



# NOTICE OF EXEMPTION

FILING REQUESTED BY AND WHEN FILED, RETURN TO:

**Marin County Parks and Open Space District**  
3501 Civic Center Drive, Suite 260, San Rafael, CA 94903  
[www.marincountyparks.org](http://www.marincountyparks.org)  
(415) 473-6387

# FILED

## 10/09/2024

**SHELLY SCOTT**  
**MARIN COUNTY CLERK**  
**By J. Cruz, Deputy**  
21 - 2024 - 173

Marin County Clerk  
3501 Civic Center Drive, Suite 234  
San Rafael, CA 94903

**DATE:** October 09, 2024  
**PROJECT TITLE:** **TEMPORARY RE-ESTABLISHMENT OF FIRE ROAD CONNECTION**  
**PROJECT LOCATION:** Terra Linda – Sleepy Hollow Open Space Preserve, San Rafael, Marin County  
**ASSESSORS' PARCEL:** 177-240-20

**Description of Nature, Purpose, and Beneficiaries of the Project:** The purpose of the proposed project is to temporarily re-establish a connection between two existing road cuts for forestry equipment access to fuels management project areas within the Marin County Open Space District's Terra Linda-Sleepy Hollow Open Space Preserve. The temporary access would provide a safe approach for forestry equipment to work in place and/or stage closer to work areas, thereby reducing the impact of moving large fuels overland. The temporary connection would be established in fall 2024 and would be rehabilitated to pre-existing conditions at the completion of fuels management work for which the access is required, which is anticipated in winter 2024 or 2025. Equipment that would be used on the temporary connection includes small track equipment such as skid steers, excavators, and chippers.

The connection would be approximately 50 feet long by 10 feet wide and would connect an existing unpaved tractor road to an existing unpaved water tank access road. The tractor road is currently unused and overgrown, with one section inaccessible due to erosion. The water tank access road is accessible and provides access to a water tank that is in use by the Mt. Tamalpais Cemetery. The slope gradients in the proposed new temporary connection area range from about 3:1 to 1:1 (horizontal to vertical) on a generally convex portion of the hillside between two prominent swales. The swales would not be impacted by implementation of the proposed project.

The connection would be constructed using a bulldozer or excavator and would require stabilization of the outboard side and placement of fill on the downhill side of the water tank access road to create a connection to the tractor road. The resulting gradient of the connection road would be relatively gentle, 5:1 or gentler. Forestry equipment would be able to utilize a gentle entry angle from the east, or sharp switchback turn from the west. Poison oak and coyote brush shrubs would be removed from within and around the project area, and boulders would be moved and then replaced when the connection is restored. Organic topsoil would be removed and stockpiled, then replaced on the surface when the connection is restored. Restoration would also include regrading of the slope to approximate the pre-existing topographic conditions. Surface drainage would be returned to match pre-existing patterns and grades, or would be improved by installing outfalls with erosion protection where flows are concentrated, and by maintaining existing surface drainage features such as drainage ditches and swales. Replacing stockpiled topsoil with its existing seedbank is expected to facilitate natural revegetation of disturbed work areas and return them to preexisting conditions that match vegetation composition in the surrounding area.

The project area primarily supports coyote brush and poison oak shrubs along with annual grasses, all within a stand of non-native eucalyptus. No special status plant or animal species were identified within the project area. Project implementation would occur outside of migratory bird nesting season. The MCOSD would implement applicable Road and Trail Management Plan Policies and Best Management Practices to protect habitat, wildlife, bird, bat species, and cultural resources. The temporary connection would not cross any watercourses or wetlands and no regulatory permit authorizations would be required.

**Public Agency Approving Project:** Acting General Manager, Marin County Open Space District

**Name of Person or Agency Carrying Out the Project:** Chris Chamberlain

**Reasons for Exemption:** The MCOSD has reviewed the project along with its environmental setting and has determined it to be categorically exempt from the California Environmental Quality Act under the following sections of the California Administrative Code:

**Section 15301: Existing Facilities**

**Section 15302: Replacement or Reconstruction**

**Section 15304: Minor Alterations to Land**

The proposed project consists of the temporary reestablishment of a connection between two existing unpaved roads involving negligible or no expansion of existing or former use. The temporary connection would be located on the same site as a previous road connection and would have the same purpose and capacity as the original access connection which has become overgrown over time. Implementation of the proposed project would not remove any trees, including healthy, mature, scenic trees. Implementation of the proposed project would not result in significant impacts based on location and would not impact an environmental resource or any designated environmental resource of critical concern. The project area is not located on a hazardous waste site pursuant to Government Code Section 65962.5 or within a state scenic highway. Implementation of the proposed project would not affect scenic resources, historical buildings, rock outcroppings, result in cumulative impacts; or result in a significant effect to the environment due to unusual circumstances.

**Lead Agency Contact Person:**

*Michelle Julene*

Michelle Julene, Senior Regulatory Open Space Planner  
Marin County Parks and Open Space District

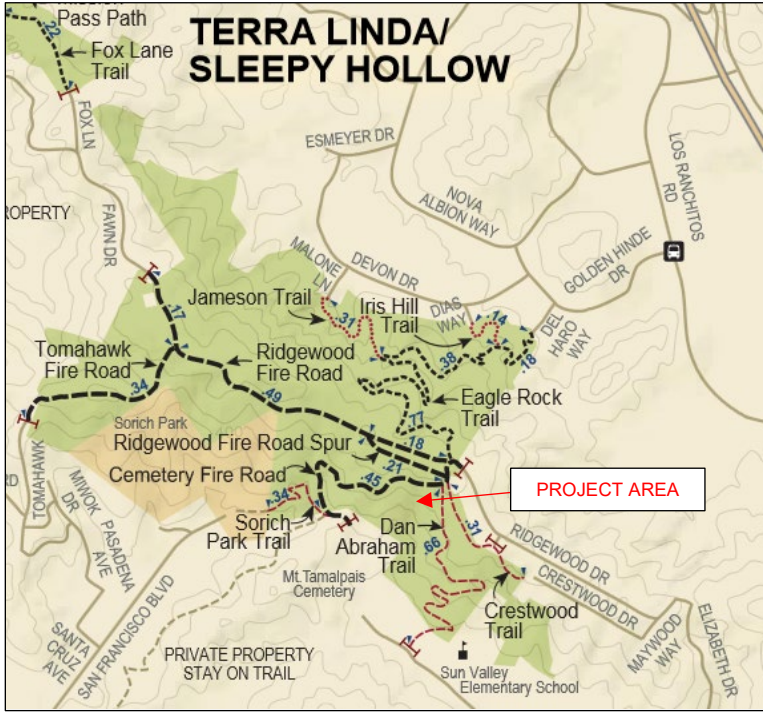
[Michelle.Julene@MarinCounty.gov](mailto:Michelle.Julene@MarinCounty.gov)

(415)444-6740 (office cell)



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**TERRA LINDA / SLEEPY HOLLOW OPEN SPACE PRESERVE  
TEMPORARY RE-ESTABLISHMENT OF FIRE ROAD CONNECTION  
OCTOBER 09, 2024**



The "unpaved road" referenced in the narrative corresponds to the water tank access "upper road" and the "tractor road" corresponds to the "lower road" shown on graphics, below.

