



**Amendment to the  
Final Environmental Impact Statement/  
Environmental Impact Report**

**Wetland and Creek Restoration at Big Lagoon, Muir Beach**

*SCH #2004042143*

*Prepared for:*

Golden Gate National Recreation Area  
National Park Service  
Fort Mason, Building 201  
San Francisco, CA 94123

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San Rafael, CA 94903

*Prepared by:*

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Oakland, CA 94610-4724

March 2008



*The fundamental purpose of all units of the National Park Service is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."*

-From the National Park Service Organic Act, 1916, as amended.

# Comments and Responses on the Final EIS/EIR

## Introduction

This document serves as an amendment to the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Wetland and Creek Restoration at Big Lagoon, Muir Beach (proposed project) which was prepared by the National Park Service (NPS) and the County of Marin (County). The purpose of this document is to respond to significant environmental concerns raised in the comments, per the requirements of the California Environmental Quality Act (CEQA). The Final EIS/EIR was circulated for public review from December 21, 2007 to February 4, 2008. This amendment contains the written comments received on the Final EIS/EIR during the public review period, and responses to each issue raised. There were no changes or updates to the Final EIS/EIR since publication and circulation for public review. This document will be included as an amendment to the Final EIS/EIR and will be considered together with the Final EIS/EIR at the time that NPS and the County consider it for approval.

During the public review period, ten written comment letters were received via parcel post or on the NPS' PEPC website, as listed in Table 1. Each comment letter is included in this amendment and has been assigned a letter, and comments within each letter are numbered consecutively (e.g., A-1, A-2, etc.) in the right margin adjacent to the individual comment. Each comment letter is followed by the NPS and County's response(s) to that letter. The responses are numbered to correspond with the comments as identified in the right margin of the letter.

**Table 1.** List of Commenters on the Final EIS/EIR

Comment Letter Number	Commenter	Date of Letter	Beginning on Page
A	Private	12/29/07	3
B	Ocean Riders, Maureen D. Pinto	1/26/08	5
C	Private	1/29/08	7
D	Private	1/30/08	9
E	Shere Stoddard	1/30/08	11
F	Sierra Club, Gordon Bennett	2/4/08	16
G	Kathy A. Sward	2/4/08	19
H	Kathy A. Sward	2/4/08	21
I	Greater Muir Beach Neighbors	2/4/08	24
J	Margaret Kettunen Zegart	2/4/08	27

**Letter A**

**PEPC**  
Planning, Environment and Public Comment

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**Correspondence (1)**

[Edit](#)  
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**Author Information**

**Keep Private:** Yes  
**Name:** [REDACTED]  
**Organization:**  
**Organization Type:** I - Unaffiliated Individual  
**Address:** [REDACTED]  
**E-mail:** [REDACTED]

**Correspondence Information**

**Status:** New  
**Date Sent:** 12/29/2007  
**Number of Signatures:** 1  
**Contains Request(s):** No  
**Notes:** I e-mailed [REDACTED] on 1/4/08 asking if she would like a cd copy sent to her. Steve Ortega

**Park Correspondence Log:**  
**Date Received:** 12/29/2007  
**Form Letter:** No  
**Type:** Web Form

**Correspondence Text**

I am unable to read/open the Big Lagoon Project Plans...  
I have not had this problem with other documents...  
  
Thanks

A-1

## **Letter A: Private (12/29/07)**

### **Response to Comment A-1**

The Final EIS/EIR for the proposed project was available for downloading and review from websites hosted by the NPS and County, the addresses of which were stated in the public notices. All links were active during the public review period.

## Letter B

**PEPC**

Planning, Environment and Public Comment

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## Correspondence (2)

[Edit](#)  
[Enter More](#)

## Author Information

**Keep Private:** No  
**Name:** Maureen D. Pinto  
**Organization:** Ocean Riders  
**Organization Type:** I - Unaffiliated Individual  
**Address:** 1760 Shoreline Hwy, Muir Beach, 94965  
 23 Castle Rock Dr. Mill Valley 94941  
 Muir Beach, CA 94965  
 USA  
**E-mail:** oceanridemp@prodigy.net

## Correspondence Information

**Status:** New  
**Date Sent:** 01/26/2008  
**Number of Signatures:** 1  
**Contains Request(s):** No  
**Notes:**

**Park Correspondence Log:**  
**Date Received:** 01/26/2008  
**Form Letter:** No  
**Type:** Web Form

## Correspondence Text

In response to comment M-2 and M-11 submitted for Ocean Riders in letter of March 5, 2007:  
 I would like for the record to say that it is Ocean Riders Mission to maintain the integrity of the land, water, flora and fauna, while preserving the historical presence of horses and ranching in Frank Valley. My letter in no way intended to diminish the importance of habitat restoration for the CRLF. We understand there are many endangered species on the GGNRA and support the mandate of the GGNRA to protect these species. We appreciate the more moderate approach to the Green Gulch 7th field reduction. That said, we hope to be able to work with Green Gulch for a Best Management Practice, which would include manure removal from that field on a more regular basis, and a possible period of 'rest' during the transition season, with the possibility that there can be four horses in the field during certain seasons.  
 Regarding M-11: It is not ground water that impacts the paddocks, but the fact that they are in a depression, surrounded by 3 roads, with no outlet, so the first rain washes them out, and starts to pond, rendering them useless regardless if another month of dry weather follows. The possibility for an extended seasonal use of the pony paddocks could be remedied by better drainage. We hope we can keep a dialogue going about some potential changes that would not require fill, keeping the importance of any contaminated run-off contained. Impeccable manure removal would be crucial. Our hope is to use these paddocks on the shoulder season to be able to 'rest' the flat field for a short period when horses returned to the side hill.  
 In response to M-4, we appreciate the possibility of paddock constructed to hold horses during the heavy construction of the bridge. We look forward to working with the Southern Marin Equestrian Plan to see how we can improve our Best Management Practices to prevent further loss of horse numbers.  
 We thank everyone for the thoughtful replies to all of our concerns.

B-1

B-2

B-3

B-4

## **Letter B: Ocean Riders, Maureen D. Pinto (1/26/08)**

### **Response to Comment B-1**

Thank you for your comment. The NPS and County appreciate your support of the multi-beneficial outcomes of the proposed project.

### **Response to Comment B-2**

The NPS supports the use of Best Management Practices (BMPs) for maintenance of horses pasturing in the Green Gulch Field 7, including more regular manure removal. The description of restoration activities in the Final EIS/EIR (page 2-12) recognizes a worst-case scenario of the possible loss of one horse from Field 7 due to project actions; however, it may be possible to implement BMP's that would both adequately protect water quality of the adjacent natural area and avoid the loss of one horse in the pasture.

### **Response to Comment B-3**

The NPS and County recognize that water in the equestrian paddocks at the intersection of Highway 1 and Pacific Way is primarily due to surface water, not groundwater. The previous response to Comment M-7 in the Final EIS/EIR was intended to suggest that existing high groundwater elevations throughout the pasture – which are related to the aggraded elevation of the creekbed – reduce the rate of drainage at the site and promote longer periods of ponding. Once the new creek alignment is constructed and is somewhat deeper than the existing creek, groundwater elevations are expected to drop as much as 1 foot. There will still be periods of ponding and floodplain flows on the pasture area, but the lower groundwater elevations are likely to reduce the duration of ponding and create somewhat drier conditions. However, the paddock area, like the rest of the site, would still be a wetland under the jurisdiction of the U.S. Army Corps of Engineers and, as the commenter recognizes, NPS would not support placement of fill there.

### **Response to Comment B-4**

Thank you for your comment.

## Letter C

## PEPC

Planning, Environment and Public Comment

[GOGA > Wetland and Creek Restoration at Big Lagoon, Muir Beach \(12126\) > Public Documents > Wetland and Creek Restoration at Big Lagoon, Muir Beach Final EIS, EIR > Correspondence](#)

## Correspondence (3)

[Edit](#)  
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## Author Information

**Keep Private:** Yes  
**Name:** [REDACTED]  
**Organization:**  
**Organization Type:** I - Unaffiliated Individual  
**Address:** [REDACTED]  
**E-mail:** [REDACTED]

## Correspondence Information

**Status:** New  
**Date Sent:** 01/29/2008  
**Number of Signatures:** 1  
**Contains Request(s):** No  
**Notes:**

**Park Correspondence Log:**  
**Date Received:** 01/29/2008  
**Form Letter:** No  
**Type:** Web Form

## Correspondence Text

I reside year round with my family just north of the project area, alongside Redwood Creek (which crosses my property) and just south of Hwy 1 and the Big Lagoon Bridge (the highway borders my property to the north). We experienced a severe flood on 12/31/05 when the creek jumped its banks and did over \$250,000 damage to our home, landscape and vehicles. Just this past weekend (1/25/08) we came perilously close to inundation again after a winter storm dropped less than 6 inches of rain in the watershed. This is a two year event (so it seems to me anyway) occurring hundreds of yards upstream from Pacific Way and we were nearly wiped out again.

We are extremely vulnerable to flooding as we also reside in the floodplain, this is a fact, but events leading to flooding are increasingly frequent. It is clear that our risk of flooding has been increased over the years by the construction of agricultural improvements downstream as well as the creation and enlargement of the Muir Beach parking lot as well as the very small bridge at Pacific Way. Lastly of course the extraordinary buildup of sedimentation so clearly described in the EIS is a serious problem.

We are so thrilled to live here in the midst of such extraordinary beauty but we are fearful each winter of being flooded. In my opinion the restoration planned for Big Lagoon is absolutely essential and must proceed as quickly as possible. I have reviewed the alternatives and am strongly in favor of the implementation of the preferred alternative as described on page 44. I am basically in favor of the largest possible bridge and causeway. I am in favor of rapid restoration of the creek in advance of the start of the lagoon restoration, ie. dredging the creek bed to reduce the risk of flooding as soon as possible. I am in favor of not postponing bridge construction since the low bridge is one of the most direct obstructions to normal flows on the creek.

I am so impressed by the quality and thoroughness of the EIS/EIR. I am pleased to have been kept informed by GGNRA staff as this project has advanced. I plan on residing here for years to come and hope that in the future I won't have to haul dozens of sandbags around my house everytime a winter storm rolls off the Pacific. If I can be of any assistance to the advancement of this project please let me know. Thank you for all your excellent work. We all, humans, dogs, cats, salmonids, amphibians, thank you.

C-1

C-2

C-3

## **Letter C: Private (1/29/08)**

### **Response to Comment C-1**

Thank you for your comment. The NPS and County both recognize the importance of improved flow conveyance and sediment transport in Redwood Creek. The proposed project would reduce flood elevations under frequent, small- to moderate-magnitude flood events by removing the hydraulic obstructions created by the parking lot, narrow bridge, and agricultural levees. Under infrequent, large-magnitude flood events, such as a 50- or 100-year flood, flood elevations under the project conditions would remain relatively unchanged compared to the existing condition.

### **Response to Comment C-2**

The NPS and County appreciate your support of the Bridge Alternative BR4 and Restoration Alternative 2. The final design and construction schedule of the Pacific Way Bridge will be determined by Marin County, in coordination with NPS, based on funding availability.

### **Response to Comment C-3**

Thank you for your comment.

Letter D



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Correspondence (4)

[Edit](#)  
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Author Information

**Keep Private:** Yes

**Name:** [REDACTED]

**Organization:**

**Organization Type:** I - Unaffiliated Individual

**Address:** [REDACTED]

**E-mail:** [REDACTED]

Correspondence Information

**Status:** New      **Park Correspondence Log:**

**Date Sent:** 01/30/2008      **Date Received:** 01/30/2008

**Number of Signatures:** 1      **Form Letter:** No

**Contains Request(s):** No      **Type:** Web Form

**Notes:**

Correspondence Text

I am 82 years old and have lived alone at 1795 Shoreline Highway next to Redwood Creek just south of the Big Lagoon bridge on Highway 1 for over 6 years, and intend to continue here for the duration of my lease ending in 2014.

At 6:30 am on New Year's morning, 2006, a volunteer fireman led me to safety through 2 1/2 feet of water in my livingroom. My 1997 Volvo was totaled. An inch of mud was deposited on my first floor. The deep water damaged my Steinway piano and other family heirlooms. I couldn't return for 10 days. The cleanup cost thousands of dollars.

Only 2 years later, on the weekend of 1/25/08, a lesser storm added 6 inches of water to the water table. 6 inches of water surrounded my house and came up 6 inches in my lower rooms, preventing me from coming home from the hospital after my pacemaker had been installed on 1/25/08.

PLEASE IMPLEMENT THE PREFERRED ALTERNATIVE RESTORATION PLAN FOR BIG LAGOON AS DESCRIBED ON PAGE 44. PLEASE DREDGE THE CREEK AND CONSTRUCT THE BIDGE AS SOON AS POSSIBLE TO AVOID A REPETITION OF THE FLOODING. It is hard to imagine the hardship of yet another flood.

I am grateful for your attention to this whole problem and so appreciate your ongoing attention to the sensitive nature of this natural environment. I remember, Carolyn, when you personally rescued all the baby salmon from the creek.

Sincerely,  
[REDACTED]

D-1

## **Letter D: Private (1/30/08)**

### **Response to Comment D-1**

Thank you for your comment. The NPS and County appreciate your support of Bridge Alternative BR4 and Restoration Alternative 2. The final design and construction schedule of the Pacific Way Bridge will be determined by Marin County, in coordination with NPS, based on funding availability.

**Letter E**

January 30, 2008  
To: GGNRA  
Fr: Shere Stoddard  
Re: Wetland & Creek Restoration at Big Lagoon Muir Beach

Thank you for allowing me the opportunity to comment on the final EIS/EIR on the above project. My concerns are on my behalf alone and do not represent my neighborhood nor the Muir Beach Community Services District.

My concerns are the following:

➤ **November 7, 2007 Cosco Busan Oil Spill:**

1. What about the Oil SPILL?
2. What damage did bunker fuel do to the wildlife?
3. How long will it take for the environment to recover from the thousands of gallons of oil we witnessed?
4. Why are we pushing this project through when we do not fully understand the long term effects of the Oil Spill on the Redwood Creek and it's inhabitants?
5. Have we compared the health of Redwood Creek before and after bunker fuel surged up Redwood Creek?
6. What kind of offspring will result from damaged sea life?

I walked the creek, I saw the oil, day after day. The sea life was dead or severely injured. Prior to the OIL SPILL there were more Coho Salmon in Big Lagoon than I had seen in years. There was reason for hope for a new beginning, a slim chance albeit. In my opinion, the slim chance before the OIL SPILL is severely in question now.

➤ **Budget Concerns:**

1. Where and when will Marin County get the money to build the bridge? | E-2
2. Could the money from the NPS for Big Lagoon either not be there or the direction of the money change during the project life? | E-3
3. Could the project be left without the money and unfinished? | E-4
4. Shouldn't the bridge be built first? | E-5
5. With State Parks closing is it possible this project may be postponed? | E-6

6. Should we spend \$14.5m taxpayer dollars on Big Lagoon when we do not have money to feed and house people right now? | E-7

➤ **Life Environment Concerns:**

1. Documents point out that the mosquito population will grow during the many years of this project? | E-8
2. Could the horses or humans at Muir Beach be harmed by the increase in the mosquito population? | E-9
3. Who will decide what measures will be taken for mosquito abatement at Big Lagoon? Will it be Marin County or the NPS? | E-10
4. Will we be allowed to control the mosquito population at Big Lagoon via Marin County mosquito abatement program that we voted and pay for? | E-11
5. Suppose the mosquito's dine on CRLF eggs? | E-12
6. Why did we compromise and agree to spawn CRLF at Big Lagoon when it is not a native species to Muir Beach? The CRLF is being reintroduced up and down the entire West Coast from the info available on the internet.

I am quoting the Marin IJ Jan 29,2008

**“Missing coho in Redwood Creek may be latest fallout of oil spill**

Mark Prado

Article Launched: 01/29/2008 11:22:09 PM PST

*Spawning endangered coho salmon have yet to appear in Redwood Creek, raising fears that Cosco Busan oil spill may have driven the fish away.*

*"No coho have come up Redwood Creek so far this year," said Steve Hampton, of the state Department of Fish and Game, at a meeting Tuesday night in Mill Valley to discuss the effects of the spill on Marin.*

*"They should be up by now," he said. "It has been a low year for coho up and down the coast, but Redwood Creek is the only zero."*

E-1,  
cont

*The Redwood Creek coho salmon run comes from the Pacific Ocean and through Muir Beach, where the fish congregate waiting for seasonal rains to break a berm at the beach. They can then travel up the creek and spawn. Visitors can usually see the spectacle at Muir*

*Woods, but not this winter.*

*Muir Beach was hit hard by the oil spill. Fish find their home stream based on odors.*

*"Maybe the oil confused them and they thought it wasn't their stream," Hampton said.*

*Based on the lowest expected ocean survival rates for the region - in the 3 percent range - between 81 and 113 adult coho spawners should be in Redwood Creek, according to the Lagunitas-based Salmon Protection and Watershed Network.*

*"This may be the first time since the National Park Service*

*began inventorying salmon in this watershed in 1997/98 that no coho spawning has been documented here," SPAWN wrote in a letter to a team of governmental officials that met in Mill Valley to collect data on the spill.*

E-1,  
cont

Sincerely,



Shere Stoddard  
85 Sunset Way  
Muir Beach, Ca 94965  
415-984-7174  
shere.stoddard@macys.com

## **Letter E: Shere Stoddard (1/30/08)**

### **Response to Comment E-1**

Thank you for your comment. The Cosco-Busan oil spill in San Francisco Bay on November 7, 2007 did reach Muir Beach and the Redwood Creek tidal lagoon, affecting the shoreline habitat and wildlife. Muir Beach was closed to the public during clean-up activities. Since the initial response to clean up the oil, state and federal trustee agencies, including the NPS, have been working in cooperation with cities, counties, and other organizations to assess the ecological injuries and human use losses caused by the spill. This process, known as the Natural Resource Damage Assessment (NRDA), works to collect time-critical data and analyze the data to quantify the injuries to wildlife, habitat, the lost use of resources, and to develop a restoration plan. The trustees will ultimately make a claim for funds from the responsible party to implement restoration projects designed to both restore and compensate for the injured resources and human activities. The NRDA results are not available at this time. The NRDA process was discussed in two public meetings in January 2008, and additional meetings will be held in the future. The proposed restoration plan will be released for public comment. Updated information about this process is posted at the following web sites: [dfg.ca.gov/ospr/spill/nrda/nrda-cosco-busan.html](http://dfg.ca.gov/ospr/spill/nrda/nrda-cosco-busan.html), [response.restoration.noaa.gov](http://response.restoration.noaa.gov), and [coscobusanincident.com](http://coscobusanincident.com).

The proposed restoration actions in this project offer important benefits to fish and wildlife. There is no indication that the impacts of the oil spill would warrant delaying the project implementation.

### **Response to Comment E-2**

The bridge is not proposed to be funded by the Marin County general fund. Marin County is seeking funds from other sources, such as federal grants, to pay for the bridge construction.

### **Response to Comment E-3**

The NPS is not paying for the restoration actions from its operating budget. Some Fee Demonstration funds, which are generated from visitor entrance fees, will be used for a portion of the restoration actions. The remaining cost will be paid for through grants. About 60% of the needed funds are committed at this time. The NPS does not expect that funds committed to the project would be lost.

### **Response to Comment E-4**

A wide range of scenarios are possible; however, the NPS and Marin County are committed to completing the project as described in the Final EIS/EIR.

## Response to Comment E-5

Phasing of bridge construction will be finalized as part of project design. It is preferable for the bridge to be constructed as one of the initial actions; however, it may be possible to construct some other components in advance of the bridge, particularly if it is temporarily delayed due to funding or other reasons. The Final EIS/EIR disclosed that construction of the Pacific Way bridge could occur following other actions, but the actual schedule will be determined during the design phase (page 2-35 in the Final EIS/EIR) based on funding availability.

## Response to Comment E-6

Muir Beach is component of the Golden Gate National Recreation Area (GGNRA), which is a unit of the NPS, a federal agency. Current and future state management policies and funding changes would not affect operation of this park on federal land.

## Response to Comment E-7

Comment noted. Project construction costs are not a subject analyzed under the CEQA Guidelines. However, in general, funds for the restoration actions are typically from grant sources that are already targeted for ecological protection, endangered species enhancement, long-term conservation, and similar purposes.

## Response to Comment E-8

The Final EIS/EIR concludes that the combined extent of emergent wetland and open water systems would be greatly reduced in Restoration Alternative 2, and the amount of low-velocity areas allowing mosquito breeding would be decreased compared to existing conditions (page 4-58 in the Final EIS/EIR).

The Final EIS/EIR also discloses that mosquito abatement activities would occur through the 50-year life of the project (page 2-41 in the Final EIS/EIR). Monitoring for larval mosquitoes will occur when surface water is present. Should numbers be present at levels sufficient to pose public health risks, the NPS' Integrated Pest Management (IPM) coordinator will treat the ponded areas with a biological control agent (*Bacillus thuringensis*), which is commonly used and does not impact other aquatic life. This action would adequately protect people and wildlife from potential risks of disease carried by mosquitoes.

## Response to Comment E-9

As stated in response to comment E-8, the NPS' IPM coordinator is responsible for identifying and implementing mosquito abatement activities on the project site. The Marin-Sonoma Mosquito Abatement District works under direct supervision of the GGNRA to assist in addressing vector-borne disease issues.

## Response to Comment E-10

The NPS' IPM coordinator is responsible for identifying and implementing mosquito abatement activities, including direction of the Marin/Sonoma Mosquito Abatement District, on the Big Lagoon site. In 2003, Sonoma and Marin County voters approved annexation of the unincorporated areas of Marin and Sonoma County into the Marin/Sonoma Mosquito Abatement District. The commenter is correct in that this voter approved measure will contribute to mosquito abatement at Big Lagoon.

## Response to Comment E-11

Mosquitoes generally feed on flower nectar and fruit juice; only females may bite animals or humans to obtain the nutrients (proteins and iron) in blood necessary for reproduction. Mosquitoes are unlikely to impact California red-legged frog (CRLF) egg survival rates at the Big Lagoon site.

## Response to Comment E-12

The CRLF is named on the federal Endangered Species List as threatened and named on the state Endangered Species List as a species of special concern. Although the project site is not within Critical Habitat as designated by the U.S. Fish and Wildlife Service (74 FR 19244-19346), a CRLF population is present and documented in the Redwood Creek watershed, but its numbers are critically low. The continued existence of this federally and state-listed species is in jeopardy. As such, there is an urgent need to provide hydrologically sustainable habitat for CRLFs on this site.

The project is proposing actions for the CRLF habitat in part because NPS management policies state that the NPS will "survey for, protect and strive to recover all species native to national park system units that are listed under the Endangered Species Act." The NPS will fully meet its obligations under the NPS Organic Act and the Endangered Species Act to both proactively conserve listed species and prevent detrimental effects on these species (NPS Management Policies 2006, Section 4.4.2.3).

## Letter F

**PEPC**

Planning, Environment and Public Comment

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## Correspondence (8)

[Edit](#)  
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## Author Information

**Keep Private:** No  
**Name:** Gordon Bennett  
**Organization:** Sierra Club  
**Organization Type:** I - Unaffiliated Individual  
**Address:**  
 Inverness, CA 94937  
 USA  
**E-mail:** gbatmuirb@aol.com

## Correspondence Information

**Status:** New **Park Correspondence Log:**  
**Date Sent:** 02/04/2008 **Date Received:** 02/04/2008  
**Number of Signatures:** 1 **Form Letter:** No  
**Contains Request(s):** No **Type:** Web Form  
**Notes:**

## Correspondence Text

SIERRA CLUB MARIN GROUP  
 Box 3058 San Rafael CA 94912 sanfranciscobay.sierraclub.org/marin  
 c/o Gordon Bennett 40 Sunnyside Dr Inverness CA 94937  
 415-663-1881/gbatmuirb@aol.com

February 3, 2008

TO: Golden Gate National Recreation Area (GGNRA) Attn: Superintendent  
 @ <http://parkplanning.nps.gov/goga>

The Sierra Club offers the following comments on Wetland and Creek Restoration at Big Lagoon Final Environmental Impact Statement/Report (FEIS/R):

We appreciate the FEIS/R's change of its preferred alternative to the longest and most fish friendly bridge as recommended by the Sierra Club. We also appreciate the FEIS/R commitment to the narrowest and most community-friendly bridge and we urge that this narrowing be aggressively pursued during the design phase. However, we are disappointed that the FEIR/S still indicates that the long-promised transfer of Zen Center's water rights, a critical project component, has not been completed. The Sierra Club may consider petitioning the State Water Board for administrative transfer in order to provide for the dedication of this right to in stream uses per Water Code Section 1707.

Lastly, our comment on the Draft EIS/R suggested that the western-most ~50 foot section of the coastal trail/fire road below the Green Gulch Trail intersection be re-routed a few feet higher along the base of the hill and then extended another ~50 feet to access the beach at the front of the dunes instead of its current access

F-1

F-2

F-3

at the back of the dunes. The FEIS/R response appears not to understand that when the rip-rap and levee trail are removed as planned, then this western-most section of the fire road will dead-end in water and/or wetland and will thus no longer provide emergency beach access during storms or high tides. The proposed extension to the front of the dunes would protect this sensitive habitat from emergency equipment as well as provide a point from which ranger vehicles can overlook and access the beach. Such an overlook will become important since the project design significantly increases the distance from the parking lot to the beach and thus makes enforcement on-foot less likely. This extended segment of the fire road could also be used to provide ADA access to the beach.

F-3,  
cont

F-4

Thank you for the opportunity to comment

Gordon Bennett, Conservation Chair

## **Letter F: Sierra Club, Gordon Bennett (2/4/08)**

### **Response to Comment F-1**

Thank you for your comment. The NPS and County appreciate your support of Bridge Alternative BR4. Marin County will work to minimize the bridge width during the design phase, while meeting all safety and road construction requirements.

### **Response to Comment F-2**

Comment noted. The need to prevent a possible water diversion from the project site under an appropriative water right owned by the San Francisco Zen Center (SFZC) is recognized in the Final EIS/EIR. This issue will be addressed in an overall agreement to be made between NPS and SFZC, in which NPS will acquire a conservation easement for about 14 acres at the project site. Work on the agreement is progressing but is not final yet.

### **Response to Comment F-3**

The suggestion to reroute the western-most 50 feet of the Coastal Trail a few feet higher along the base of the hill and extend the trail to the beach across the front of the dunes will be considered during design preparation. Please note, however, that the emergency access is generally needed to the Coastal Trail and bluffs, not to the beach.

### **Response to Comment F-4**

Thank you for your comment regarding the possible rerouting of the lower portion of the Coastal Trail to the beach. It is not clear that a reroute would better meet Americans with Disabilities Act (ADA) standards, but the suggestion will be considered during the preparation of construction designs.

**Letter G**



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**Correspondence (11)**

[Edit](#)  
[Enter More](#)

**Author Information**

**Keep Private:** No  
**Name:** Kathy A. Sward  
**Organization:**  
**Organization Type:** I - Unaffiliated Individual  
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**E-mail:**

**Correspondence Information**

<b>Status:</b> New	<b>Park Correspondence Log:</b>
<b>Date Sent:</b> 02/04/2008	<b>Date Received:</b> 02/04/2008
<b>Number of Signatures:</b> 1	<b>Form Letter:</b> No
<b>Contains Request(s):</b> No	<b>Type:</b> Web Form
<b>Notes:</b>	

**Correspondence Text**

Dear Brian O'Neill,

We wrote you regarding our concern about the public transit issues for Muir Beach and the size of the causeway being out of character with the rural aspect of this community.

We are now writing to remind you that in the past we have asked for a "shrinking parking lot", based on our getting a great public transit system to serve the residents, but more importantly, visitors to the beach. Our theory, which I believe should be the Park's also, is that more people would use transit, given a really good schedule, rather than having to drive around and around the parking lot searching for a spot on a busy day. Fewer parking spaces would be needed and therefore, in time the parking lot would be made smaller. It should be the hope of all of us that this would be the case, and thus there would be fewer cars on the road; therefore, again I want to remind you that the project needs to have in the plan how to create a smaller parking lot once we see the success of the transit – a "shrinking parking lot".

I also want to again mention the possibility of the plan including a boardwalk around, and sometimes across marsh areas, of the lagoon as another route to get to the beach from the highway and the Pelican Inn, rather than just the road. It could be absolutely lovely, with observation areas with benches as had been previously mentioned, for resting or just stopping to watch and listen – another type of experience at the lagoon.

I hope both these suggestions will again be included in the Lagoon Project, or at least could be incorporated at a later date.

Thank you for your attention,

Kathy and John Sward

G-1

G-2

## **Letter G: Kathy A. Sward (2/4/08)**

### **Response to Comment G-1**

Thank you for your comment. The Final EIS/EIR recognizes that if public transit opportunities become available and parking demand declines after project implementation, the NPS could take separate actions at that time to reduce the size of the parking lot (page 2-43 in Final EIS/EIR.) At this time, there is no public transit to the site and demand for personal vehicle parking is expected to remain at current levels or increase. There would be increased impacts to traffic, congestion on Pacific Way, and visitor experience if the size of the parking lot was reduced without available public transit.

### **Response to Comment G-2**

Thank you for your comment. The project will include a perimeter trail along the outer edges of the wetland area, following the existing alignment of the Green Gulch access road and trail from Green Gulch to the beach. The design may include viewing areas or possibly bird blinds at the edges of the wetland areas. However, boardwalks across the wetland area are not proposed in order to keep impacts of human use at the edges of the natural area.

## Letter H

**PEPC**

Planning, Environment and Public Comment

[GOGA > Wetland and Creek Restoration at Big Lagoon, Muir Beach \(12126\) > Public Documents > Wetland and Creek Restoration at Big Lagoon, Muir Beach Final EIS, EIR > Correspondence](#)

## Correspondence (9)

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## Author Information

**Keep Private:** No  
**Name:** Kathy A. Sward  
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**Organization Type:** I - Unaffiliated Individual  
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USA  
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## Correspondence Information

**Status:** New **Park Correspondence Log:**  
**Date Sent:** 02/04/2008 **Date Received:** 02/04/2008  
**Number of Signatures:** 1 **Form Letter:** No  
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**Notes:**

## Correspondence Text

Dear Brian O'Neill,

First of all we want to say how grateful we are for the causeway which will clearly answer some of our concerns with respect to the flooding in the lowlands, but it absolutely has to be sensitive to the rural character of this area. Thank you for understanding the importance of this, not just to us, but for all who love Muir Beach.

H-1

But we don't understand how we're at a point in time where we're poised to really change things, to make Muir Beach, our home, a showcase for the larger world, yet one aspect of the project is clearly missing the point; in particular, the public's access to this beautiful parkland seems to be secondary and not terribly important in the big picture.

Instead of thanking those environmentally-conscious people who would choose to get out of their cars to ride public transit, like our lost Stage, which could take them right to the beach parking lot, it is being proposed to have them share the Shuttle which is meant to take visitors to Muir Woods. Under this plan, beach-goers would be dropped off at the highway by the Dairy, where they would have to gather all their beach paraphernalia and kids etc., and cross the highway, then walk alongside all the gas-spewing vehicles that are rushing by to park right next to the beach. Something's not right...

H-2

Also, a stop on the highway at Muir Beach would require a large ADA stop at our mailboxes and also on the other side of the highway. Then a 6 or 8 foot wide ADA approved walkway would be required to go beside the 20-24 foot wide causeway, which would now be 32 feet wide. People would then continue down the road and through the parking lot to the bridge to the beach. Much better just to hop into your car and drive to the beach! Clearly this is not a solution for which the National Park people should be proud.

H-3

We currently have a road and bridge varying in size from only 17 to 20 feet of width. It has served walkers, bikers, cars and trucks, horses and dogs for many years with never a problem, except for traffic jams on busy days. And happily the new rearranged parking lot is wisely being planned to have stacking room to deal with beach traffic; we're very thankful for this improvement.

H-4

Please see that public access to this park is a very important issue, and it needs to be seen as just as important as any other part of the Lagoon Project. The Muir Woods Shuttle may be a convenient solution, but it is not the right one. It was also shocking to see it in the Final Document, even though it was barely discussed with Muir Beachers.

H-5

The Lagoon Project needs to speak to the fact that it is absolutely essential to design the parking lot with a public transit stop built into it, preferably near the walking bridge leading to the beach. Our old Stagecoach, or a similar vehicle, is perfect to accommodate not only visitors to the beach, but also visitors to the Pelican Inn and residents of Muir Beach. Now is when we need to plan for the future and recognize that quality public transit has to be the wave of the future, and it needs to be designed so that it serves the public well so that it will be utilized.

The current proposal to start the Dial-A-Ride program could be a very successful means of transport to get people to the parking lot, especially if it were advertised as well as the Muir Woods Shuttle is, and, if successful, would likely be able to grow back into our cancelled Stagecoach. With a much more useful (with a full schedule) system, the Stage would speak to many of our concerns, concerns that should also be yours.

H-6

Please give our concerns your attention, and we thank you in advance.

Sincerely,

Kathy and John Sward

## Letter H: Kathy A. Sward (2/4/08)

### Response to Comment H-1

Thank you for your comment. The NPS and County appreciate your support of Bridge Alternative BR4, and recognize the importance of designing a bridge that is appropriate for a rural character of the area.

### Response to Comment H-2

It is challenging to fund public transportation service to remote areas, especially when ridership is low, as was reported for the Stage. The Muir Woods shuttle was developed by Marin County Public Works as a three pilot program using federal grant funds. The three year pilot program ended in 2007. The Marin County Transit District (MCTD) Board of Directors at its meeting on January 28, 2008 conceptually approved to support this shuttle operation as part of the MCTD local service in partnership with the NPS for the years 2009 to 2011. To continue service while the details of the partnership are worked out, Marin County Public Works will extend the pilot program for another year using federal grant funds to cover the operation during summer months of 2008. Thus, although it is very successful in drawing users who leave their cars behind, even this well-used service is not financially self-supporting.

A possible drop-off by the Muir Woods shuttle at Highway 1 and Pacific Way, as is being considered by Marin County, would allow visitors to reach Muir Beach through this existing public transportation service that has a likelihood of continuing due to its significant ridership. As an additional consideration, note that studies conducted by the Comprehensive Transportation Management Plan for Southern Marin showed that public transportation to Muir Beach would be substantially more difficult to finance if a bus drove all the way to the visitor parking lot instead of stopping at Highway 1 and Pacific Way. The added time spent driving to the parking lot would substantially increase the total time of a round-trip, thereby reducing total bus trips and increasing visitor's waiting periods for bus service.

Also, the MCTD at its meeting on February 25, 2008 approved a Muir Beach Dial-A-Ride Transit Demonstration Project. For more information, please contact MCTD.

### Response to Comment H-3

Marin County is considering a separate project to create a stop for the Muir Woods shuttle at the intersection of Highway 1 and Pacific Way. As of 2007, the shuttle also stopped at the Sausalito ferry terminal, allowing visitors to leave San Francisco by ferry to reach Muir Woods National Monument. If a shuttle stop is provided on Highway 1 at Pacific Way, it would be possible to travel easily from San Francisco to the beach without the use of a car. The new trail from Highway

1, over the new bridge, along the edge of Pacific Way and the wetland area to the beach will enhance the aesthetic qualities of the walk to the beach. ADA compliance is a required component of the trail. The County is aware of the need to minimize the design width of the bridge, but the Final EIS/EIR recognizes a maximum width of up to 32 feet, including 6 feet for the pedestrian path.

## **Response to Comment H-4**

Thank you for your comment. The NPS and County appreciate your support of Public Access Alternative B4. With a new 250-foot-long Pacific Way Bridge, it is necessary to have a pedestrian component for safety reasons. The attached trail will enhance the aesthetic quality of walking to and from the beach, in addition to reducing conflicts between pedestrians and cars on busy summer days. While the Final EIS/EIR recognizes the possibility that the bridge may extend up to 32 feet wide, Marin County will work during the design phase to minimize the bridge width while meeting road safety standards.

## **Response to Comment H-5**

While a transit stop is not proposed to be included at the new parking lot, the long-term prospect of a transit stop may be taken into consideration when the parking lot is designed so that public transportation to the beach could be accommodated with relatively minor adjustments if it becomes available. The Muir Woods shuttle was referenced in the Final EIS/EIR as a separate public transit project under consideration by Marin County.

## **Response to Comment H-6**

The NPS and Marin County will continue to work with members of the community to accommodate public transportation.

## Letter I

## PEPC

Planning, Environment and Public Comment

[GOGA > Wetland and Creek Restoration at Big Lagoon, Muir Beach \(12126\) > Public Documents > Wetland and Creek Restoration at Big Lagoon, Muir Beach Final EIS, EIR > Correspondence](#)

## Correspondence (10)

[Edit](#)  
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## Author Information

**Keep Private:** Yes  
**Name:** [REDACTED]  
**Organization:** Greater Muir Beach Neighbors  
**Organization Type:** I - Unaffiliated Individual  
**Address:** [REDACTED]  
**E-mail:** [REDACTED]

## Correspondence Information

**Status:** New  
**Date Sent:** 02/04/2008  
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**Notes:**

**Park Correspondence Log:**  
**Date Received:** 02/04/2008  
**Form Letter:** No  
**Type:** Web Form

## Correspondence Text

Dear Brian O'Niell,

Thanks to you and your staff for all the work in seeking out and incorporating public comment on the Wetland and Creek Restoration at Big Lagoon project. This project is important to many who love this area and will certainly enhance the stream flow and ecological health of Redwood creek and the adjacent wetland.

We are still very concerned that the National Park Service and the County are planning the causeway for the Big Lagoon project around a transit concept to add two massive, concrete bus stops on Highway 1 so that the large Muir Woods tourist buses (that are currently overfilled with tourists heading to Muir Woods) can stop at Muir Beach every 20 minutes. This is essentially a proposal to entice Muir Woods visitors to stop at Muir Beach, a stop they never intended to make. Meanwhile, NPS and the County continue to ignore the request for public transit geared to those intending to come to Muir Beach so they can get out of their cars and be dropped off at Muir Beach. The rationale for ignoring beach visitor transit is that transit is not part of this project, yet the proposed Muir Woods Bus stop is driving the causeway design.

The Muir Woods Bus stop at Muir Beach is being pursued behind closed doors. This must stop. Bring the proposal to the community for an open and thorough review and don't design the causeway around a faulty concept.

Transit to Muir Beach must afford the transit user the same privileges – being delivered to the beach parking lot – as the driver. Requiring a lengthy walk to the beach is unfair and impractical for many.

We are in favor of the longer causeway, as it provides for a crucial element of the project, the ability of the creek to meander and thus maximize stream flow and fish migration. We are opposed to widening of the causeway beyond the minimum width necessary, preferably its current width of 20 feet (plus railings, etc.), with

I-1

I-2

I-3

I-4

I-5

non-motorized traffic using a combination fire trail/board walk to get to the beach. This would help to minimize the cost and the visual and environmental impact of the causeway. | I-6

As this project moves into design, please incorporate local features and landmarks into the drawings such as houses, trees, parking lot and levy features, etc. It will make the plans much easier to understand. | I-7

Thank you in advance for addressing these concerns.

Sincerely,

[Redacted Signature]  
Greater Muir Beach Neighbors

## Letter I: Greater Muir Beach Neighbors (2/4/08)

### Response to Comment I-1

The Pacific Way Bridge, a 250-foot-long bridge that will appear as a causeway, is proposed because it will allow the creek and floodplain to function naturally while providing vehicular access to residents and visitors during winter flood events. The impetus for the bridge and its pedestrian component is not the Muir Woods shuttle. The bridge must provide a pedestrian component for safety reasons – and it must legally meet ADA standards – but it will also enhance the visitor experience by linking to a trail along the natural area. The existence of the new trail along the wetlands and on the new Pacific Way Bridge does create the opportunity to link to a bus stop for the Muir Woods shuttle, thereby expanding public transportation access to the site. At this time, the Muir Woods shuttle presents the most plausible opportunity to offer public transportation to the site since it has significant ridership and is thus able to secure grants to fund its operation. Other public transportation services to the site have failed due to low ridership and the difficulty in funding their operations. The possible shuttle stop at Highway 1 and Pacific Way is not a component of this project and is being considered separately by Marin County.

### Response to Comment I-2

The bus pull-off on Highway 1 at Muir Beach will be addressed by the County in a separate public planning and review process.

### Response to Comment I-3

A drop-off at Highway 1 may not be the most desirable visitor experience, but it is currently the most plausible scenario for providing public transportation service to the site since the Muir Woods shuttle has substantial ridership and has therefore been able to secure funding by grants. As an additional consideration, note that studies conducted by the Comprehensive Transportation Management Plan for Southern Marin showed that public transportation to Muir Beach would be substantially more difficult to finance if a bus drove all the way to the visitor parking lot instead of stopping at Highway 1 and Pacific Way. The added time spent driving to the parking lot would substantially increase the total time of a round-trip, thereby increasing a rider's time on the bus, reducing total bus trips and increasing visitor's waiting periods for bus service. Also, since the Muir Woods shuttle now stops at the Sausalito ferry, it is possible for a visitor to leave San Francisco by ferry and reach the beach without the use of a car. While a visitor might prefer to be dropped off closer to the beach, many visitors might find a walk to the beach along the natural area to be a pleasant experience.

## **Response to Comment I-4**

Thank you for your comment. The NPS and County appreciate your support of Bridge Alternative BR4, which maximizes stream flow and fish migration.

## **Response to Comment I-5**

Comment noted. While the Final EIS/EIR recognizes the possibility that the bridge may extend up to 32 feet wide, Marin County will work during the design phase to minimize the bridge width while meeting road safety standards.

## **Response to Comment I-6**

The new Pacific Way Bridge must be designed so that the elevation of the underside of the deck does not obstruct flood flows. An obstruction could cause water to back up, increasing the elevation of floodwaters upstream of the bridge. If a separate pedestrian bridge or boardwalk were built to cross the creek and floodplain, it would have to be as high as the new bridge to avoid creating an obstruction. It would be significantly more expensive and more visually intrusive to build a separate structure for a pedestrian crossing.

## **Response to Comment I-7**

The NPS and Marin County will incorporate local landmarks into design drawings as appropriate.

Letter J

MARGARET KETTUNEN ZEGART  
118 HIGHLAND LANE  
MILL VALLEY, CA 94941

February 4, 2008

Steve Ortega, Environmental Protection Specialist  
Golden Gate National Recreational Area  
Building 201  
San Francisco, CA 94123

cc: Brian O'Neal

**RE: Wetland and Creek Restoration at Big Lagoon Draft  
Environment Impact State/Environmental Impact Report**

Dear Mr. Ortega and Mr. O'Neal:

**Replacing the Pacific Way Bridge and modifying Pacific Way** is to provide a sufficient safe and aesthetic Alternative BR4: 266+foot long bridge with the highest road since BR 3 only addressed one "soon obsolete"10 yr flood condition. Important in the Wetland and Creek Restoration at Big Lagoon is the alternate not chosen Because of increased now anticipated climate change since the RDEIR seems the longest alternative to the bridge is most appropriate as depicted on maps at the recent presentation at the Bay Model. J-1

° However, local residents are concerned about the width which includes multi-purpose pathway and their concern a wide bridge will initiate increased tourist activity that will result in habitat damage not anticipated by present use. J-2

° Although not the current preferred alternative, the longest bridge may be the most appropriate in the event of increased flooding risks and tidal ocean rise and tsunami – allowing a wider expanse of water flow. Cost seemed the decision factor and this can be rebutted by long term increasingly frequent flood events' costs to Marin and the National Park system. J-3

° A multi-purpose bicycle and pedestrian use alternative separate bridge might be considered in the FEIR if the two way bridge including the multipurpose lanes is too wide.. There should be some barrier on a multipurpose lane and trails to prohibit Recreational Vehicles' access. J-4

**No Off-road Recreational Vehicles (ORV) should be permitted.** Bicycles and motorcycles should be prohibited and ticketed on trails, beach and parking lot. ORV's are problem elsewhere. J-5

° **The reconfigured Muir Beach parking lot** as mapped for presentation does not indicate a loading zone for shuttle (mini-bus) passengers nor secured bicycle parking areas. The location of restrooms and kiosks and trail entry to the beach should be indicated. Lagoon, trails and beach areas should be pedestrian oriented access only; attractive with habitat painting. Elevated "boardwalk" (Trex) trails should protect year round any wetland areas. An advantage of the reconfigured lot is its shifting with no loss of parking places. However handicapped spaces and shuttle provisions should be provided and before the new parking lot accesses visitors. J-6  
J-7  
J-8  
J-9  
J-10

1. No Parking fees should not be charged as they represent use charge prohibited in by GGNRA founding restrictions. J-11

2. Mitigation to allow local users of the beach early adjacent Beach parking in this area prior to GGNRA visitors' bus drop off consistent with park use J-12

3. Mitigation of transit plan spaces would focus on and benefit increased transit schedule to Muir Woods Route and GGNRA West Marin destinations for visitors from larger Bay Area and national and international places to change 94% visitors who arrive by private vehicles. J-13

° **Trails** Connections should include a rambling trail to follow the newly aligned creek and its wider under pass underneath Pacific Way Bridge to its mouth at the Pacific. Seating for passive enjoyment of the park (and for seniors and disabled) should be along the trails as well as informational enrichment for visitors. Information about the many species in the area that are at risk including the California Red legged frog, Coho Salmon and trout should be in several languages for self interpretation along the trail. J-14  
J-15  
J-16

Sincerely,

*Margaret Kettunen Zegart*  
Margaret Kettunen Zegart

## **Letter J: Margaret Kettunen Zegart (2/4/08)**

### **Response to Comment J-1**

Thank you for your comment. Bridge Alternative BR4 provides the longest feasible bridge span (250 ft) and highest road deck (16.25-18 ft) in order to accommodate peak flood flows. Selection of this alternative was based partially on the uncertainties in flood elevations related to future sea level rise.

### **Response to Comment J-2**

The Final EIS/EIR recognizes that the new bridge width may be up to 32 feet wide, including two traffic lanes, railings, a shoulder, and the new pedestrian path; however, Marin County will work during design preparation to minimize the bridge width while meeting road safety standards. There is no indication that the new bridge or pedestrian path will directly result in increased visitation to Muir Beach.

### **Response to Comment J-3**

While the preferred Bridge Alternative BR4 is the most expensive bridge alternative, it provides substantially better benefits than other bridge alternatives because it will accommodate flood events up to or close to the 100-year event, as well as uncertainties related to sea level rise (page 4-40 in the Final EIS/EIR).

### **Response to Comment J-4**

The new Pacific Way Bridge must be designed so that the elevation of the underside of the deck does not obstruct flood flows. An obstruction could cause water to back up, increasing the elevation of floodwaters upstream of the bridge. If a separate pedestrian bridge or boardwalk were built to cross the creek and floodplain, it would have to be as high as the new bridge to avoid creating an obstruction. It would be significantly more expensive and more visually intrusive to build a separate structure for a pedestrian crossing.

Consolidation of all modes of travel along the proposed Bridge Alternative BR4, rather than installation of additional boardwalk facilities, will maximize flood conveyance and minimize negative impacts on wetlands habitats.

The new trail between the Pacific Way bridge and the parking lot would be offset from the road by a 5 foot-wide buffer, and could also be grade-separated from the road by approximately 1 foot. This will enhance the aesthetic experience of the trail, but it will also prevent drivers from using the trail for roadside parking. From the Pacific Way bridge to Highway 1, the trail would be adjacent to the road.

## Response to Comment J-5

No off-road recreational vehicles will be permitted on lagoon trails, beaches, and boardwalk areas, except emergency vehicles as necessary. The new emergency access route will be located from Pacific Way along the current access road to Green Gulch Farm to the southern project boundary. Bicycles will be permitted on the new trail from Highway 1 to the beach, as well as on the perimeter trail.

## Response to Comment J-6

Public Access Alternative B4 includes a reconfigured parking lot to accommodate 175 cars rotated parallel to Pacific Way. The parking lot design does not currently accommodate a shuttle bus loading zone because there are no existing, feasible plans for such service to the parking lot. Bicycle parking areas will be provided at the parking lot.

## Response to Comment J-7

Figure 2-15 (Public Access Alternative B4 Shown with Restoration Alternative 2) in the Final EIS/EIR indicates the general location of restrooms, interpretive displays, picnic areas, and trail entry to the beach. These would be located generally on the southwest corner of the parking lot, at the start of the boardwalk which leads to the beach. Design drawings will lay out the visitor facilities more specifically.

## Response to Comment J-8

Trails, the beach, and boardwalks in the project area will continue to be multi-use areas. Disturbed areas during project construction would be replanted with native plants and maintained as part of ongoing maintenance and management efforts of the NPS.

## Response to Comment J-9

Elevated boardwalks will be used for access over wetland areas, such as from the new parking lot to the beach.

## Response to Comment J-10

Public Access Alternative B4 includes a reconfigured parking lot that increases the distance between the parking lot and the Redwood Creek bank while accommodating the same 175-cars capacity as the existing lot. An appropriate number of disabled parking spots will be provided. These features would be constructed and opened concurrently with the rest of the parking lot. The parking lot design does not currently accommodate a shuttle bus loading zone; no shuttle service to the beach exists or is currently planned. However, the parking lot can be modified in the future if needed to accommodate such a service.

## **Response to Comment J-11**

This plan does not propose parking fees at the visitor parking lot.

## **Response to Comment J-12**

During the preparation of design drawings, the NPS will consider how to create a few parking spaces outside the parking lot gate to accommodate residential users when the visitor parking lot is closed.

## **Response to Comment J-13**

If public transportation opportunities become available and parking demand declines after project implementation, the NPS could take separate actions to reduce the size of the parking lot. Actions proposed in the Final EIS/EIR do not include public transportation.

## **Response to Comment J-14**

Thank you for your comment. The NPS does not propose a trail adjacent to the creek in order to reduce impacts of human use on the natural habitat and its aquatic life, including three species named on the federal Endangered Species List. A trail along the meandering Redwood Creek alignment could cause erosion and sedimentation, create the need to route drainages through culverts, disturb wildlife, reduce habitat connectivity, and create a conduit for new invasions by non-native species. Such a trail would also be subject to flooding, creating long-term maintenance issues. Pedestrian access to the beach will be provided by the perimeter trail, as well as the trail from Highway 1 to the beach.

## **Response to Comment J-15**

Thank you for your comment. The perimeter trail may include benches or passive observation areas, such as bird blinds. In addition, the new picnic area will provide new views of the ocean, as well as the adjacent wetland and riparian area.

## **Response to Comment J-16**

Thank you for your comment. Interpretive displays are planned for topics such as the local ecology, the creek function, special status species, and cultural/tribal use, but interpretive displays will be designed and placed in a manner that is appropriate for the wild and rural setting.