Ann Nelson
01/25/2007 11:26 AM PST

To: Lorraine Parsons/PORE/NPS@NPS, Don Neubacher/PORE/NPS@NPS
cc:
Subject: Fw: From NPS.gov: Giacomini Wetlands Restoration Project

FYI

2babc4@earthlink.net
01/24/2007 10:36 PM EST

To: pore_planning@nps.gov
cc:
Subject: From NPS.gov: Giacomini Wetlands Restoration Project

Email submitted from: /pore/parkmgmt/planning_giacomini_wrp_eiseir_draft_2006.htm

i support EAC's proposal of Plan D with a bridge over the creek. As a user of both ends of this trail, I would be delighted to make the walk without detouring to Levee Road.

Thank you for your consideration. I am sorry not to be free to attend the meeting on Thursday the 25th.

Barbara Carlitz

Catherine Caufield

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P. O. Box 884
Inverness, CA 94937
415-669-1570
[illegible]road.us

February 12, 2007

Superintendent Don Neubacher
Point Reyes Natinal Seashore
Point Reyes, CA 94956
via email: park_planning@nps.gov

Re: Draft EIR, Giacomini Wetlands Restoration

Dear Superintendent Neubacher,

I want express my support for Alternative D, the environmentally preferred alternative, of the Draft EIR. Wetland and creek restoration and wildlife protection should be the overriding values of this restoration project. Public access, education, views, etc, should take second place to these priorities. I am especially concerned about the negative impacts of placing a bridge in the stream buffer zone of Lagunitas Creek, perhaps the most important salmon creek in Marin County, and one that has suffered much abuse and needs all the restoration it can get.

I support the arguments of others, more qualified than I to make them, regarding the ways in which Alternative D would be more successful than Alternative C in achieving the primary goal of ecosystem restoration and I wish to register my strong support for their conclusions and for Alternative D.

Thank you.

Sincerely,

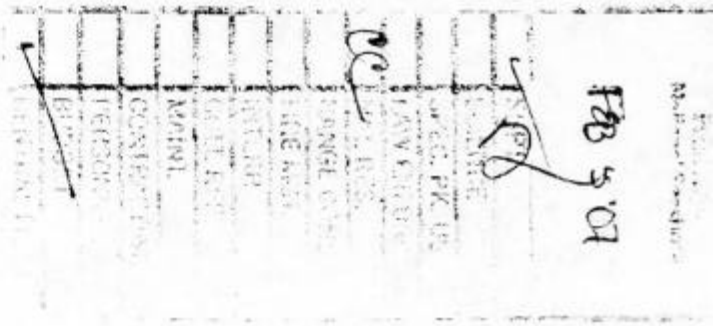
Catherine Caufield

Catherine Caufield
cc: Jon Jarvis

I am voting strongly for Proposal D.

1. Proposal D is consistent with the values of our community. It asks that we do the uttermost for the restoration, preservation and protection of our natural environment.
2. Public access can always be considered in a second stage, later on, when we have seen how successful the restoration process turns out to be, whether it requires more money and time and therefore more focused energy than presently imagined.
3. I strongly disagree with the proposals from the Sierra Club and the Biking Club, that we undertake considerable public access as a modification of Plan D.Two reasons for this: aesthetic and aesthetic It is certainly a lovely idea to link our communities, but a structure like the bridge, prominently positioned at the entrance to a beautifully preserved wilderness area is bound to give us the look of artificiality—as if we were a golf course or worse yet, a kind of Wilderness Theme Park. It is very difficult to preserve, quite easy to destroy, the integrity of a place like Point Reyes.
4. Preservation/restoration is headed in a direction that restores the natural flow and shape of our land. The public access, as presently conceived, seems to move in the opposite direction—adding structures that are not and have never been part of our natural terrain.
5. There are so many miles of trails for bikes and horses and walkers in Point Reyes. Why is it necessary to take this area so close to town and introduce what is bound to occasion at least some added congestion, privacy issues, parking problems?
6. Let us concentrate our energy, our money, our planning capacity on the environment.
7. **Proposal D is what the Point Reyes Peninsula is! The other proposals do not do it justice.**

Kim Chernin, 704 B Street, Point Reyes Station, CA 94956 663 9511



gchisholm@audubon.org
02/12/2007 01:35 AM EST

To: pore_planning@nps.gov
cc:
Subject: From NPS.gov: Giacomini Wetlands Restoration EIR/EIS

Email submitted from: /pore/parkmgmt/planning_giacomini_wrp_eiseir_draft_2006.htm

Dear Don Neubacher:

We appreciate the opportunity to provide comments on the Giacomini Wetlands Restoration Project. We are supportive of the Alternative C and pleased to see this important restoration project get underway.

As a neighbor I would like to bring several issues to you and your staff's attention along our common property boundary just north of the Giacomini Clubhouse.

We have a number of eucalyptus trees along our boundary though I am not sure of the exact line between our property and NPS managed land. We would be supportive of the removal of the boundary eucalyptus and working together on the removal of eucalyptus on our hillside along with the restoration of native upland habitat on both our land and the old railroad grade next to the pasture. We would be interested in undertaking a collaborative project to restore native habitat.

In addition, prior to full transfer of the property I would like to ask that the sizeable pile of irrigation pipes that have been abandoned for a long time along our property line be removed and that an abandoned shack on our common property boundary be removed and that the electric line to the shack be shut down to reduce fire risk.

I appreciate your attention to these details and look forward to working with you and your staff to seeing this project succeed.

Sincerely,

Graham Chisholm and Kelly Cash

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Kay Clements
<kay@kwmr.org>
02/12/2007 12:35 PM
PST

To: pore_planning@nps.gov
cc:
Subject: wetlands restoration

Hi,
I just wanted to comment briefly on the proposed trail connecting Inverness Park with Point Reyes Station. I believe access to Pt Reyes via an off road trail would be used by many residents and kids on bikes and a good idea. What I would like to see is the trail as a throughway, not
a freeway for weekend bicyclists.

I believe that visitors to the area bring a different sensibility - not to say they don't appreciate what is here, but I think it is a little removed from the community and not always as conscientious. When you are on a trail and see your neighbor, you make the extra
effort to call out or move aside. If a trail is going to connect IP and PRS, let it
be to facilitate and protect local traffic, not provide another raceway for
the bicyclists to group up and dominate.

thanks for your consideration.
Kay Clements

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Ann Nelson
01/11/2007 03:24 PM PST

To: Brannon Ketcham/PORE/NPS@NPS, Lorraine Parsons/PORE/NPS@NPS
cc:
Subject: Fw: From NPS.gov: Giacomini Wetland Restoration Project: Draft Environmental Impact Statement / Environmental Impact Report

FYI

gerry@horizoncable.com
01/11/2007 06:01 PM EST

To: pore_planning@nps.gov
cc:
Subject: From NPS.gov: Giacomini Wetland Restoration Project: Draft Environmental Impact Statement / Environmental Impact Report

Email submitted from: /pore/parkmgmt/planning_giacomini_wrp_eiseir_draft_2006.htm

Having such short notice to address my concerns about the subject Project please know that these matters are not all of them:

I object to the fact that the local newspaper of record, either in the County of Marin or in West Marin did not report your deadline being today for the deadline to comment on the subject study plan.

The study does not describe why the CALTRANS money has a link to being used to consider "Transportation" issues on and near the subject property.

The study/report contains no cost estimates for each of the four proposals. There is no cost/benefit analysis for each of the four proposals.

The report presents little to no summary information showing how using the property's edges for public enjoyment and transportation had no negative impact on restoring the property's wetland features.

The report has little to no information that deals with important matters concerned about:

(a) Bicyclist safety issues including accidents in the area; (b) Why bicyclist use in the area is discouraged due to poor conditions for safety and enjoyment (very narrow roads, heavy motorized traffic, etc.) (c) Motorized traffic patterns between towns and neighborhoods bordering the property to show that such traffic is increasing: (d) There is no safe way to travel by foot or bicycle north of Point Reyes Station to the Martinelli Park. (roadway there has little to no shoulder space) (e) Explaining why the nearby town's community plan shows no interest in reopening the nearby Abandoned Railroad Right-Of-Way (ARROW). This includes why it has little giving local residents easy access to the property's easterly side, to other neighborhoods, and to the area south of the subject property. (f) That the property's ARROW connects to the ARROW on the east side of the nearby town that also connects to the ARROW at Tocaloma that has been reopened. Omitting this significant off-road transportation system information misleads the reader who does not know the area on an intimate basis. (g) No mention is made about the fact that for the past 27 years the local community has shown an interest in having this ARROW reopened while at the same time well connected residents living on the hill adjacent to the

ARROW have done what they can to defeat its reopening; (h) No analysis shows how the ARROW uses none of the dry land near what had been wetland before the ARROW was constructed over a hundred years ago: (i) Why the restoration project must include transportation issues in the area of the subject property. If its edges are not considered for public use (bike and walking paths) then an important opportunity is abandoned. (j) The Olema Marsh public access path issue should be considered in all four options and so it is included in the option settled on. (k) Dating back 27 years (1980) it has made been known at public meetings and in public reports that it wants the subject property's ARROW reopened so it connects to the ARROW on Point Reyes Station's east ide all the way to the ARROW at Tocaloma that is in use for the public's safety and enjoyment benefit.

Lastly, it must be noted that none of the public hearings about a matter of this importance that concerns the public at large (those residing outside of West Marin) was never held outside of West Marin - even though it is known this public uses their federal parks here in West Marin on a basis that represent 82% of the users from the Bay Area and beyond.

For all these and more reasons it must be known that the subject study was biased in favor of only restoring the property to a wetland while it ignored how public access can coexist along with wetland restoration.

Gerry Coles PO Box 353, Bolinas, CA 94924 (tele: 868-1108)

Gerry Cirincione-Coles
<gerry@mermaidhill.com>

02/14/2007 08:27 PM
PST

To: park_planning@nps.gov
cc: lorraine_parsons@nps.gov
Subject: Giacomini Wetland Restoration Project

Please be advised that your subject's EIR is incomplete until it deals with the following matters:

(a) As the dire effect Global Warming will surely have on the restoration project, and the data presented in the EIR now does not deal with how the additional height of two more feet over previous expectations - means the EIR is insufficient in this regard.

(b) That it was most arbitrary (slanted to favor Alternative C) how the study dealt with various schemes to allow public access, but did not show, for example that the abandoned railroad right-of-way (ARROW) could be restored to public use (as proposed in Alternative A) along with having the maximum method of restoring the property to a wetland (as proposed in Alternative C or D) - even a casual reader of the EIR will easily note its bias that favors Alternatives C and D, but don't consider opening the ARROW to public use.

(c) That no public meetings to encourage public comment were held outside of West Marin shows an intent to influence the results of the EIR to favor Alternative C (aka: the "Preferred Alternative) even though a NPS study proved that more than 80% of the public who frequent the federal parks in West Marin actually reside outside of Marin County. The NPS made no effort to solicit public comments from the public who use their parks in West Marin because it hosted no public meetings outside of West Marin means that the subject EIR has not had a fair hearing as far as the greater public is concerned. Considering that the public who attended the public meetings on this subject are locals who are well known to not be receptive to having 3 million visitors in their area - thus the results of the meetings reflect the EIR report's bias, which results in their not being receptive to making the subject property being made more attractive to visitors. In this regard the EIR should cite the fact that the West Marin Chamber of Commerce (WMCC) is not a member of the Marin County Visitors and Convention Bureau because the latter wants to service the needs of visitors to Marin County and while the WMCC, like the local residents has not shown this interest on a local basis.

(d) Considering that the town of Point Reyes Station borders the subject property, but has nothing in its General Plan that proposes any convenient access for its residents on the subject property or to the federal park to its north that has no access but from Highway One - proves a local bias against giving this matter a thorough hearing at the local level, which is the only feedback the NPS seems to have relied on in its EIR with regards to ordinary civilian input that isn't scientific.

(e) While several consultants whose Literature is cited in the EIR (J.G. Evens, PWA, etc), and it is well known that their bias did not support opening the ARROW, means that the EIR's Literature information does not cite that of any known supporter for opening the ARROW.

(f) With regards to the List of Preparers, it can be substantiated that one person who contributed to the EIR at this level (Jules Evens) has

made it clear in a public record (Point Reyes Light) that he is against opening the ARROW to public use. That this EIR used no consultants who understand the benefits of wetlands coexisting with ARROWs, Alternative Transportation, etc. shows its bias that favors a maximum wetland restoration with an a minimum of public access.

(g) With regards to Public Safety: the fact that the EIR concerned with a property that borders a town that has the most residents of any town in West Marin needs additional information about an issue of vital importance considering that all roads bordering the subject property, and the town nearest it, are narrow two lane roads that must accommodate about 3 million visitors (1 million cars?). This EIR must have project how public safety would be improved if the 550 acre property's ARROW is reopened, and it had off-road paths along its southern and western edges for the benefit of bicyclists and hikers so they could travel away from high speed motorized traffic.

(h) With regards to CALTRANS contributing the greatest share of purchase monies to acquire the property the EIR explains almost nothing about the "....legal agreement between CalTrans and the park, which only obliges the park to mitigate 3.6 acres, all agencies agreed that more fully restoring lands on the acquired property was the ultimate goal, and the MOU called for restoration of a 'significant portion' of the historic marsh." Why isn't the MOU in the EIR? Does "significant portion" mean 80% (440 acres) or 90% (495 acres)? In either case it easily leaves enough land to be set aside for public access: 440 acres in wetland leaves 110 acres for public access, or 495 acres restored to wetland still leaves 105 acres for public access. Considering that the EIR contains no analysis that shows any computations for how much land would be used for public access in any of its alternatives means the EIR is totally inadequate with regards to its meaning of: "significant portion".

(i) Considering that the ARROW had been in historical "transportation" use for many decades, that the public roads near the subject property are not safe for bicyclists and pedestrians, it doesn't take a rocket scientist to conclude that the property can be restored to wetland, but at the same time must also accommodate the public's transportation (aka: safety) needs. And this is what the ARROW would accomplish as would construction of other off-road paths near its southern and western edges.

Gerry Coles
PO Box 353, Bolinas, CA 94924
(tele: 415-868-1108)

Rigdon Currie
<rigdon@horizoncable.com>

02/09/2007 03:26 PM PST

To: pore_planning@nps.gov
cc: Johnson Trish <patrish@horizoncable.com>
Subject: Giacomini Property

I like Plan C with the additional access and the bridge.

Rigdon Currie
1 Balboa Ave., P.O. Box 1120
Point Reyes Station, CA 94956-1120
415-663-1755
415-663-1756 (fax)
415-999-5855 (mobile)

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Kathryn de Laszlo
<delaszlo@svn.net>
02/12/2007 09:59 PM PST

To: pore_planning@nps.gov
cc:
Subject: bridge over creek for Inverness Park/Point Reyes Station

Dear Mr. Neubacher,

The reply to a bridge or no bridge is, from our household, a resounding yes! There is no better way to preserve the majority of our natural habitat than to create viable alternatives to vehicle transportation. Families and all those inclined to seek out alternative modes of traveling locally will benefit and be given the great gift of a close up reminder of the fragility and rarity of our landscape. there is nothing like getting out of the car and passing slowly through our immediate environment to remind us of what needs preserving for the future. Kathryn de Laszlo, Stephen Marshall and daughters. (415) 663-1964 email:delaszlo@svn.net

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Barbara Deutsch
<undone@lmi.net>
02/14/2007 12:56 AM PST

To: park_planning@nps.gov
cc: jon_jarvis@nps.gov
Subject: explaining a seeming duplication

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Dear Superintendent Neubacher and Regional Director Jarvis:

I sent this earlier today (now yesterday) from my husband's computer (his e-address is Barry@ddw.com) forgetting to identify it as my comment, not a second from him (Barry's own comment from that e-address earlier this week). OK · Rec'D 2/12/07

I re-send mine now from this computer, to correct mis-impression -- and, I hope, allay any confusion.

Yours irregularly, but less so than before,
Barbara Deutsch (resident of levee road, Pt. Reyes Station)

comment in favor of alternative D, un-a-briDgeD

I am among those many who Do not want to see commercial exploitation or any carelessness in the implementation of a wetlanDs restoration project maDe financially possible by professional generosity and environmental conscientiousness.

who aDvocate the alternative most Desirable in terms of habitat restoration,

who wish human presence NOT to Degrade wilDlife habitat OR opportunities for other humans to enjoy and learn from unDisturBeD wilDlife presence

and who Desire that whatever is Done, be Done so as to restore where absent and safeguarD where present:

integrity of eDge, especially the water's eDge, but also the eDges of pathways

full, continuous, complex riparian habitat in the estuarine eco-tone, with optimizeD structural Depth and Density, in orDer to proviDe the concentration of resources that will naturally be sought there

effective buffering for wilDlife Dispersal corriDors

alreaDy establisheD wilDlife, and natural recovery alreaDy unDerway

maximum potential retrieval of natural sounDscape

least possible Disruption to visual fielD (e.g., Disallowing human intrusion in an unnaturally elevateD or accelerateD manner, or with what appear to be preDators, causing fright and other stress to wilDlife)

provision for choice for both wilD and human beings, incluDing the choice to be in a place free from DomesticateD or mechanizeD artifacts

and for the assurance wilDlife (and humans with sensitive awareness, itself in great neeD of restoration) Derive from limiteD and muteD human access

expanDeD amplituDe for re-ascenDance of natural patterns and rhythms

the full complement of Diversity, re-enDoweD with capacious amplituDe for evolveD inter-relationship

future opportunities for expanDeD and integrateD habitat recovery

the capacity of animals (the overwhelming majority of whom are invertebrates, "on thousands of whose backs every step is taken"), Distinguished from us and our Domestic subjects above all by their evolveD perfection, to live as fully as possible in what is after all their worlD, not ours; -- and, by that means, safeguarDing for ourselves the possibility of authentically knowing them -- a knowleDge that brought us into being, and that may yet rescue us from our present uncertainties about ourselves

and our own recovery of the awareness of who we truly are:

one recent and not yet reliable occupant of "a world of beings, in infinite and mysterious acts of connection, created from the earth, itself a being."

[quoted from Paul Shepard's "Digging for Our Roots," **Encounters with Nature**, p. 114]

Barry Deutsch
<barry@ddw.com>
02/11/2007 06:04 PM
PST

To: park_planning@nps.gov
cc:
Subject: Giacomini Wetland - Plan D

Dear Superintendent Don Neubacher:

Please follow the goals and purpose of the Restoration. This considerable and unusual opportunity can be THE example for future projects on how to bring back native wildlife and increase the habitat for creatures - other than our species! As a property owner and resident of Pt. Reyes Station, I'm particularly conscious of the sensitive nature of the wetland's edge. The impact of human disturbance on the river, birds, turtles, mammals, and all the other creatures is painfully obvious. The joy of seeing a Green Backed Heron or a Great Blue waiting... and wading in Lagunitas Creek is memorable - alas, so is their flight, caused by unleashed dog/s being "walked" along the bank while their owners chat obliviously.

Being conscious of the needs and political pressures of the situation, I strongly endorse PLAN D as is: WITH NO BRIDGE. I suggest you use the $800,000+ estimated cost of that bridge toward making the South Side of the Levee Road safe for bicycle and horseback riders, or find some other way to relieve the pressures on wild creatures, to whom we owe at least that.

Sincerely,
Barry Deutsch
11270 Sir Francis Drake Boulevard
Pt. Reyes Station

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Don Neubacher
02/12/2007 03:55 PM
PST

To: Ann Nelson/PORE/NPS@NPS
cc:
Subject: Giacomini Wetlands Restoration Plan

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Don Neubacher
Superintendent
Point Reyes National Seashore
Point Reyes Station, CA 94956

415-464-5101 (office)
415-233-0303 (cell)
415-663-8132 (fax)

The National Park Service cares for special places saved by the American people so that all may experience our heritage.
----- Forwarded by Don Neubacher/PORE/NPS on 02/12/2007 03:55 PM -----

cornelia@horizoncable.com
02/12/2007 06:13 PM
EST

To: don_neubacher@nps.gov
cc:
Subject: Giacomini Wetlands Restoration Plan

Dear Mr Neubacher

I am writing to tell you that I very strongly support Plan D with no mutli use path along Lagunitas Creek.

I gathered at the meeting that you have been under a lot of pressure from the Marin Bike Coalition and others to put in the multi use path along Levee road.

I am probably one of the few local people who bikes regularly along Levee Road. I do it about 5 times a week and usually during peak hours. I think it is one of the safest stretches to bike around here because the road is wide and straight.

If people want to make it safer then all the county needs to do is mark off part of the hardtop for a bike path as they are doing in Fairfax. This would slow the traffic down a bit too.

The proposed multi use path will be so wide it will cut through prime riparian habitat and create noise and pollution along the waters edge.

It also attract weekend road bikers who will come down there in groups and at speed making everyone jump out of their way. I regularly walk the Samuel P Taylor multi use trail and it's positively hazardous, especially for children or seniors. They come at you at 20 miles an hour or more.

Please change your recommendation to Plan D.

Thank you very much,

Best wishes

Cornelia Durrant
9 Los Reyes Drive
Point Reyes Station

"MikeBin"
<mikebin@svn.net>

02/11/2007 10:31 PM
PST

To: <Park_Planning@nps.gov>
cc: <mmery@horizoncable.com>
Subject: Marsh Option D

Agree with Michael Mery's analysis and comment. C would be ok, but D is preferred as it emphasizes restoration over access....of which there is enough. Mike Durrie, Inverness

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