs Road. As you know, **bikers need to descend lower Iron Springs Road** to exit the trail experience and return to parked cars or town.

1

- The **majority of residences** abutting Iron Springs Road are on the lower section of Iron Springs Road. Residents need to pull out of driveways and turn into driveways, and must take care to avoid excited cyclists rapidly descending the road after enjoying their rides.
- Despite signage and the narrowness of this part of the road, **cyclists tend to descend lower Iron Springs Road at very fast speeds, well above what is reasonable.** It is understandable: they are stoked to have had such a challenging, fun experience (often with friends)! It is also incredibly **dangerous.**
  - This past week, my husband heard FOUR stories of **significant bike crashes** at the base of Iron Springs Road (Iron Springs/Rockridge intersection), as descenders veer to avoid recreational cyclists, cars and pedestrians that cross Iron Springs Road at its base.
  - In one instance, a toddler's father told us "*My <sup>child</sup> son almost died,*" as a result of the reckless cyclist's speed. Two other neighbors told us that cyclists crashed over the tops of their cars. For the past 5 years, I have not allowed my teen daughter

1

(cont.)

to walk on Iron Springs Road on weekend days – it is too risky, given the number and speed of descending cyclists.

- o Lower Iron Springs Road and the intersection of Iron Springs and Rockridge is currently VERY dangerous for cyclists, pedestrians, cars and recreational bike riders.
- o With the significantly increased number of riders attracted to the completed trail, Lower Iron Springs Road and the intersection of Iron Springs and Rockridge will become EXCEEDINGLY dangerous for cyclists, pedestrians (adults and children), cars and recreational bike riders.
- o The majority of cyclists descending lower Iron Springs Road ignore existing speed limits and controls.\* It is absolutely reasonable to predict that the number of cyclists using the new trail will ignore speed limits and controls.\*
- o More cyclists going dangerously fast = significantly more danger to young children, dog walkers, cross-town bike riders and drivers.

\* including the stop sign at intersection

Does a pedestrian or descending bike rider need to die or become seriously injured before this matter is taken seriously? Given this information, can you responsibly entertain the idea of INCREASING BIKE DESCENTS on lower Iron Springs Road?

#### Environmental and Insurance

As thoroughly detailed in other letters you have received from our neighbors, the proposed trail completion project adversely affects **water flow and drainage** to properties sited below Iron Springs Road (such as ours). The proposed trail project increases the **risk of landslides** to properties below the road. For these reasons, if insurance companies survey our properties and surrounding environs (standard practice), we may have a harder time insuring our homes, or may bear the burden of increased premiums for a preventable environmental cause.

#### Quality of Life

3

While I am not a mountain biker, I do enjoy skiing. I truly understand the appeal and excitement of a technical pass, a fast descent!

#### NOISE

That said, the interface of recreation and residences needs to be more carefully, fairly thought-out.

4

- Cyclists talk very loudly on their ascent behind our property. (I have heard more stock tips, date recaps and vacation plans than I care to say.)
- Excited cyclists often yell out to themselves or to each other on their descent.

They do not respect signs encouraging consideration and "quiet." Honestly, I can't blame them. They are there to have fun. We, however, invested in our home for the peaceful environment –

4

(cont.)

a shaded, forest view; silence, on the weekends. MORE cyclists descending lower Iron Springs Road will degrade our quality of life even more significantly. Adversely. Would you want a large amount of happy cyclists descending a steep, narrow road directly behind behind your home? It'd be challenging, right? Now imagine doubling that number. Now do you see my point?

5

PARKING

Lots of creative parking "jobs" at the base of Iron Springs and Rockridge, impacting roots of redwood trees and making passage through the narrow turns challenging and, at times, dangerous.

Given more trail users, what is the plan to direct parking so it does not adversely impact our neighborhoods?

Courtesy

6

Why did you all not see fit to contact neighbors on lower Iron Springs Road and on the north <sup>south</sup> side of Bothin Road as you formulated and pursued this project?

7

Why did the County not directly address the detailed environmental questions my husband, Jon, sent to Megan Alton in December 2023?

In addition to my significant objections related to safety, environment, insurance and quality-of-life, the manner in which this project is being evaluated and, potentially, approved, shocks and disappoints me.

I am not trying to get a project "out of my backyard." I am trying to find a way to keep my property safe, my daughter, friends and neighbors safe. I am trying to preserve my property's value and safety. I am interested in honoring the concerns of all parties involved – the residents of Iron Springs and Bothin Road, the Boy Scouts, the Warner family, the County of Marin. I am hopeful that, with thoughtful consideration, we will discover a way for the desires of each party to be addressed.

Most sincerely,



Marla Beck  
137 Bothin Road  
Fairfax, CA 94930  
(415) 720-2123

Cc:

Marin Council Boy Scouts of America  
Warner Family



RECEIVED

APR 01 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

**IRON SPRINGS ROAD**

We, the undersigned residents of ~~Bothin Road~~ **Iron Springs Road** in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

- 1. Lack of Notification (CEQA Section 15087)**  
We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.
- 2. Hydrology and Water Quality (CEQA Section 15065)**  
We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

4. **Public Services and Quality of Life (CEQA Section 15064.7)**

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.

5. **Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. We are concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. This increase in noise, particularly during peak hours, could disrupt the peaceful environment that we value so much. We respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage and noise reduction guidelines for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.

6. **Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.

7. **Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

8. **Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,

SHERYL LIEBSCHER

Address

40 IRON SPRINGS ROAD, FAIRFAX CA 94930



RECEIVED

DUE BY 4PM MARCH 31st

APR 01 2025

March 22, 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

*IRON SPRINGS*

We, the undersigned residents of Bothin Road in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

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We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.

**2. Hydrology and Water Quality (CEQA Section 15065)**

We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

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The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.

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The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.

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When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

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In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,

*Deborah R. Simon*  
Address 40 IRONSPRINGS RD  
FAIRFAX, CA 94930

March 29, 2025  
RECEIVED

APR 01 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

Hello Rachel,

In addition to the comments in my attached, signed letter, I want to make you ~~also~~ aware of an earlier email that I sent to Megan Alton on December 12, 2023. Megan responded to me on December 18, 2023 saying she would include this email and the photos attached to it into the Caballo Rojo Project file.

8

I will be sending an additional email with attachments to her by the deadline of this open public comment period. I kindly request that you read both emails from me and respond back to me



**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

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10  
(cont.)

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11

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12

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13

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15

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15

(cont.)

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16

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,



Address

137 Bothin Rd.  
Fairfax, CA  
94930

Jon Beck

April 1, 2025

Dear Marin County Community Development Department,

I am a 59 year resident of Marin County and a 28 year resident of Fairfax. I have enjoyed riding road and mountain bikes throughout Marin county for 45 years, and while I enjoy riding offroad singletrack trails the most, I, along with many of my neighbors living on Bothin/ Rock Ridge and Iron Springs Road strongly oppose the building or certification of any part of the Caballo Rojo Trail because of landslide risk, flooding, noise, erosion, risk of accidents from speeding riders on Lower Iron Springs and Rockridge Roads, and from the extra liability associated with accepting this trail as part of the 40 acre open space easement the County has accepted from David and Suzanne Warner.

The following is my response or comments solicited by your office in response to the **Initial Study Camp Tamarancho Mountain Bike Trail System Improvements Project (CEQA), and The Caballo Rojo Trail Design Review Submittal**, which has it's proposed endpoint directly adjacent to my family's house of 28 years.

First and foremost, I do not accept the conclusion made by the Marin County Planning Department to **exclude the 4,500 foot illegal Upper Caballo Rojo Trail from this CEQA review process, which, if adopted, will be permitting the Entire Caballo Rojo Trail.** The Boy Scouts of America (Michael Dybeck), Access for Bikes, and David and Suzanne Warner (the property owners who gave permission for the construction of the trail over their land) were denied a grading permit in 2005, then, 10 years later illegally dug out a 4,500ft deep - cut trail anyway. See photos (set 1). Following a 2019 rainstorm in which many many trees fell over, the Warners removed them from their property, and failed to inform the Marin County Planners or Department of Public Works about this, while, at the same time, participated in dialogue to seek permits to legalize the trail. See photos (set 2) This trio of applicants received their grading permit from the Department of Public Works on June 23, 2022, still not apparently informing the Department of the fallen trees from their grading practices. They finally submitted a completed design review by WRA Environmental Consultants who used Miller Pacific Geotechnical Engineers that says, and I quote, " Caballo Rojo trail alignment avoids trees and any significant impact to them. (WRA arborist report, 2016, updated 2023)" How can this be? The fallen trees were removed from the Warner Property between 2019 and 2023,, taking away the damage that the Warners, Boy Scouts, or Access for Bikes' hired WRA arborists and the Public Works Department never saw! **And finally,, after receiving a copy of photos taken by me (a Marin County citizen) of the fallen trees and damage to the mountainside on December 17, 2023, the Marin County Planning Commission, under Megan Alton and Rachel Reid, now fully accept the logic and conclusions made by the un-informed WRA arborist's report, along with a statement from an Army Corps of Engineers representative who saw the trail in 2016, several years before the trees fell, and from the most recent CEQA document that relies predominantly on Miller Pacific Engineers (2016) and an analysis by a Klienfelder Inc. engineer report (2003) that concludes the original Tamarancho loop trails were built "in a professional manner that avoids** And from these reports, these County employees are about to certify the Department of Public Works' granting of a grading permit which was given in 2022 for this upper portion of the trail, and are also now calling the entire 4,500 ft Upper Caballo Rojo trail a pre-existing condition, exempt from CEQA,

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APR 01 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

17

(cont.)

and a sound basis and model for allowing for the completion of the remainder of the Lower Caballo Rojo Trail. This is deceptive and against the law.

More information and consequences from "The Big (unpermitted) Dig:

18

In the Initial Study Camp Tamarancho Mountain Bike Trail System Improvement Project document, CEQA, under the Introduction subheading, and reading into section 1, Camp Tamarancho Mountain Bike Trail System History and Project Context, it states, that the applicant originally applied for a grading permit in 2005 but it was not granted to them. Ten years later, they were caught in 2015 after deep - cut- digging a 4,500 foot trail and moving 250 cubic yards of soil, and had their project stopped by your office after an on - site inspection by the Department of Public Works Land Development Division. Applications were then submitted by the applicant on August 6, 2015 and another submittal was made in April 2016. **Then, over 5 years later**, additional submittals were made in May and September of 2021. Yet, during this period, neither the Public Works Department, nor the Land Development Department thought it would be prudent for the applicant to **decommission and restore** the steep mountainside to its original, or pre- existing condition prior to the unpermitted work. Neither department seemed to actively document or monitor the compromised condition of the experimental construction site after major storms. (Nor was the applicant assessed **any fines**.) What DID happen during this 5 year period is that in 2019 a sudden, large storm hit our neighborhood and knocked down many of the large Oak, Madrone, and Bay trees on the mountainside (all protected species, or requiring a permit to cut and remove). These trees were all adjacent to, and fell over from, the digging of the unpermitted Upper Caballo Rojo trail. See photos (set 2). The applicant, however, continued to make more grading permit submissions to Marin County planners in May and September of 2021, and I'm assuming they didn't mention the fallen trees in any of their comments or responses to questions from the county engineers or planners. Currently, these uprooted fallen trees can no longer be seen on the Upper Caballo Rojo Trail because they were removed at some point. On October 24th, 2021, within the area of the Upper Caballo Rojo Trail, sediment and debris clogged a 3 ft drainage pipe at the top of Bothin Rd and downstream of stream 1 (not marked) on topo map pg 4 of the WRA report, and stream 2 (marked). With excessive water from this storm, the whole yard and downstairs room of Tibb's family house at 187 Bothin Rd. was flooded, in addition to the rest of Bothin Rd. such that cars as far as 15 houses down could not safely exit their driveways for most of that day. See photos (set 3). A nearby neighbor of the Tibbs, a contractor, had to hire his crew and use a backhoe and dump truck to dig down to the pipe to clear it and end the flooding down Bothin Rd. Furthermore, water rushing down Bothin road was "as muddy as it has ever been" according to Randy, a 50 year resident at the bottom of Bothin Rd. **This muddy water has occurred many, many times during heavy storms** in Bothin creek and is an accepted method for determining that erosion is taking place. The applicants (David Warner and Michael Dybeck of the Boy Scouts of America, and Access for Bikes) made one final grading permit submission in April of 2022 to address County comments. We can assume they didn't include any information about the fallen trees, or resulting erosion, or new flooding that occurred as a result of their practices, because on the second page of their Design Review Submittal application, under the Geotechnical Assessment Section, the first bullet point reads, "**Construction of Upper Caballo Rojo Trail**

18

(cont.)

**has not resulted in significant geologic or geotechnical issues.”** The time of this conclusion was 2016, before the 2019 storm, the falling over of the many trees, and flooding event I am referencing, but now that we HAVE evidence of flooding and SEEN evidence of erosion, (see photos set 3), and have pictures of multiple uprooted and knocked over trees from the 2019 storm, (see photos set 2), it does not make sense to rely on this WRA report (who’s authors **never saw** the destructive fallout from the upper Caballo Rojo Trail) as evidence that the Upper Caballo Rojo Trail “was built in a professional manner” (As Kleinfelder noted in 2003 when commenting on the builders of the original Tamarancho loop trail) and has not and does not currently cause damage to the environment, because it has, and it does.

In the document titled **Caballo Rojo Trail Design Review Submittal**, under the **purpose for the trail section**, it is stated that it will decrease the interactions between traffic going up the road and cyclists coming down, providing more safety. While this may be true, **there are many, far less environmentally impactful alternatives** to this project that could achieve this same purpose:

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- 1) Boyscout policy statement in their CEQA report, under section C, Environmental Settings, section 1, Project Location and Setting, says, “ On weekends and other peak - use periods, trail monitors supervise the trail system to enforce regulations. Trail monitors report any problems to the resident on-site camp ranger...” In sharp contrast to this, my neighbors and I have NEVER SEEN any Boyscout personnel or others actively controlling the descent speed of riders. Neighbors have reported on several occasions to me that walking on the road feels unsafe because riders descend at whatever speed that pleases them. One family with young children living below the proposed endpoint of the trail (and therefore not subject to the stated benefits to safety of the new trail) told me that their child was almost killed by a speeding rider. The rider slammed on his brakes, wiping himself out badly, barely preventing a collision at high speed into their child. Consider this: On HWY 101 if there were no speed limits, it too would become unsafe, but would this be a reason to build additional parallel highways to take care of the problem? **Actively monitoring and enforcing Boyscout speed regulations (15 mph max) for mountain bikes descending on Iron Springs Roads is an excellent and safe alternative to the new trail. (And it’s what The Boy Scouts Of America said they would do 20 years ago yet continue to fail to fulfill as a condition to opening up the original 7 mile loop trail.)**
- 2) **There are at least SIX alternate ways to descend off the boyscout loop trail to achieve the same purpose of increasing safety between mountain bikers and cars on Iron Springs Rd.**
  - a. At the north end of the Tamarancho Loop, at the top of the flow trail, riders can safely descend on The Porcupine Trail to the base of White’s Hill (or down Sir

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Francis Drake Blvd). This is an excellent, very scenic and safe option to hone one's mountain bike skills.

- b. At the south side, bikers can leave the loop at the J2 gate and descend FOUR different ways. Taking Toyon Fire Road, to Connector Fire Road to two routes into Cascade Canyon Open Space. A third route off Toyon and up past Pam's Blue Ridge drops onto Oak Rd which provides a wider paved descent used by homeowners familiar with their road. A fourth way out the south side involves a fun singletrack that leads out to Holly Ln. This last option is a good choice because turning right onto Scenic, leads to a designated one-way section down Tamalpais Rd., which continues to the bottom as a generally understood one way route to the bottom. Mountain View Rd. is also a decent option at this point which is also a generally understood one way route down. All the neighbors are familiar with their roads since they use them regularly.
- c. There is now an additional way down from the loop using a **citizen- built trail called HOBO**. This is a challenging, skills - building route that exits the loop off of Iron Spring Rd. about 1/4 mile before the Boy Scout's main entrance, near a Yurt. Many young riders from Archie Williams High School's mountain bike team and beyond use this trail as a circuit to repeatedly practice and hone their skills.

**On the weekends or during other peak-use days, the BoyScouts could have a regulation that directs all riders to ANY of these alternative descent routes instead of Iron Springs Rd. (And have monitors enforce this regulation). But even better, they could make both upper and lower Iron Springs Rd. an uphill - only - route for cyclists (with monitors enforcing this regulation), THUS SOLVING THE SAFETY PROBLEM COMPLETELY.**

**We completely object to the assertion** in the CEQA report under Project Objectives (pg 12), that "This Project element (The Completion of the Caballo Rojo Trail) is designed to improve safety and does not promote or accommodate any expansion of use of the greater trail system.

In regards to improving safety, the CEQA report further states on pg 14 under Project Objectives:

20

'While accidents are rare, MCBSA seeks to avoid these encounters (between mountain bikers and cars, people, dogs) ) by moving downhill cyclists off Iron Springs Road to the proposed Caballo Rojo Trail.

And again, in the Boyscout's Invitation for an April 3rd meeting they say:

"Improved safety for all, with fewer downhill cyclists on Iron Springs Road" and "Slower speeds for cyclists, pedestrians, and dog walkers on Iron Springs Road"

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First off, accidents are anything but rare on Iron Springs or Rockridge Rd. This MCBSA assertion is completely false. But, what is true about these accidents is that the vast majority of them happen **below the proposed exit** of the Caballo Rojo Trail onto Iron Springs Road. Indeed, most accidents occur on lower Iron Springs Rd in the narrow section next to the residences on that road, or from cyclists running through the stop sign at the bottom of Iron Springs where it meets Rockridge Rd. I saw an accident two minutes after arriving at that intersection on March 22nd, last week. Four separate neighbors reported being directly involved in accidents on lower Iron Springs or Rockridge Rd. Three such neighbors were completely stopped in their cars and had cyclists collide with them and become airborne before landing. One neighbor on Rockridge Rd said the cyclist hit her car and ended up landing on the hood of the car behind her because of his speed. Another couple living on lower Iron Springs road said their daughter was almost killed by a cyclist who ended up slamming on his brakes and crashing hard to avoid hitting her. Virtually any person wanting to walk on Iron Springs Rd., with the exception of 3 residences who have very steep access to upper Iron Springs Rd, must start out at the bottom of the road, including any resident living on lower Iron Springs Rd who may want to safely walk out of their house and go either up Iron Springs Rd. or down into town directly on their road. **So, building and certifying the Caballo Rojo trail does not make the majority of us any safer since the proposed trail exits well above where the majority of Iron Springs residents live, and above where virtually everyone wanting to walk on Iron Springs road must begin. But, by NOT building the trail and making ALL of Iron Springs Road an uphill - only route for cyclists (with monitors enforcing this regulation), safety will truly be improved.**

21

In regards to "not promoting or accommodating any expansion of use of the greater trail system", we completely object to this assertion as well. Consider the following:

The building of a new, 5,800 ft flow style trail, complete with grade reversals and berm turns **both promotes and expands** the use of the greater trail system: Where there was only **one way** in this area to descend off the 7 mile loop trail on Iron Springs Rd., there will **now be two ways** to do so. Furthermore, the proposed (and unpermitted built) sections of the trail are far different in character and design from a regular trail with long traverses to decrease elevation over greater distances (like much of the original 7 mile loop trail). Indeed, the Caballo Rojo trail has 29 switchbacks and short radius banked turns in tight succession. Every mountainbike rider I have talked to, from my neighbor to my work colleague (a lifelong Scout, familiar with Camp Tamarancho) agrees that this trail will significantly increase ridership and interest in riding Camp Tamarancho. An article published in Bermstyle, from Dec 11, 2012 written by Jason Van Horn titled, "Bay Area's first Flow Trail Under Construction Now (And You Can Help)" describes and promotes details of the trail to a wide audience both here and outside Marin County. There are many Youtube videos featuring riders with cameras attached to their handlebars descending the Flow (Endor) trail, as well as the HOB0 trail. It is perfectly foreseeable that there will be many videos promoting the Caballo Rojo trail as well. Another clear result, whether or not it is an

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objective of opening up the trail, will be to add to the **budget of the Boy Scouts** as they currently charge \$50/ year for a pass to ride their trails. (Revenues from passes issued is a line item in the Boy Scout's budget). Additionally, unlike the Endor flow trail at the far North end of the loop trail, which requires much more effort and time to access it's remote location, the proposed Caballo Rojo trail is much more easily accessed since it is lower in elevation and much closer to downtown Fairfax and the Alchemist trail which is the primary entry point to the 7 mile loop. And unlike the Endor trail, which is in a completely remote setting, the proposed LowerCaballo Rojo trail is adjacent to an established neighborhood in a narrow Canyon. **Clearly, adding the new Caballo Rojo flow style trail will promote and accommodate an expansion of use of the greater trail system and bring with it a canyon that is less peaceful and a canyon that is filled with more noise than we already must deal with. And for this reason as well as many other reasons, my neighbors and I completely oppose the opening of any part of the Caballo Rojo Trail.**

22

We completely reject the conclusion made in the CEQA study about Landslides under the heading, "Geology and Soils" on pg 78 of the document. Here, it asks, "Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: IV Landslides?"

Below, under section IV, Landslides?, the report gives the following response:

"A geotechnical assessment for both upper and lower Caballo Rojo Trail was concluded by Miller Pacific in 2016 (Miller Pacific 2016b). The assessment has concluded that the trail has not resulted in significant geologic or geotechnical issues and that the proposed trail can be constructed using site grading and techniques very similar to the existing trail."

Presently, there is no lower Caballo Rojo Trail, nor was there in 2016, so it is unclear what sort of assessment of this lower section of the trail has been done (see their first sentence of the above paragraph). However, since 2015 there has been a marked increase in the frequency and intensity of major winter storm events. According to FEMA, over the past 10 years there have been (4) Presidential-level disaster declarations for Severe Storms in Marin County: February 20017, two in May 2019 & April 2023. Marin also has (4) open State-level disasters from storms over the past 5 years: March 2024 storms, February 2024 storms, February-March 2023 storms, and October 2021 Storms. **Two significant geologic and geotechnical issues relating directly to the construction of the UPPER Caballo Rojo trail occurred during one such year, and during one such storm.** Multiple trees fell over on the upper Caballo Rojo Trail during a March, 2019 storm (see photos), and were later removed. In October 2021 during another major storm, erosion and debris runoff occurred within the Upper Caballo Rojo Trail site, clogging a 3 foot diameter pipe and **causing significant flood damage** to a residential property directly below the site (see photos), and preventing at least 15 neighboring residences from leaving their properties safely for many hours due to a river of water coming down the side of Bothin Rd. Furthermore, since 2017 until the present year of 2025, during multiple major storm events, the water in Bothin creek (at the base of runoff drainage from the existing and proposed sections of the Caballo Rojo Trail), will run muddy, indicating **that significant erosion from the construction of the upper Caballo Rojo Trail is taking place.** The Miller Pacific

study, done in 2016, and updated in 2023, did not observe the fallen tree event since the trees were removed from the Warner property at some point between March, 2019 and October, 2021. Nor is the Miller Pacific study aware of the 2021 erosion and flood event, or aware of the muddy water flowing through Bothin Creek during subsequent storms.

As background, since 2017 there have been two major landslides on the north wall of our canyon, with the first occurring in that year and causing significant damage to a house far below it, and costing one million dollars to engineer and build an extensive I-beam and torsion screw wall to secure the mountainside. See photos (set 6). The Camp Tamarancho Ranger at that time also died while maneuvering his skip loader at the top of it, losing support and falling over the steep edge. A second major landslide occurred in approximately 2022, just one turn above the entry kiosk to the Alchemist trail which shut down Iron Springs Road to car travel for approximately two years, and was controlled with the completion of a major 25 I - beam wall in March 2025. See photos (set 5). **This second major slide was unknown to Megann Alton**, the senior project planner for the proposed Caballo Rojo Trail Project during my first phone calls and emails to her office in November and December 2023, roughly a year after the landslide had occurred, but well after her office had begun dialogue with the Warners and Boy Scouts to grant a grading permit for the Upper Caballo Rojo Trail. While these landslides are on the north side of Bothin Canyon, and The Caballo Rojo Trail is located on the western and southern sides of the canyon, I am including discussion of them here to demonstrate the level of steepness, precariousness, and instability of all sidewalls of this canyon.

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Significant land slippages and erosion however, can be seen as a recurring phenomena on **the south wall of the canyon** (see photos set 4) which is above many houses on both Iron Springs and Bothin Roads., and where the majority of the proposed 1,300 Lower Caballo Rojo Trail extension would be constructed. Here, the CEQA report acknowledges these many slides by referencing a 2003 Kleinfelder Incorporated report and stating:

“Although the project trails are located in an area with numerous slides, soil creep, and unstable slopes (see photos set 4), the Kleinfelder and Miller Pacific reports concluded that the past trails built throughout Camp Tamarancho were built in a professional manner, with knowledge of the terrain and designed in a manner to reduce impacts to a level of insignificance. The proposed new trails would also be constructed to similar standards and avoid landslide hazards...”

**This is not a sound justification for concluding that the proposed Lower Caballo Trail will, (or can) be built to “reduce impacts to a level of insignificance”.** First, the Upper (unpermitted) Caballo Rojo Trail **was not built in a professional manner** (see three paragraphs above) Secondly, **this section of Bothin Canyon is different and markedly unique** from much of the original Camp Tamarancho Trail location because it contains a very high percentage of continuous, very steep terrain (2 and 3 to 1 vertical to horizontal ratio), with 13 recognizable landslide slip zones with top and scarp sections ranging from 8 to 30 linear feet. (see photos set 4). Furthermore, it is hemmed in by a road used by many people right below it, which is now paved (by the Warners) and no longer absorbs any rainwater. Above the proposed

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trail location there is a ¼ mile long paved driveway leading to the Warner property. An approximate 50 foot strip of land on both sides of Iron Springs Rd. underwent extensive vegetation removal in 2024 as part of a County fire prevention measure. Water that the mountainside cannot absorb or retain must flow through 5 streams that collect in drainage pipes running under Iron Springs Rd. and into residential backyards before it goes under, around, and next to several houses directly up against the base of the hill on Bothin Rd. below. Furthermore, the planned exit of the trail onto Iron Springs Rd. includes a series of 7 turns and 7 repeated traverses, separated by approximately 8 feet between each one (see Caballo Rojo Trail Design Review Submittal contour map page 4, end of trail box). Note - our house at 137 Bothin was not included in the topographical map. See photos (set 4). This concentrated loss of natural hillside here will create a unique and concentrated zone of sheet draining since a high proportion of the natural absorbing hillside will be disturbed and eliminated by the compact bare dirt switchback trail. This will increase the load and flow on the steam 5 drainage pipe, and will do so on all drainage pipes over any part of a new, compacted 1300 ft long trail over the land described above. It should be noted that the drainages for streams 1-5 also work in tandem, such that if a drainage pipe becomes overwhelmed or clogged during a big storm, the next pipe or pipes down in the series must take on extra water which can overwhelm these pipes and cause runoff water to surge into that person's yard. This occurred February 4th of this year, 2025, with so much rainwater hitting the hill and sheet draining off that the steam 4 drainage pipe became overwhelmed from stream 4 water and sheet draining up the road from it. The extra water then came down the Iron Springs road surface and spilled into our yard and created a wide spill area throughout our yard, coursing through our stream 5 drainage pipe, as well as underspilling below it. See photos (set 7). **What is fascinating about the entire Geology and Soils (Section 7) part of the CEQA document is the lack of discussion of the cumulative impacts so far, and the impact of removing yet more healthy undisturbed hillside terrain with the construction of the lower Caballo Rojo Trail from the "absorption portfolio" of the hill, and the impact that we are presently experiencing with erosion and flooding in the adjacent area where the trail is proposed.** I say this because it is the drainages into our yards during heavy storms that are presently concentrating strong water currents that create erosion. See photos of drainage channel in middle of set 4, showing wooden plank bridge and carved channel of steam 4 residence, and photos in set 7 showing flood currents and resulting erosion at steam 5 residence. Erosion occurs on this steep hillside over the course of the entire 1,300 foot proposed trail, adding to the already burdened entire hillside. In addition, the proposed exit is located directly across Iron Springs Rd from a cement retaining wall installed by David Warner that shows clear earth slippage on it's downhill side (see photo set four of my tennis shoe near the cement retaining wall).

23

We completely object to the conclusion in the CEQA report about noise that will result from the building of the trail. The inevitable increase in ridership in this area due to the popularity of the new trail will make this area much busier and louder. The boyscouts have done nothing about controlling the noise in this canyon for 20 years after being asked to do so repeatedly, so we have little faith in their efforts or promises to do so now. Finally, relocating the riders slightly higher on the hill in this narrow canyon will not appreciably change the significant noise impact we already experience.

Jon Beck - Jon Beck  
137 Bothin Rd. p: (415) 720-2124  
e: heyjonbeck@gmail.com

Set 1

## PHOTOGRAPHS DETAILING ENVIRONMENTAL IMPACT

### Events

2015 Terrain Alterations - Extent of Illegal Work







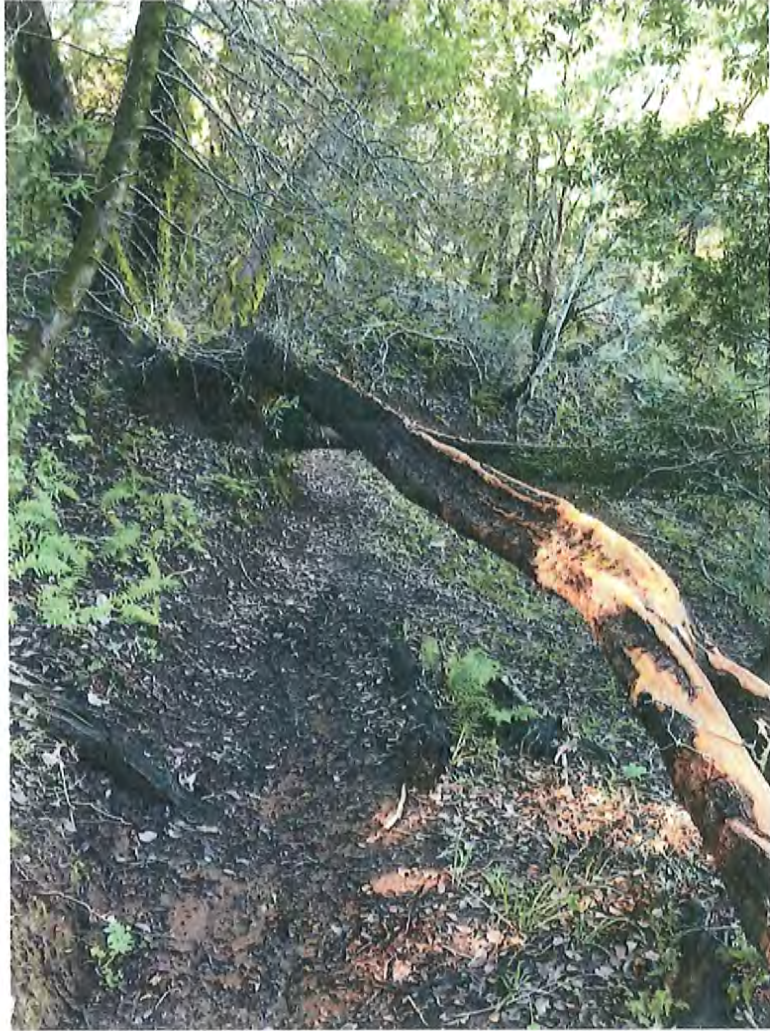


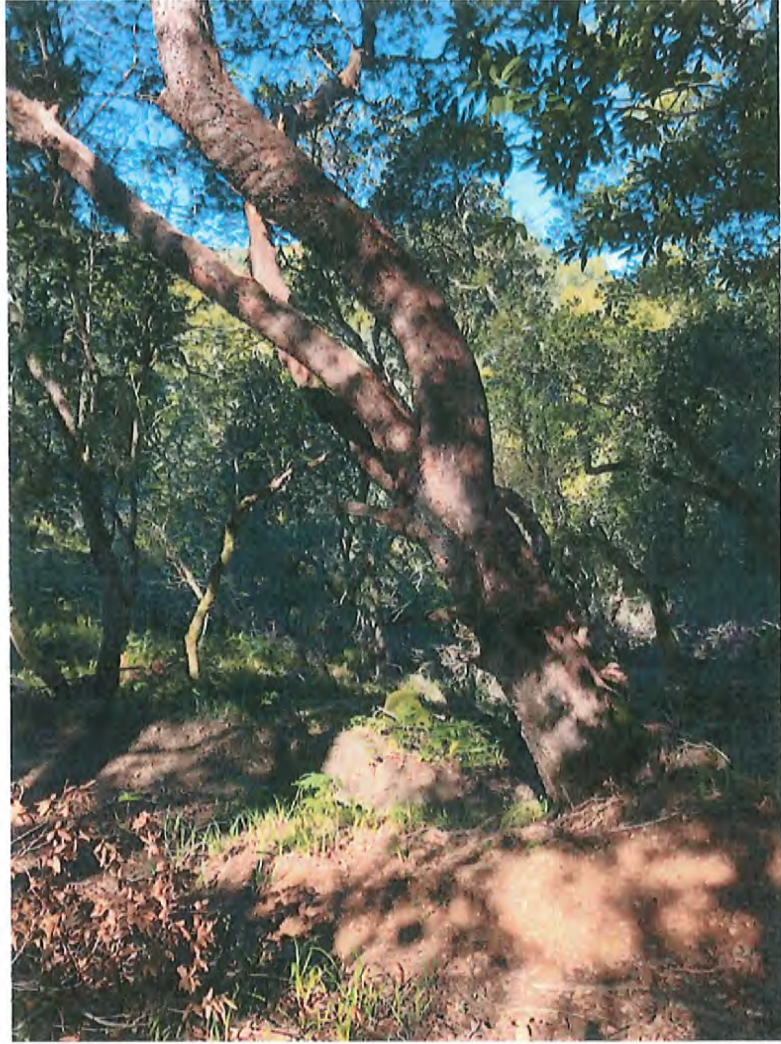
Set 2

2019 March Rainstorm - Fallen Trees









Set 3



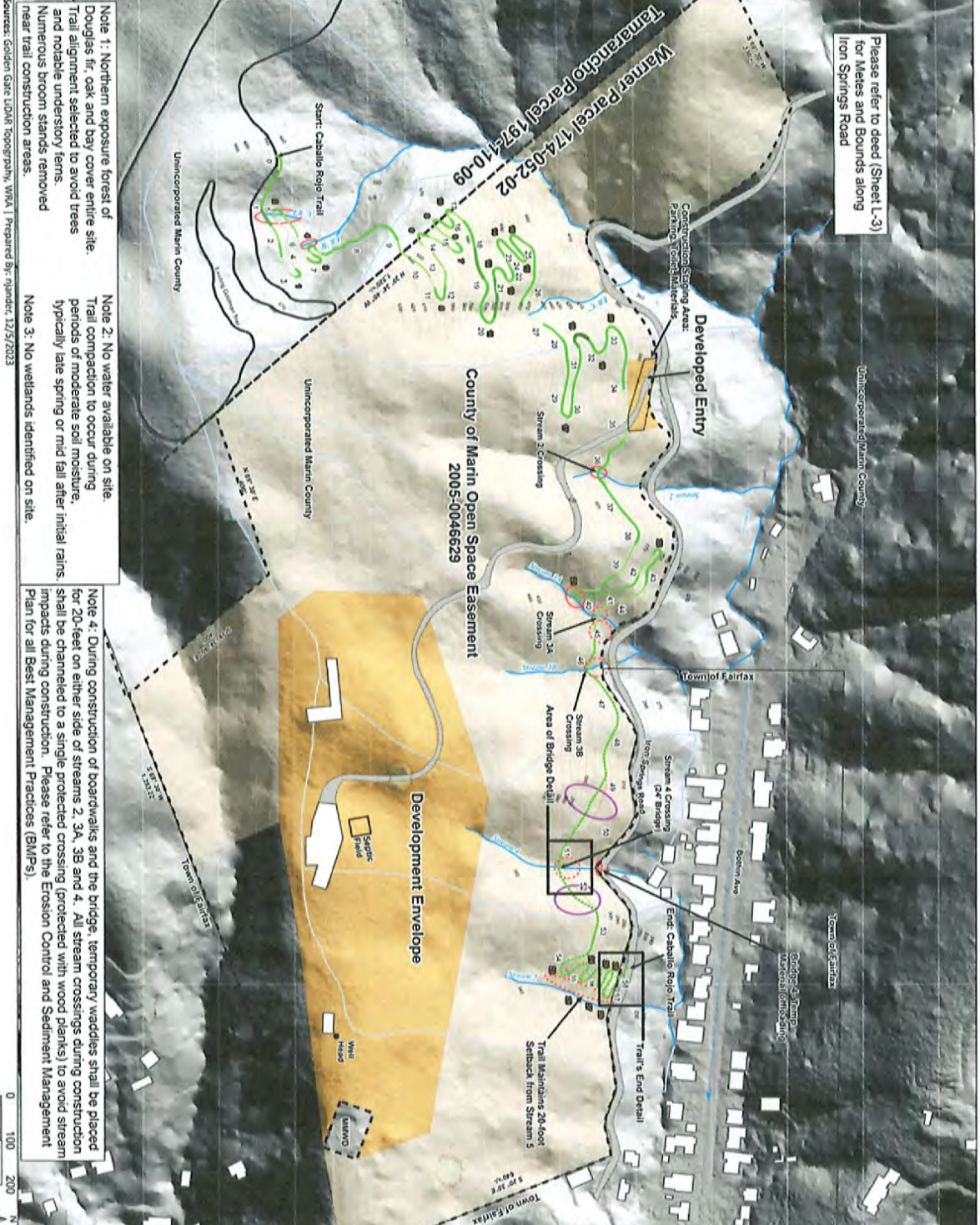


## Set 4 photos

Areas with numerous slides, soil creep, and unstable slopes down hill from lower proposed and upper (proposed) Caballo Rojo Trail. First 2 photos are below proposed lower trail endpoint but are included for reference.







Please refer to deed (Sheet L-3) for Metes and Bounds along Iron Springs Road

**Note 1:** Northern exposure forest of Douglas fir, oak and bay cover entire site. Trail alignment selected to avoid trees and notable understory ferns. Numerous broom stands removed near trail construction areas.

**Note 2:** No water available on site. Trail compaction to occur during periods of moderate soil moisture, typically late spring or mid fall after initial rains.

**Note 3:** No wetlands identified on site.

**Note 4:** During construction of boardwalks and the bridge, temporary waddles shall be placed for 20-foot on either side of streams 2, 3A, 3B and 4. All stream crossings during construction shall be channelled to a single protected crossing (protected with wood planks) to avoid stream impacts during construction. Please refer to the Erosion Control and Sediment Management Plan for all Best Management Practices (BMPs).



**WRA**  
Environmental  
Consultants  
2359 - C East Foothill Blvd.  
Suite 100, San Dimas,  
CA 91773  
(909) 251-1000  
www.wra-ca.com

**CABALLO ROJO TRAIL**  
CAMP TAMARACHO  
MOUNTAIN BIKE  
TRAIL SYSTEM  
MARIN COUNTY, CALIFORNIA

**Construction Item Legend**

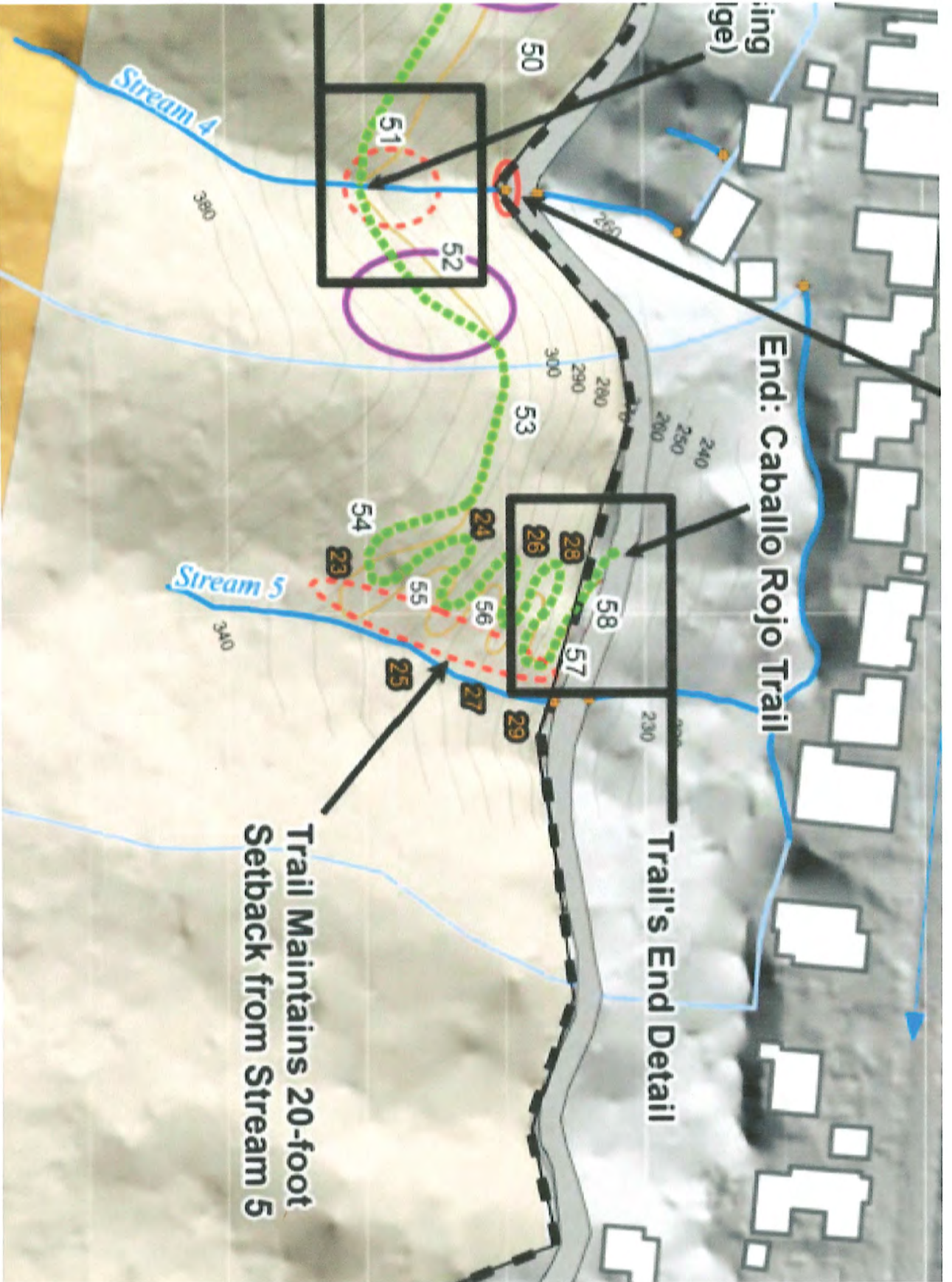
**Proposed trail (Sheet 1)**

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**Proposed trail (Sheet 2)**

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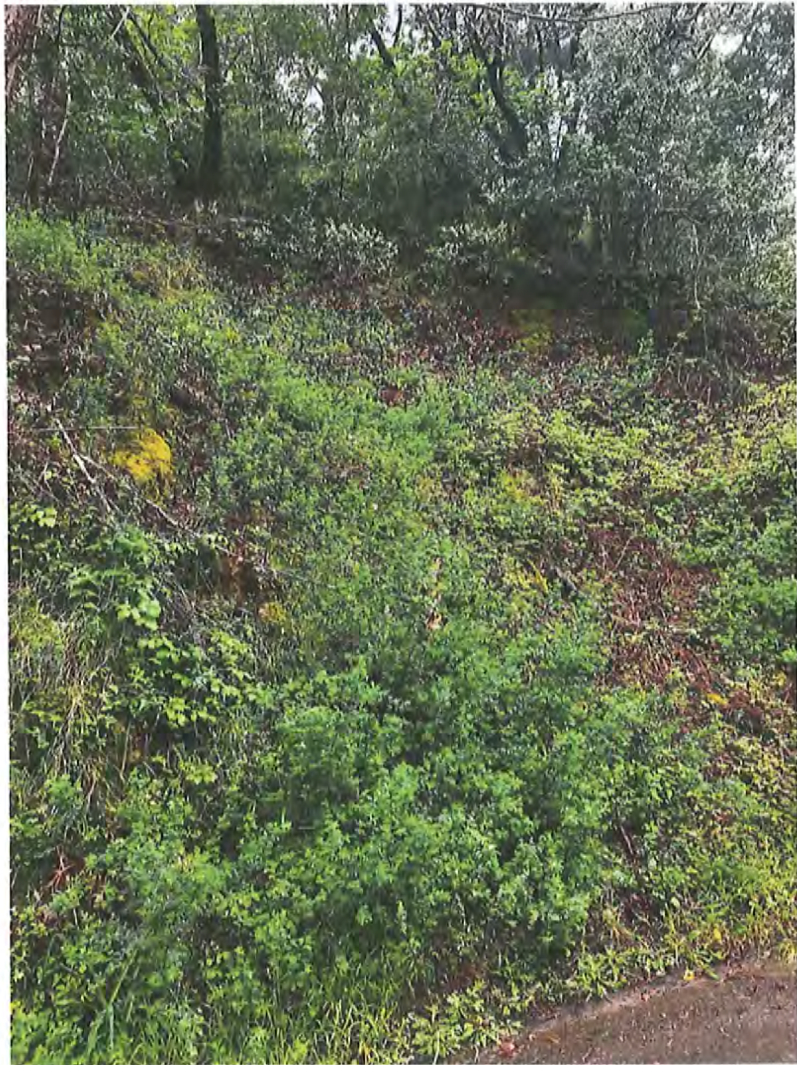




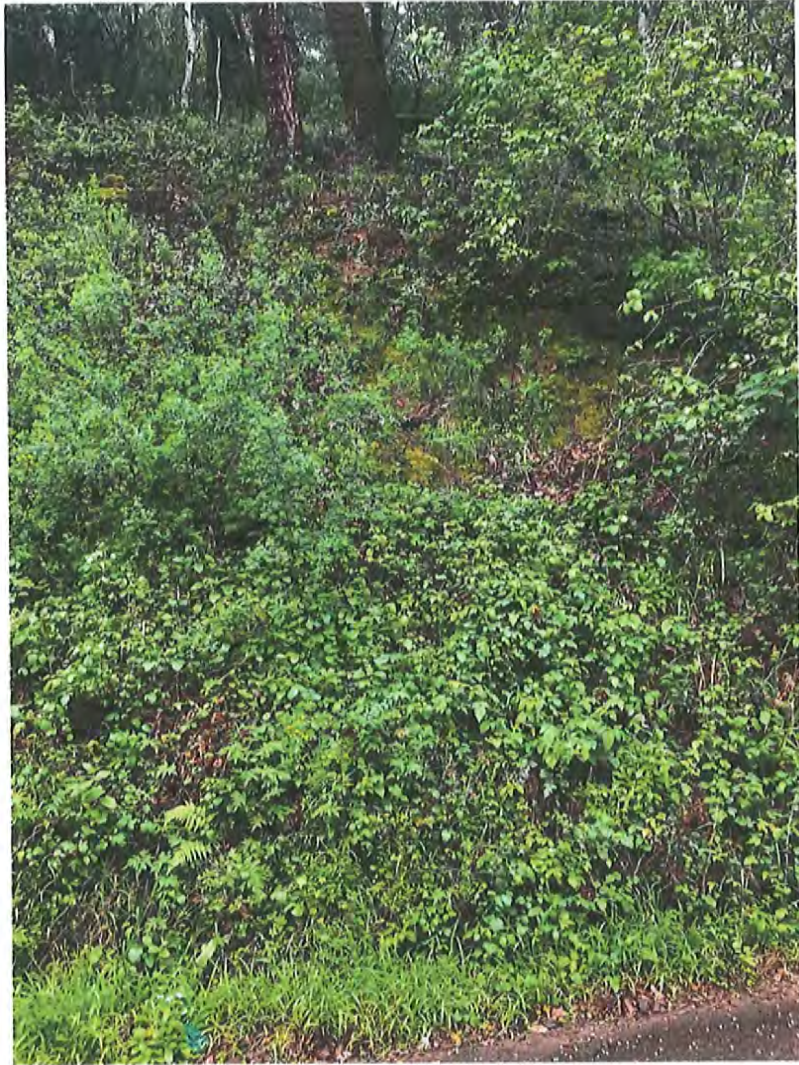








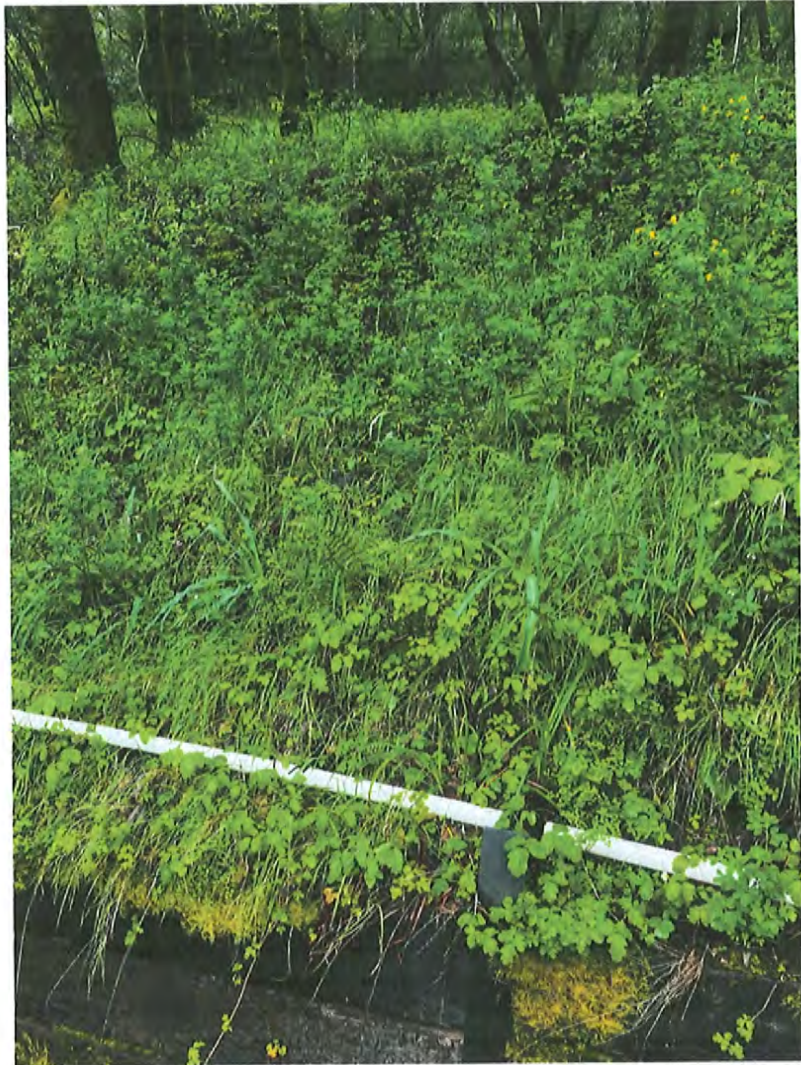








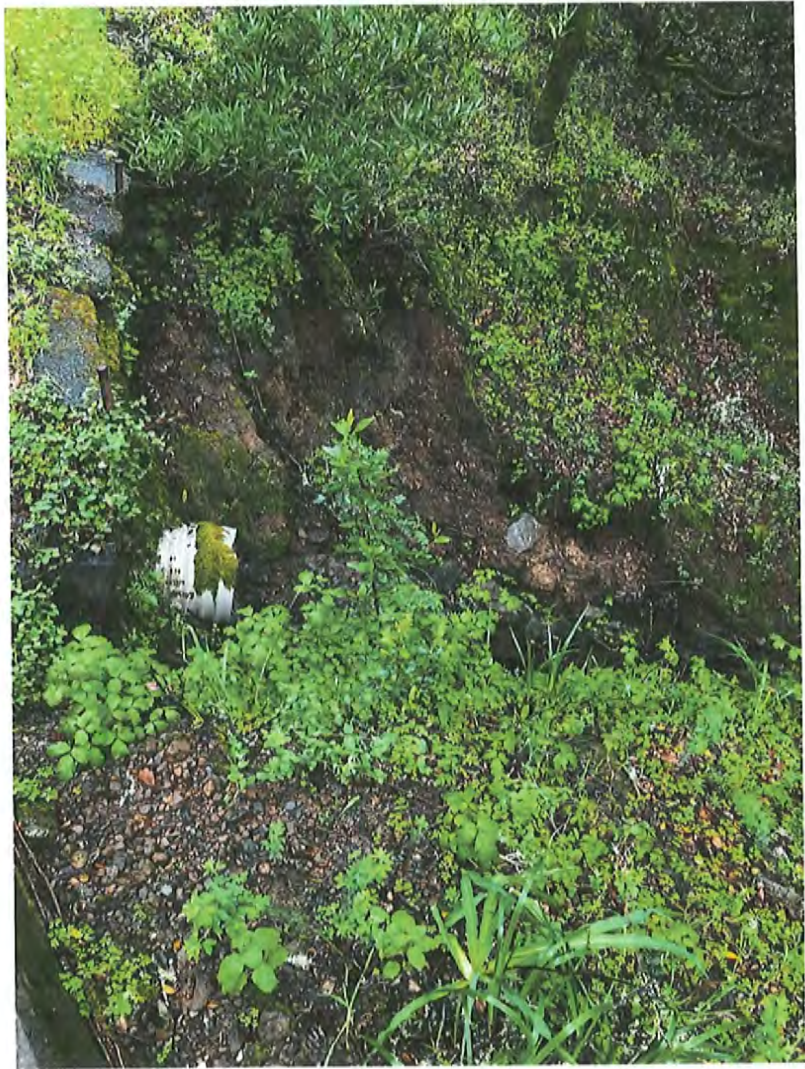






























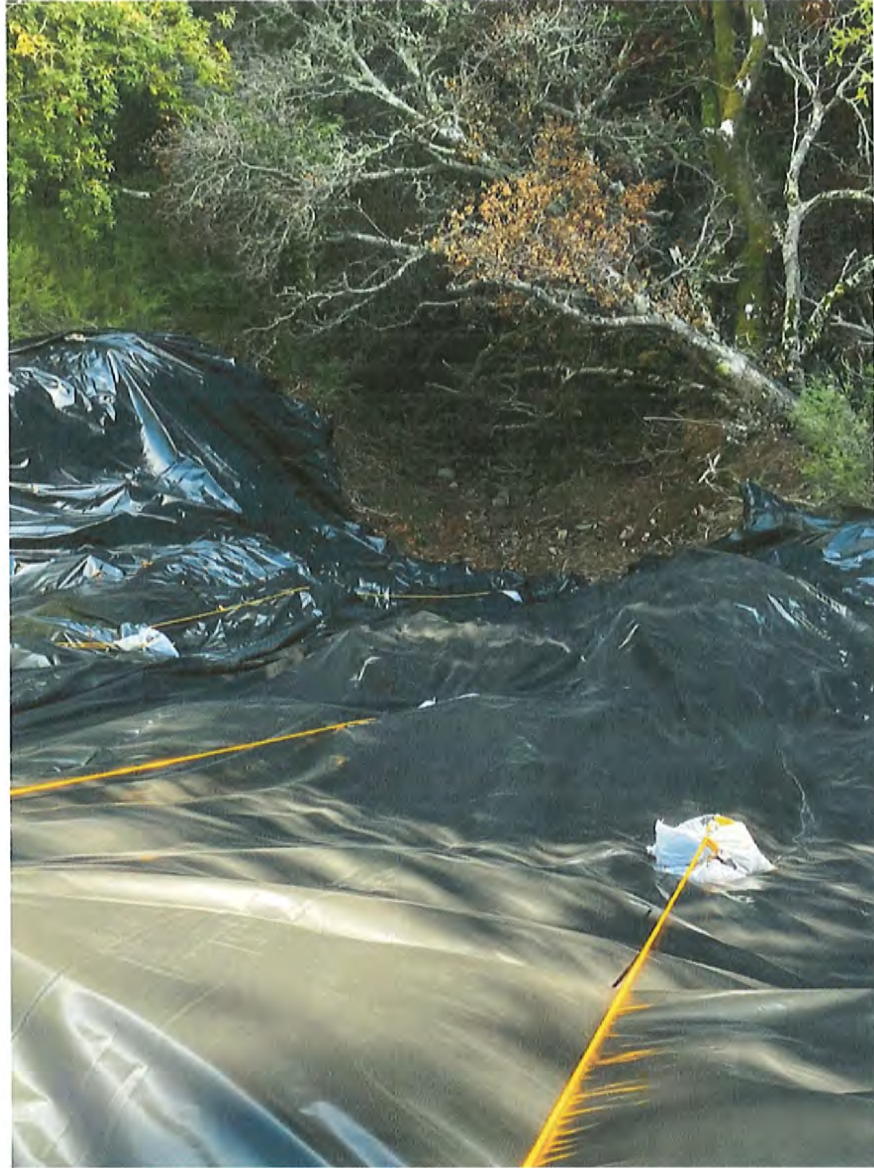
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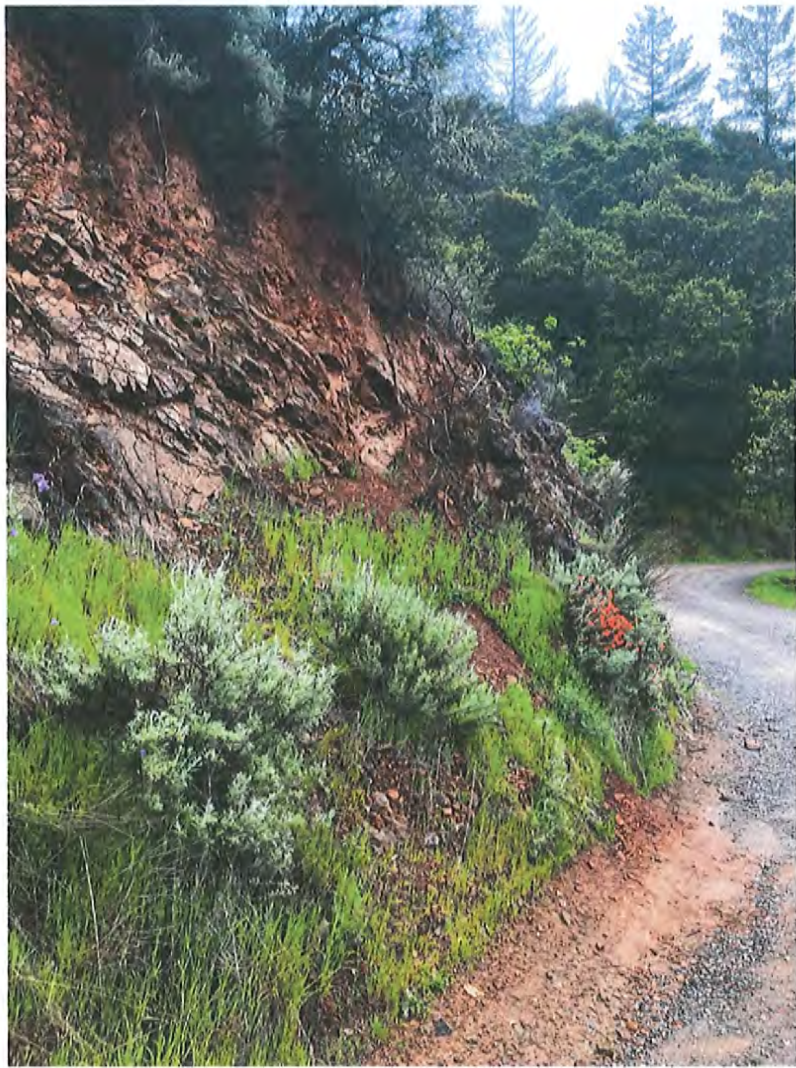




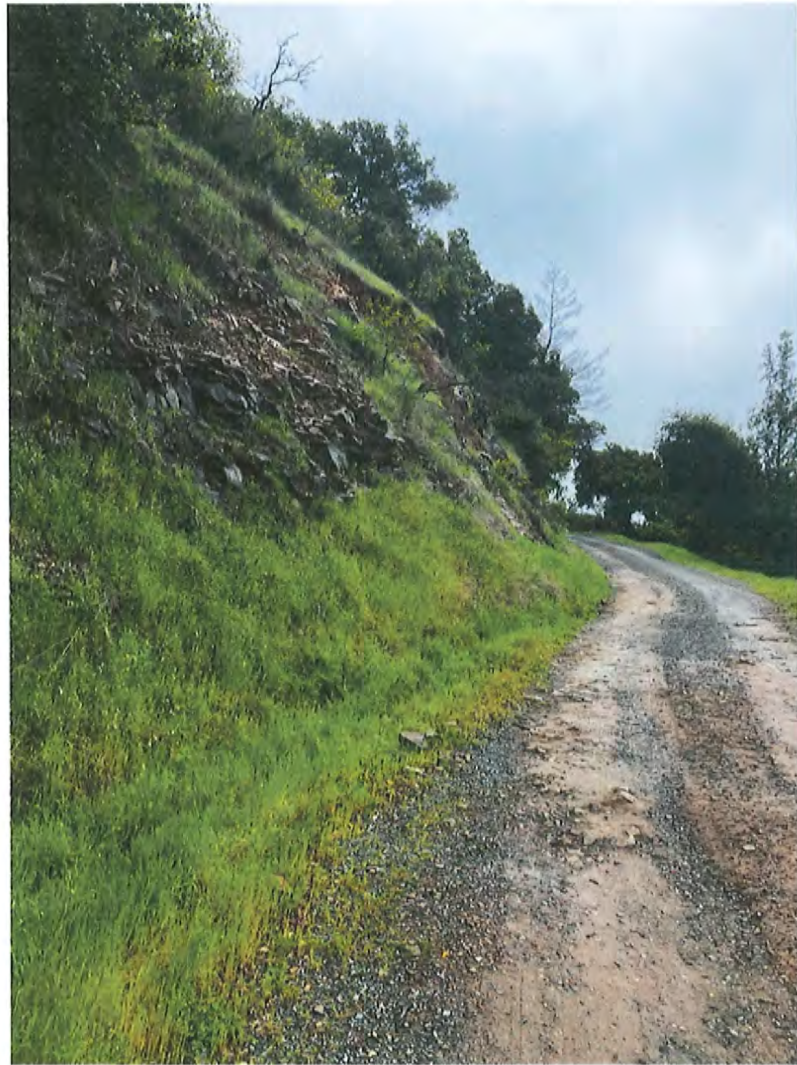


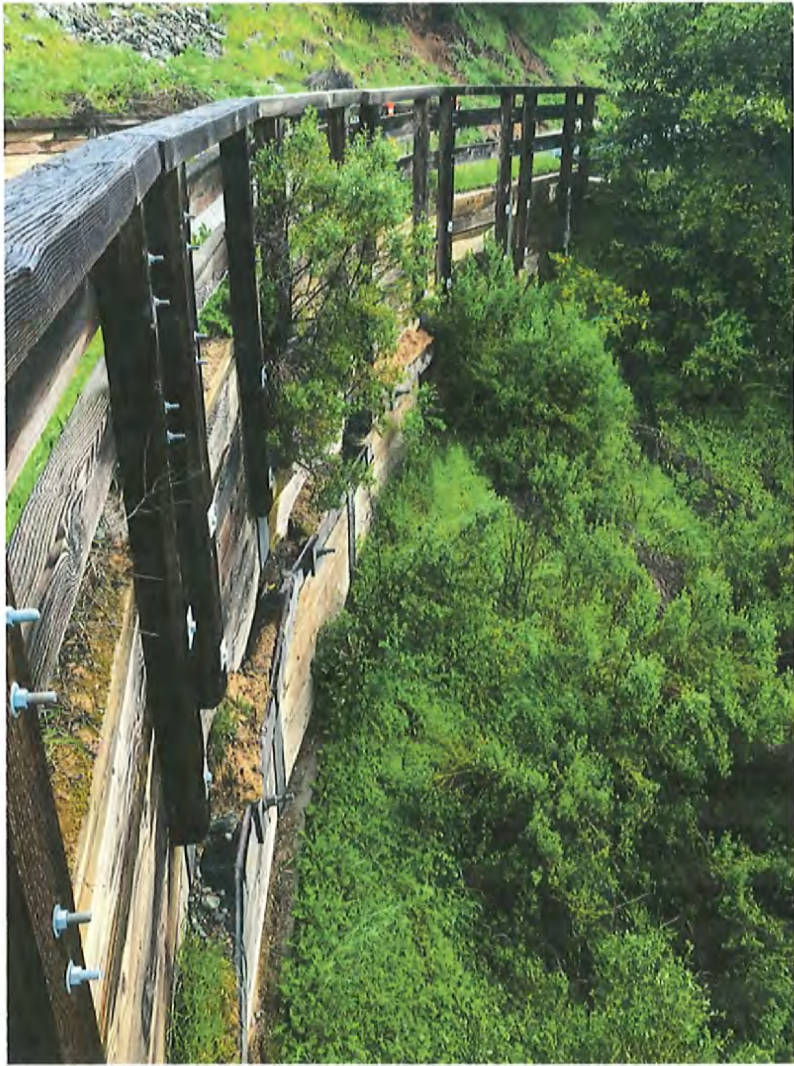
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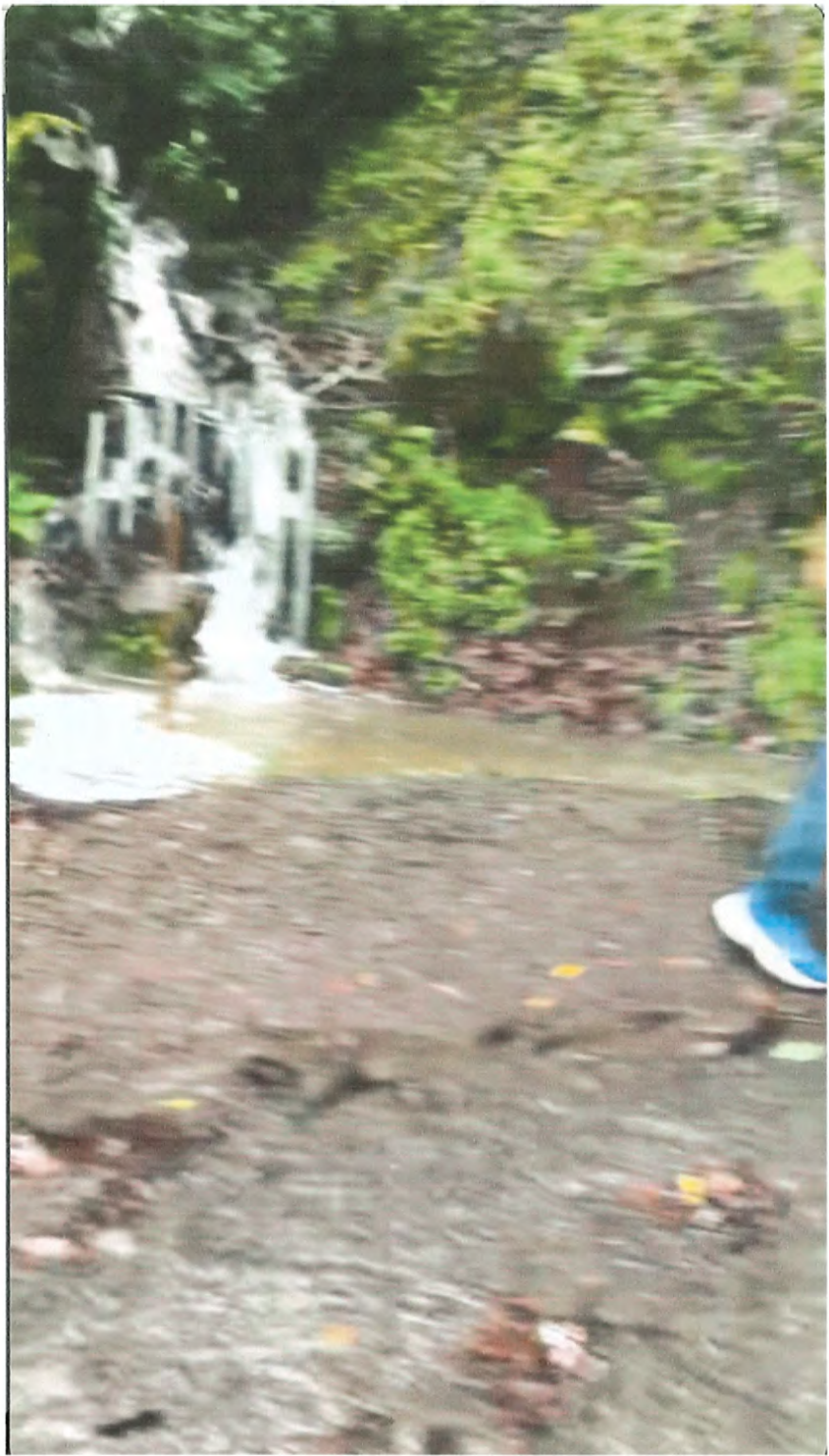




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DUE BY 4PM MARCH 31st

APR 01 2025

March 22, 2025

COUNTY OF MARIN  
COMMUNITY DEVELOPMENT AGENCY  
PLANNING DIVISION

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

**SUBJECT: Concerns Regarding the Certification and Opening of the Caballo Rojo Mountain Bike Trail System**

Dear Ms. Reid, Ms. Alton, and the Marin County Community Development Agency Planning Division,

We, the undersigned residents of Bothin Road in Fairfax, respectfully express our strong concerns and opposition to the certification and opening of any part of the Caballo Rojo mountain bike trail system, as proposed in the Draft Initial Study/Negative Declaration (IS/ND) for the Camp Tamarancho Mountain Bike Trail System Improvements. We believe that further development and certification of this project should be reconsidered. The proposed expansion has the potential to cause significant environmental, safety, and quality-of-life impacts, which, in our view, have not been fully addressed or adequately assessed in the current analysis. We urge that the Boy Scouts take steps to address the existing negative impacts of the Tamarancho trail system before considering any further development.

The following points outline some of our key concerns regarding the Draft IS/ND:

1. **Lack of Notification (CEQA Section 15087)**

We are concerned that residents directly affected by this project, including ourselves, were not properly notified. We did not receive the Notice of Availability for the project, nor were we invited to any public meetings about the proposed expansion. Additionally, there are discrepancies in the maps and figures provided in the Draft IS/ND, including missing residential properties and as well as a lack of clear markings on Iron Springs Road indicating where the series of downhill switchbacks ends. We respectfully request that the project's public notification process be reviewed and improved to ensure that all affected parties are adequately informed.

2. **Hydrology and Water Quality (CEQA Section 15065)**

We have already observed the significant impact of the existing Tamarancho trail system on local hydrology, such as increased water flow, erosion, and flooding. These issues have led to landslide risks and property damage, and we are concerned that the proposed Lower Caballo Rojo trail could worsen these trends. The environmental review has not sufficiently addressed these concerns, and we respectfully urge that the Upper Caballo

Rojo trail be decommissioned and restored to its natural state to prevent further environmental degradation.

3. **Geological and Soil Stability (CEQA Section 15126.2)**

The risk of landslides in our valley is a well-documented issue, and recent events have heightened our concern including a tragic accident where a Bothin resident working with the Boy Scouts to clear slide debris from the road died when his backhoe rolled off the soft hillside embankment and down the steep canyon wall. The proposed construction of new trails on steep hillsides could further destabilize the area, leading to soil instability and increased erosion. Given the historical incidents, we strongly believe that the project should fully account for these geological risks, and we respectfully request that further development be halted to prevent potential harm to the land and safety of the community.

4. **Public Services and Quality of Life (CEQA Section 15064.7)**

The proposed trail expansion could further impact the quality of life in our neighborhood. Inappropriate behaviors by cyclists, including changing in public areas, urination/defecation and other disturbances, have already become a source of concern. These actions negatively affect the peaceful, family-friendly environment that we value. We are hopeful that any future development would consider the preservation of our neighborhood's character, and we respectfully request that this project be reconsidered to minimize such disruptions.

5. **Noise Impacts (CEQA Section 15064.7)**

The proposed Caballo Rojo trail has the potential to increase noise in our residential neighborhood, which is already affected by the existing Tamarancho trail system. We are concerned that the CEQA review underestimates the noise impacts, especially in a narrow valley where sound tends to amplify. This increase in noise, particularly during peak hours, could disrupt the peaceful environment that we value so much. We respectfully request that the Boy Scouts and Marin County officials explore and implement noise mitigation measures, such as clearer signage and noise reduction guidelines for cyclists, to ensure that the current trails are used in a manner that respects the residential nature of our community.

6. **Traffic and Safety Impacts (CEQA Section 15064.3)**

The current trail system already leads to congestion and parking challenges within our neighborhood, and we are concerned that the proposed expansion will only worsen these issues. Furthermore, there is an urgent safety concern regarding cyclists' speed, particularly when descending Iron Springs Road. Despite the existing 15-mph speed limit, violations are frequent, creating a dangerous situation for residents. Increased congestion could further hinder emergency vehicle access in the event of a wildfire or bicycle accident. We respectfully urge the Boy Scouts and local authorities to take stronger measures to enforce speed limits and encourage safe behavior among cyclists, ensuring the safety and well-being of our community.

7. **Cumulative Impacts (CEQA Section 15130)**

When considering the proposed expansion of the trail system alongside the existing trails, we are concerned about the cumulative environmental and social impacts, including increased erosion, flooding, and landslides, safety concerns, noise, traffic congestion, wildfires, and accidents, as well as decreased privacy, security and property values. These issues could compound over time, affecting the long-term sustainability of our

community. We respectfully ask that these cumulative impacts be thoroughly reexamined as part of the review process.

8. **Request for Alternative Considerations (CEQA Section 15126.6)**

Given the concerns outlined above, we respectfully request that the Upper Caballo Rojo trail be decommissioned and restored to its natural state, and that no further work be done on the Lower Caballo Rojo trail. We believe this approach is necessary to address potential environmental and safety risks while preserving the integrity of our neighborhood. We acknowledge the stated goal of the new trail to reduce cyclist-vehicle conflicts on Iron Springs Road. However, we believe that there are alternative, environmentally friendlier solutions to this issue. The existing trail system offers several alternative routes that would allow cyclists to descend safely while avoiding conflicts with vehicles. We suggest that the Boy Scouts consider encouraging cyclists to use these alternative routes, particularly during high-traffic times, to reduce the need for further development.

In conclusion, we ask that this project be reconsidered in light of the significant concerns we have raised regarding environmental, safety, and quality-of-life impacts. We urge you to halt further development and thoroughly reevaluate the current proposal before proceeding. We appreciate your attention to this matter and look forward to a constructive dialogue on how we can achieve a balance between development and the preservation of our community's well-being.

We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely,

David F and Sandra E. Howard

Address

104 Bothin Rd.

Fairfax, CA 94930

email dboyhoward104@gmail.com



**DUE BY 4PM MARCH 31st**

**March 22, 2025**

Rachel Reid, Environmental Planning Manager  
Marin County Community Development Agency  
Planning Division, Room 308  
3501 Civic Center Drive  
San Rafael, CA 94903  
Email: EnvPlanning@MarinCounty.gov  
ATTN: Megan Alton, Senior Planner (*request confirmation of receipt*)

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- ② **2. Hydrology and Water Quality (CEQA Section 15065)**  
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We look forward to hearing from you soon and trust that our concerns will be taken into account as the review process moves forward.

Sincerely, Fred CALONICO

Address 183 Bothin Rd, Fairfax, CA 94930

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HI, I have lived here for 45 years. I have seen the change of water flow into the pipe @ the end of Bothin Rd. It has increased little by little, because of people cutting trails, home's changing the natural flow of water, ect. Bothin Rd has over the years been flooded many times, it cannot handel any more. many home are at risk because of this, thank you Fred CALONICO & the neighbor's of Bothin canyon