

Date submitted (UTC-11): 10/10/2018 8:37:23 AM

First name: Paul

Last name: Aguilar

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: paul@aaheating.com

Phone:

Comments:

Meeks Bay restoration

TO: USFS, Lake Tahoe Basin Management Unit

Denise Downie, Project Lead

35 College Drive

South Lake Tahoe, CA 96150

dedownie@fs.fed.us

(530) 543-2683

Dear Ms. Downie,

I would like to offer some thoughts and comments on the Meeks Bay restoration project.

1. When underground infrastructure is implemented, why not include an additional pipe for future natural gas potential.
2. Would an additional wooden bridge make sense close to the Meeks Creek entrance to the Lake in order to better connect the two beaches. The Meeks Bay resort has a concession stand which is nice to go to sometimes.
3. Do we really need a pier or boat launch at all? Maybe besides recreation, it might be a matter of safety to have a pier every so often in a lake the size of Tahoe. Nevertheless, I am concerned with the aesthetics of the large protruding pier as potentially planned. Swimming relatively close (at the beach) to a pier is not inviting because it is usually dirty by a pier. There would be more boat noise as well as vehicle noise on the launch. Many people use diesel trucks to haul their boats. When a boat is launched, the boat engine is started and the smell can easily waft to the swimming area. I'm judging this because the existing slip area has exhibited the same aforementioned conditions.
4. I would suggest that the existing slip area be reconstructed, rather than a new pier be built since it is out of site of the two beautiful beaches. There is already parking there for the trailers. To enhance the beauty, I think that the Lake entrance (the mini harbor if you will) could be reconstructed in such a way with natural rocks and vegetation that it blends in with Tahoe's natural beauty. This probably eliminates the idea of the bridge I mentioned before in item 2.
5. If the lagoon is restored as planned, will this slow down the current flow to encourage more mosquito breeding or will it increase flow to discourage it?
6. I would strongly suggest electric hook-ups for RV spaces so that no generators be allowed for camping. The generator noise defeats the purpose of getting back to nature.
7. I love the bike path and bridge.
8. I've heard comments that maybe the pier be positioned to the north of the creek. This kind of makes sense since this is "no man's land" between the two beaches. Plus, this then could accommodate that wooden bridge I was talking about in item 2.
9. Summary on the pier question: My first choice would be no pier; second choice, pier north of the creek; third choice, reconstruct the existing set up; fourth choice as planned.
10. I think that the abundance of cars on the side of the road acts a natural traffic calming measure and regulates the amount of people using the beaches/ camping. In other words, the limiting factor of using this area is the parking and that's actually ok with me. The early birds that get there will enjoy a better Tahoe experience with the lesser crowd.

Best regards,
Paul Aguilar
474 Bay View Ct.
Meeks Bay, CA

Date submitted (UTC-11): 10/29/2018 7:46:18 AM

First name: Norm

Last name: ALBERTS

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: NJALBERTS@yahoo.com

Phone:

Comments:

Fwd: Meeks Bay Restoration

Sent from my iPad

Begin forwarded message:

From: Norm ALBERTS <na_blc@sbcglobal.net>;

Date: October 29, 2018 at 10:55:49 AM PDT

To: "pacificsouthwest-ltbu@fs.fed.us" <pacificsouthwest-ltbu@fs.fed.us>;

Cc: Katherine Alberts <kalberts@leonealberts.com>; Carrie Jacobs <carriejacobs@sbcglobal.net>; John Hughes <j6464h@yahoo.com>; Karen Alberts <kalberts44@sbcglobal.net>; Devi Schoenfelder <devischoenfelder@comcast.net>; Kim Mirasole <kmirasole@yahoo.com>; Angie Holmberg <aaholmberg@aol.com>; Brad Hughes <brad.hughes@gmail.com>;

Subject: Meeks Bay Restoration

Reply-To: Norm ALBERTS <na_blc@sbcglobal.net>;

We look forward to the restoration of this very special place on this most beautiful lake. For the past fifteen years we have been renting several lodges with our daughters and their families and several of our friends and their children's families. The center of our rental area is Lodges 7 - 12 and we are very concerned about the amount of area between the lake and the lodges that is to be reclaimed for the new wall. We do agree that the wire is very dangerous and should be removed. He would hope the safety of the renters and their families receives your utmost consideration. If you are going to continue the boulders wall that is used by the area north east of the lodges you must think of the safety problems this brings into play. Children are always running all over those boulders now, but not as many as will be if you bring them around next to the beach. That wall should be modified to make it safer for children to play on. There should also be a fence between that wall and the lodges to help keep their guests' children off the boulder wall.

I'm also concerned about the possibility of removing too much area between the lodge decks and the lake. First of all, the large decks and the dirt area make this a great place for the children to play and keep them from wandering out of the area. If you cut down on the space of the decks similar to the lodges south of us, you will be doing a terrible injustice to the vacationers enjoyment and the units rental value. Also by having a dirt space between the lake wall and the deck, you allow guests to get to their unit without intruding on the other guests deck space and looking into their lodge units.

Lastly, I would design the parking lot area so that it would encourage the day users to use the larger beach area by the snack shack and try to leave the beach by the lodges for the lodge and cabin guests. We pay a lot of money to rent these units and deserve a little consideration in the design. If hundreds of people are parking behind the lodges and walking through that area it is not considerate to the cabin and lodge guests. I realize it is a public beach, but with a little thought in the design of the lot, the day users could be ushered to the large open area of the beach instead walking through the beach in front of the lodges. Remember, when the water is at normal level or above the beach in front of the south lodges is a very narrow beach.

Thanks for your consideration of our comments. Meeks Bay means so much to our families and their memories.

Norman Alberts
Alamo, CA

Date submitted (UTC-11): 10/26/2018 7:24:24 AM

First name: Brian

Last name: Alleyne

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: alleyne@gmail.com

Phone:

Comments:

Meeks Bay Restoration Project Comments...

Hello,

We own a house in Meeks Bay, on Sunnyview Drive. Over the years we have enjoyed the area and the Bay, and we value the balance between keeping things pristine, while at the same time meeting the need of the people who would like to enjoy the area. We understand that this is a balancing act.

Meeks Bay Marina was built in 1961 and acquired by the Forestry Service in 1978. For over 50 years while the Marina was in operation, we enjoyed it's use, and we were truly disappointed when it was closed. We understand it being closed when the lake level was abnormally low, but now that the lake level has recovered, we were very disappointed that it did not reopen. I believe that the answer is _NOT_ to restore this land to the original use but rather restore to the original use to for benefit for future generations. In particular, the community of Meeks Bay, desperately need a reasonably priced Marina with a launch area.

While true that an evasive species had entered the marina, and there is some talk about pollutants, the fact remains that evasive species are present in many other sites around the lake, including Emerald Bay and the Keys at South Lake. This is a more general issue, and I believe that taking actions such as paving the parking lot and sloping away from the Marina into a filtered flood drainage, commonly called BMP would be the correct course of action.

I believe that the Washoe Lessee should have more oversight (they run the concessionary and other services quite badly) and more guidance by the Forestry Service.

Recommendations:

1. Kill the evasive species, this process is about to start and should have started two years ago. Noted this procedure was effective in Emerald Bay.
2. Pave the parking area, sloping away from the Marina's side with a curb on Marina's edge of the parking lot and install a filtered flood drainage to an outside basin on the resort side. Provide access to Highway 89 between existing bridge and existing block/brick wall at resort.
3. Reinforce/replace Marinas dirt walls, all sides of Marina with appropriate stone ready made cages.
4. Restore/replace all docking walkways and slips with more considerations for smaller ingress/egress balancing both sides of Marina.

I would consider delaying the proposed Restoration Project, have a more open and transparent discussion, and perhaps limit the scope of the changes, in particular with respect to the expansion of the campground and scope of the new proposed boat ramp.

Regards,
Brian

Date submitted (UTC-11): 10/22/2018 12:47:53 PM

First name: Cory

Last name: Allison

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: corymarie@gmail.com

Phone:

Comments:

Meeks Bay Restoration

I am submitting my comments on the Proposed Action for the LTBMU Meeks Bay Restoration Project. I am a year-round local resident who grew up in Homewood, CA and have been using the south side of Meeks Bay Beach since I was a child. I am glad to see the USFS is proposing to restore Meeks Creek, but I am not at all in favor of the plan to construct a pier, construct a boat launch and reduce the amount of day use parking spots on the south side.

The south side of Meeks Bay Beach is the beach that many full-time, year-round residents use as their primary access to Lake Tahoe. It is a different crowd and has a different feel than the north "Resort Side" of Meeks Bay. My mother brought us there as children in the 1980s. Now I take my young children almost every weekend in the summer. We have had a season parking pass for the last 3 years, which we love. It is a place that families can easily get to with small children. Seniors and others with limited mobility can easily park and enjoy Tahoe. It is a safe area to swim and is an easy place to launch paddle boards and kayaks.

Constructing a boat launch and pier in this area will forever change the character of the south side of Meeks Bay. It will no longer be a safe place for swimming, paddle boarding and kayaking. The reduction in day use parking will limit families with young children and those with limited mobilities access to the beach. There are so many other access areas that boat owners can launch their boats, I don't think we need to ruin this beach to provide more.

Thank you for your consideration of public comments as a part of this project.

Cory Allison

corymarie@gmail.com

P.O. Box 802

Homewood, CA 96141

53-448-2630

Date submitted (UTC-11): 10/11/2018 12:00:00 AM
First name: Mike
Last name: Anderson
Organization:
Title:
Comments:
RE: Meeks bay

No - and no guarantee CalTrans will use this design or anything similar.

Denise Downie

Lead Land Management Planner

Forest Service

Chugach National Forest

AK: 907 743-9426

CA: 530 543-2683

dedownie@fs.fed.us

161 E. 1st Avenue, Door 8

Anchorage, AK 99501

www.fs.fed.us

<<http://usda.gov/>> <[https://twitter.com/forestservice](https://twitter.com/forestsservice)> <<https://www.facebook.com/pages/US-Forest-Service/1431984283714112>>

Caring for the land and serving people

From: mike anderson [mailto:maincali74@gmail.com]

Sent: Thursday, October 11, 2018 2:40 PM

To: Downie, Denise E -FS <dedownie@fs.fed.us>

Subject: Re: Meeks bay

Thanks Denise. I have one more Q: in the attached image, the new 70' span,

do you have the future date of construction?

On Thu, Oct 11, 2018 at 10:11 AM Downie, Denise E -FS <dedownie@fs.fed.us> wrote:

We do not have any engineering plans or design drawings at this point in the process. Those will be developed later. Chapter 7 of the Meeks Creek Watershed Ecosystem Assessment Final Report - June 2006 on our project website includes some conceptual drawings for restoration of the creek and lagoon. While some of those drawings include replacing the CalTrans bridge over the creek at Highway 89, it is not within the Forest Service's authority to do so. We recognize that additional work on the creek may be necessary if the bridge is replaced and are in communication with CalTrans on this matter.

The site visit was well-attended - about 60 people. A good start for the public process on this project.

The project website address: <http://www.fs.usda.gov/goto/lfbmu/meeksbayrestoration>

Thanks for your interest -

Denise Downie

Lead Land Management Planner

Forest Service

Chugach National Forest

AK: 907 743-9426

CA: 530 543-2683

dedownie@fs.fed.us

161 E. 1st Avenue, Door 8

Anchorage, AK 99501

www.fs.fed.us

<<http://usda.gov/>> <<https://twitter.com/forestservice>> <<https://www.facebook.com/pages/US-Forest-Service/1431984283714112>>

Caring for the land and serving people

From: mike anderson [mailto:maincali74@gmail.com]

Sent: Thursday, October 11, 2018 9:37 AM

To: Thompson, Gina -FS <gthompson04@fs.fed.us>; Downie, Denise E -FS <dedownie@fs.fed.us>;

Subject: Meeks bay

To Email

gthompson04@fs.fed.us;dedownie@fs.fed.us

Hello,

Can you please direct me to civil plans on-line or fwd me any design drawings you have now?

About this job I just found out about tonight.

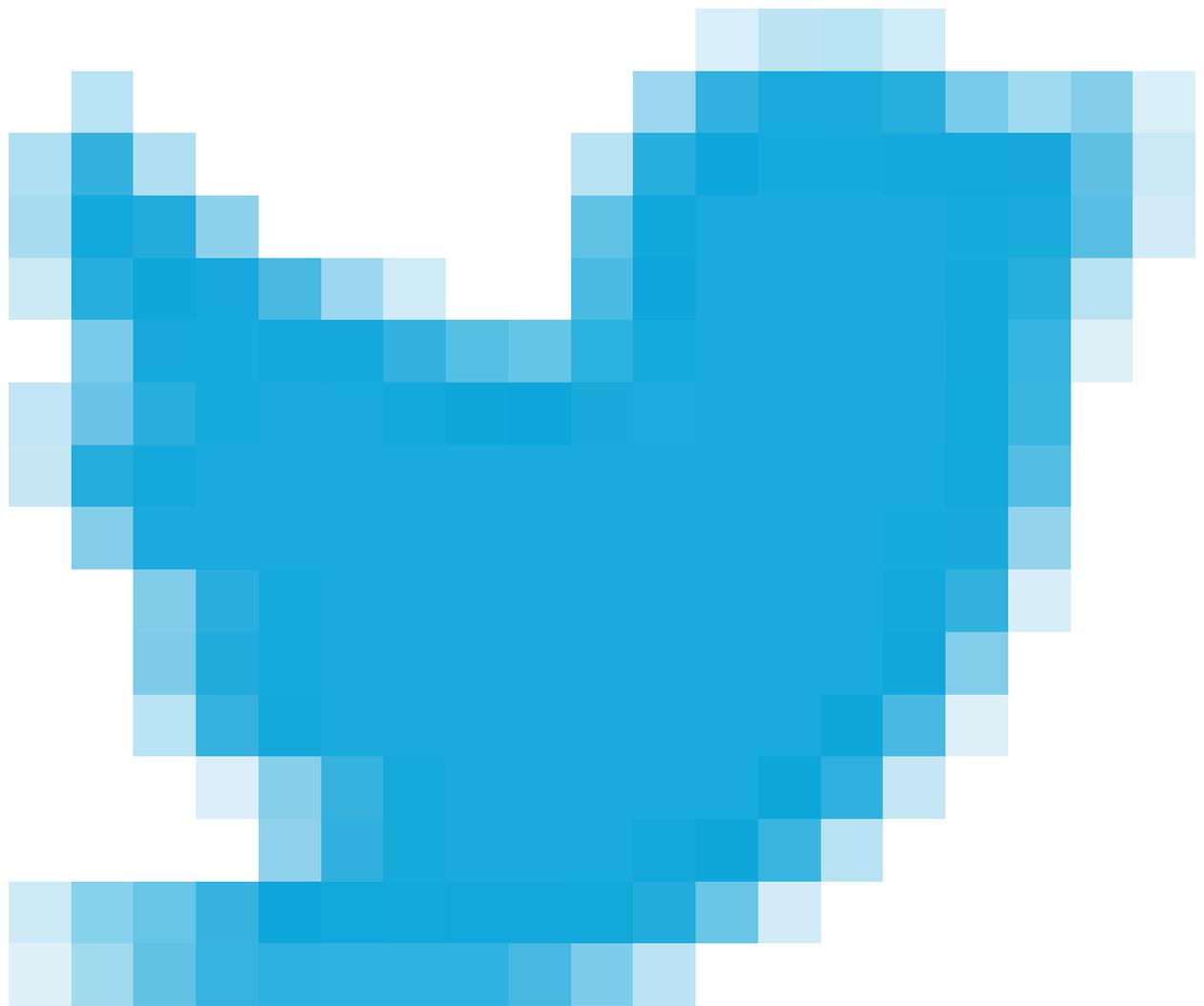
<https://www.federalregister.gov/documents/2018/09/11/2018-19682/lake-tahoe-basin-management-unit-ca-meeks-bay-restoration-project>

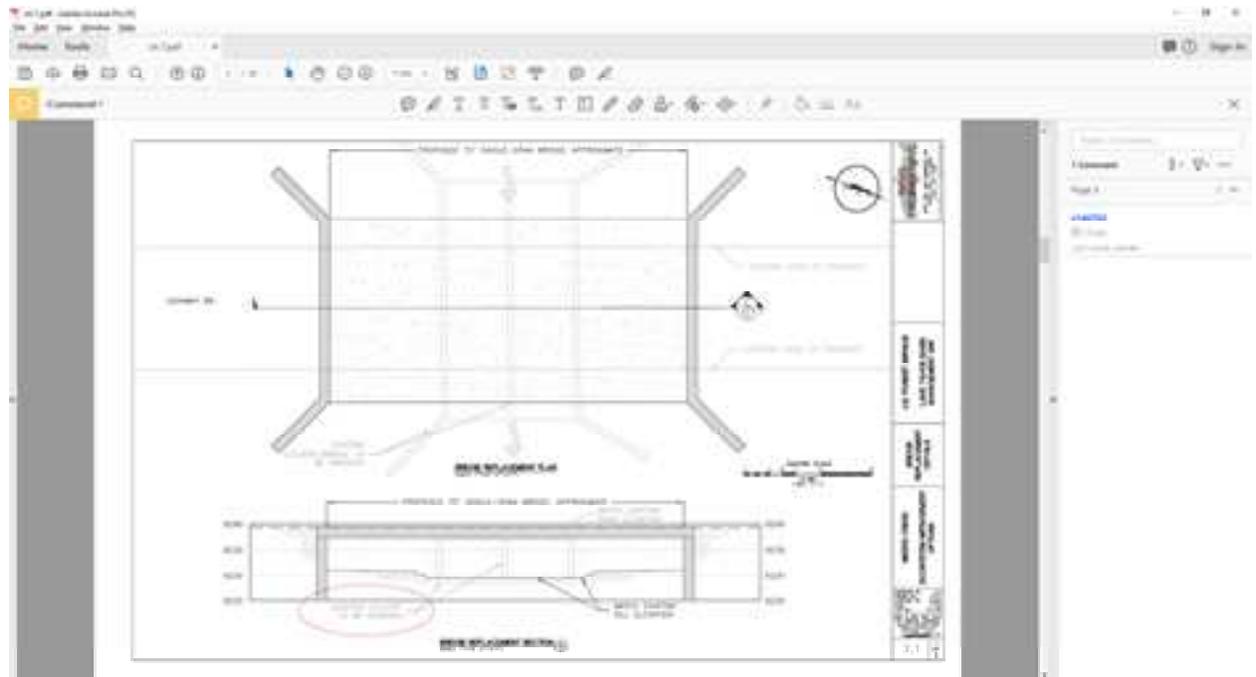
It sounds like some overlapping work here With Caltrans.

How was the Site visit on 10/10 at Meeks Creek ?

Thx

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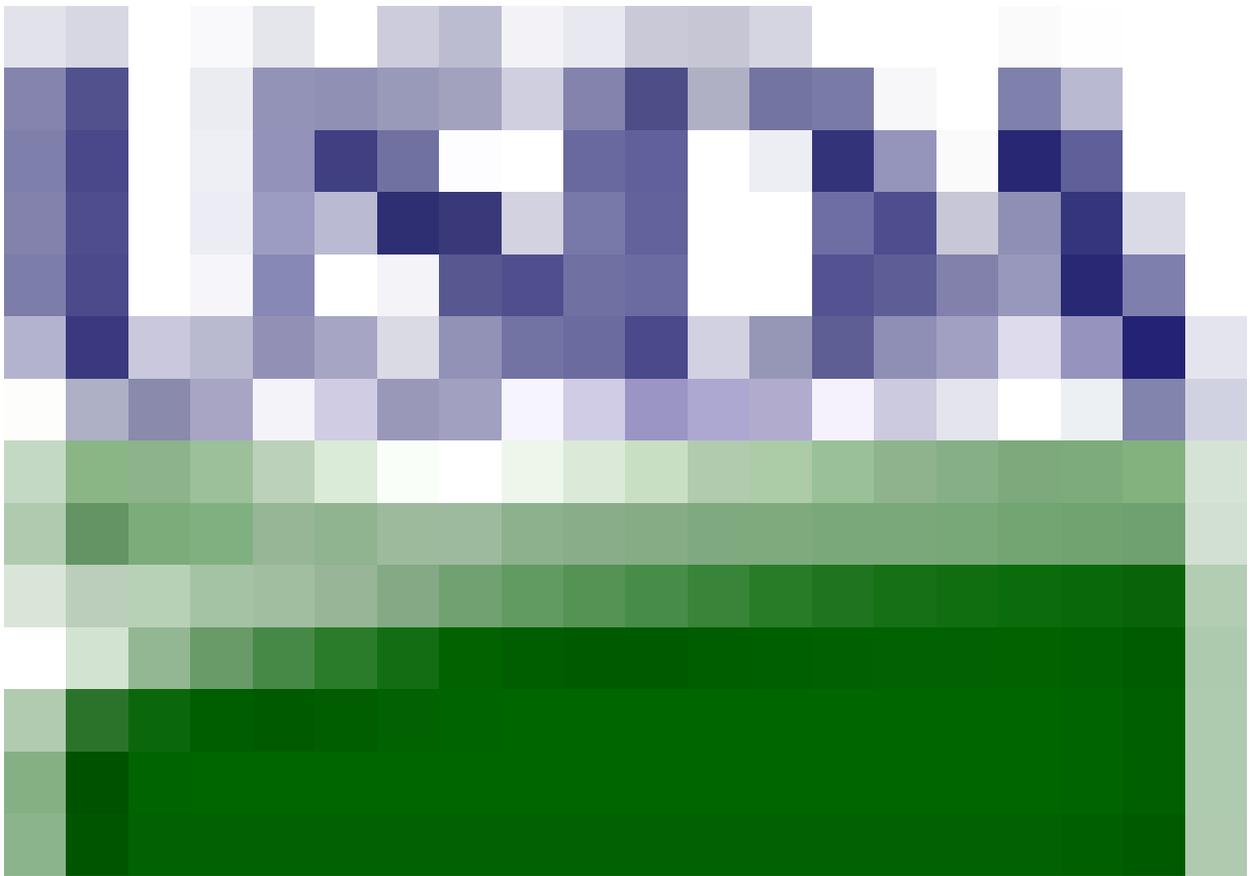




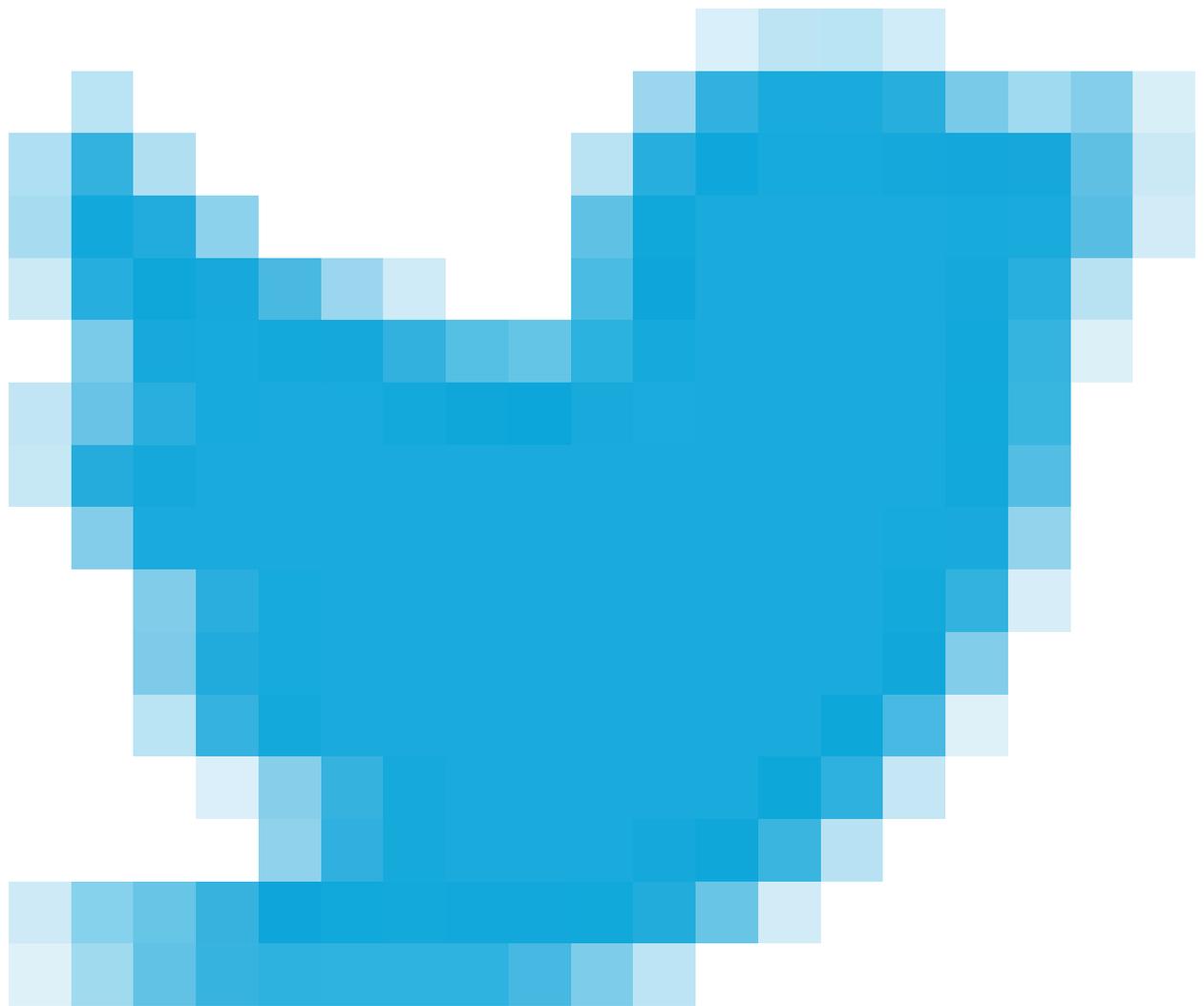


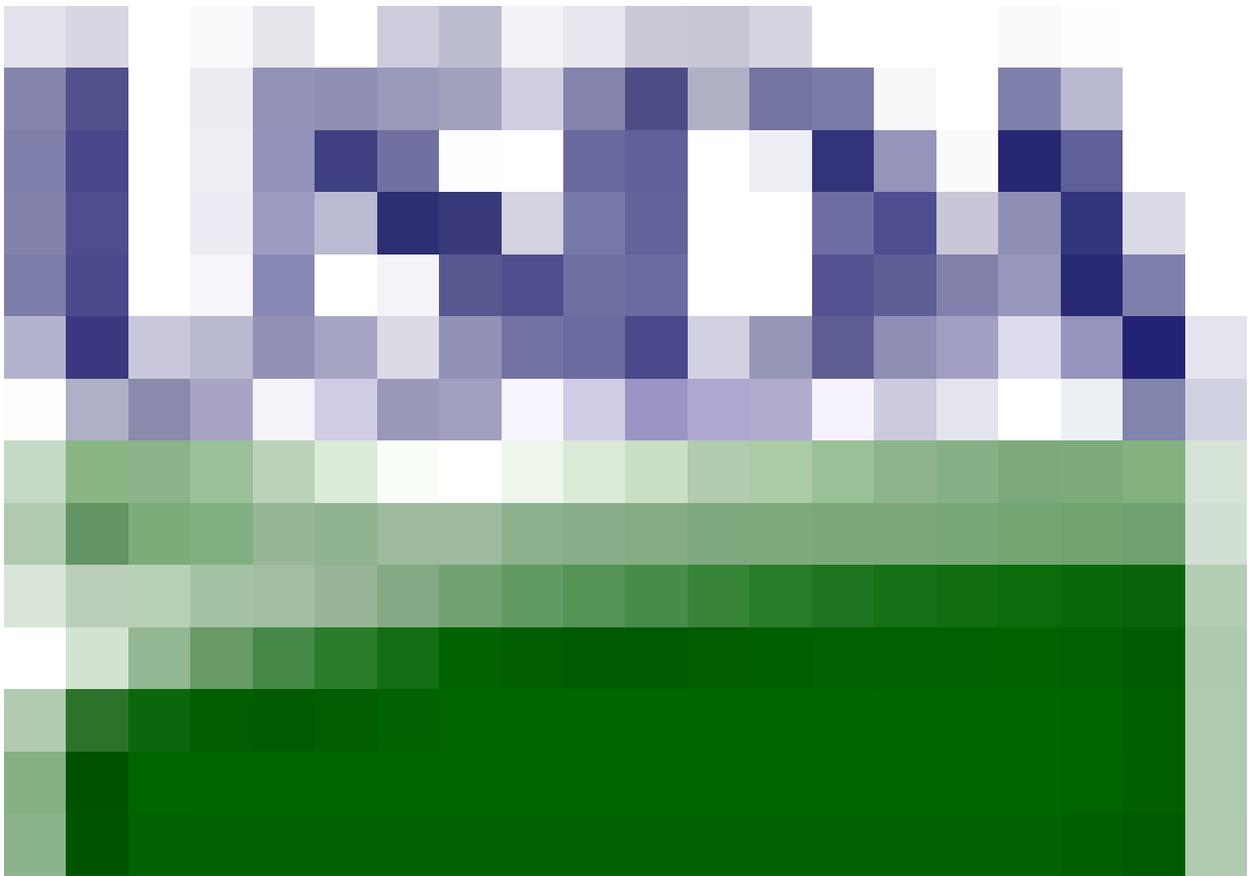












Date submitted (UTC-11): 10/11/2018 12:00:00 AM
First name: Mike
Last name: Anderson
Organization:
Title:
Comments:
RE: Meeks bay

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The site visit was well-attended - about 60 people. A good start for the public process on this project.

The project website address: <http://www.fs.usda.gov/goto/lbmu/meeksbayrestoration>

Thanks for your interest -

Denise Downie

Lead Land Management Planner

Forest Service

Chugach National Forest

AK: 907 743-9426

CA: 530 543-2683

dedownie@fs.fed.us

161 E. 1st Avenue, Door 8

Anchorage, AK 99501

www.fs.fed.us

<<http://usda.gov/>> <[https://twitter.com/forestservice](https://twitter.com/forestsservice)> <<https://www.facebook.com/pages/US-Forest-Service/1431984283714112>>

Caring for the land and serving people

From: mike anderson [mailto:maincali74@gmail.com]

Sent: Thursday, October 11, 2018 9:37 AM

To: Thompson, Gina -FS <gthompson04@fs.fed.us>; Downie, Denise E -FS <dedownie@fs.fed.us>

Subject: Meeks bay

To Email

gthompson04@fs.fed.us;dedownie@fs.fed.us

Hello,

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About this job I just found out about tonight.

<https://www.federalregister.gov/documents/2018/09/11/2018-19682/lake-tahoe-basin-management-unit-ca-meeks-bay-restoration-project>

It sounds like some overlapping work here With Caltrans.

How was the Site visit on 10/10 at Meeks Creek ?

Thx

Date submitted (UTC-11): 10/11/2018 5:37:48 AM

First name: mike

Last name: anderson

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: maincali74@gmail.com

Phone:

Comments:

Meeks bay

To Email

gthompson04@fs.fed.us;dedownie@fs.fed.us

Hello,

Can you please direct me to civil plans on-line or fwd me any design drawings you have now?

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<https://www.federalregister.gov/documents/2018/09/11/2018-19682/lake-tahoe-basin-management-unit-ca-meeks-bay-restoration-project>

It sounds like some overlapping work here With Caltrans.

How was the Site visit on 10/10 at Meeks Creek ?

Thx

Date submitted (UTC-11): 10/24/2018 12:00:00 AM

First name: Cheryl

Last name: Anson

Organization:

Title:

Comments:

Meeks Bay proposed project feedback

10/24/18

USFS, Lake Tahoe Basin Management Unit

Denise Downie, Project Lead

35 College Drive

South Lake Tahoe, CA 96150

COMMENTS FOR USFS CONSIDERATION OF THE MEEKS BAY RESTORATION PROJECT

Thank you for the opportunity to provide comments about the proposed restoration project being considered for the Meeks Bay Campground area.

My name is Cheryl Anson and my family has owned property just south of the campground on Meeks Bay Avenue since 1961. We have enjoyed the tranquility of the bay for decades. We were at first sad to see the large scale removal of the original Meeks Bay lodge and other buildings that were an endless source of fun for us but over the years we appreciated the USFS efforts to return to a more natural habitat in the bay, while still maintaining the campground, some cabins and the general store for public use.

Sadly, boat traffic to the marina and boat launch continued to cut this beautiful bay in half whilst also endangering the many peaceful swimmers and activities of those not using motorized watercraft. Finally, it was determined a couple of year ago that the marina was clearly a source of significant lake pollution and it was closed. Many of us (local neighbors) were thrilled. We had witnessed firsthand the backwash of fuel and oil drifting into the lake from the marina. This was undoubtedly negatively affecting the natural habitat of fauna and aquatic species also.

With this bit of history in mind, these are my comments about the proposed project.

I am in complete favor of the full removal of the old marina and boat launch and then continuing on to the full restoration of the Meeks Creek area.

I also support the USFS goal of redesigning the campground with the road circling the outside and improving the facilities.

I very much oppose the installation of a new boat launch ramp. Meeks Bay is too small of an area to accommodate a general public boat ramp. Those of us who have homes just South of Meeks Bay struggle with the current highway congestion of Meeks Bay traffic all summer long. We are consistently stopped and have to wait while campers who have brought their boats try to negotiate parking their trucks and trailers along busy highway 89. I personally feel that if a camper brings a boat they should be required to keep it inside the campground. Boat trailers should not be allowed on that tight curve around Meeks Bay on Hwy 89.

In addition to this congestion, we have also had many boat owners attempt to come down our street to see if they could park/store their trailers and walk back to the campground.

This is always a big problem as there is virtually no room to even turn around with a trailer on our dead end street. We all have been out at one time or another helping guide a driver as he/she attempts to back out of our street. A boat launch would only increase these problems.

I also do not support the construction of the proposed (huge) pier. Again, Meeks Bay is too small to accommodate this size of pier. Why does Meeks Bay need to have a pier at all? This Bay is way too small to become a major boating destination on the Lake. A pier and boat launch would encourage people all over the lake to come "see" (hover and circle) if they can tie up and play for a day. The lake traffic, motor pollutants and subsequent rough water surrounding all this activity would negatively affect those of us who reside nearby...not to mention endanger the many swimmers and non-motorized water craft users.

In summary, I strongly believe that Meeks Bay does not need a boat ramp or pier. It should remain the beautiful bucolic small bay that it is and it should continue to accommodate gentle campers and visitors who want to enjoy a quiet setting and explore the (proposed) interpretive centers and history of the area. I feel this project is attempting to copy a Camp Richardson style campground and lake front area...but Meeks Bay has nowhere near the beachfront or campground size that Camp Richardson has...thankfully.

Again, thank you for allowing the public to weigh in on this proposed project.

I appreciate the opportunity to be heard.

Sincerely,

Cheryl Anson

cheryl@duralum.com

Date submitted (UTC-11): 9/14/2018 12:00:00 AM
First name: David
Last name: Antonucci
Organization:
Title:
Comments:
FW: Meeks Bay Restoration Project Comment

Can we file the direct public comments, similar to the one below? gina

Gina M. Thompson

Public Services Staff Officer

Forest Service

Lake Tahoe Basin Management Unit

p: 530-543-2675

gthompson04@fs.fed.us

35 College Drive

South Lake Tahoe, CA 96150

www.fs.fed.us

<<http://usda.gov/>> <[https://twitter.com/forestservice](https://twitter.com/forestsservice)> <<https://www.facebook.com/pages/US-Forest-Service/1431984283714112>>

Caring for the land and serving people

From: David Antonucci [mailto:dcantonucci@msn.com]

Sent: Thursday, September 13, 2018 7:57 PM

To: Thompson, Gina -FS <gthompson04@fs.fed.us>

Subject: Meeks Bay Restoration Project Comment

Please provide a launching area and rack storage facilities for hand launchable crafts such as kayaks and paddle boards.

David C. Antonucci

Civil & Environmental Engineer

Author & Professional Speaker

PO Box 1050, Homewood, CA 96141 (USPS)

7205 Antelope Way, Tahoma, CA 96142 (UPS, Fed Ex)

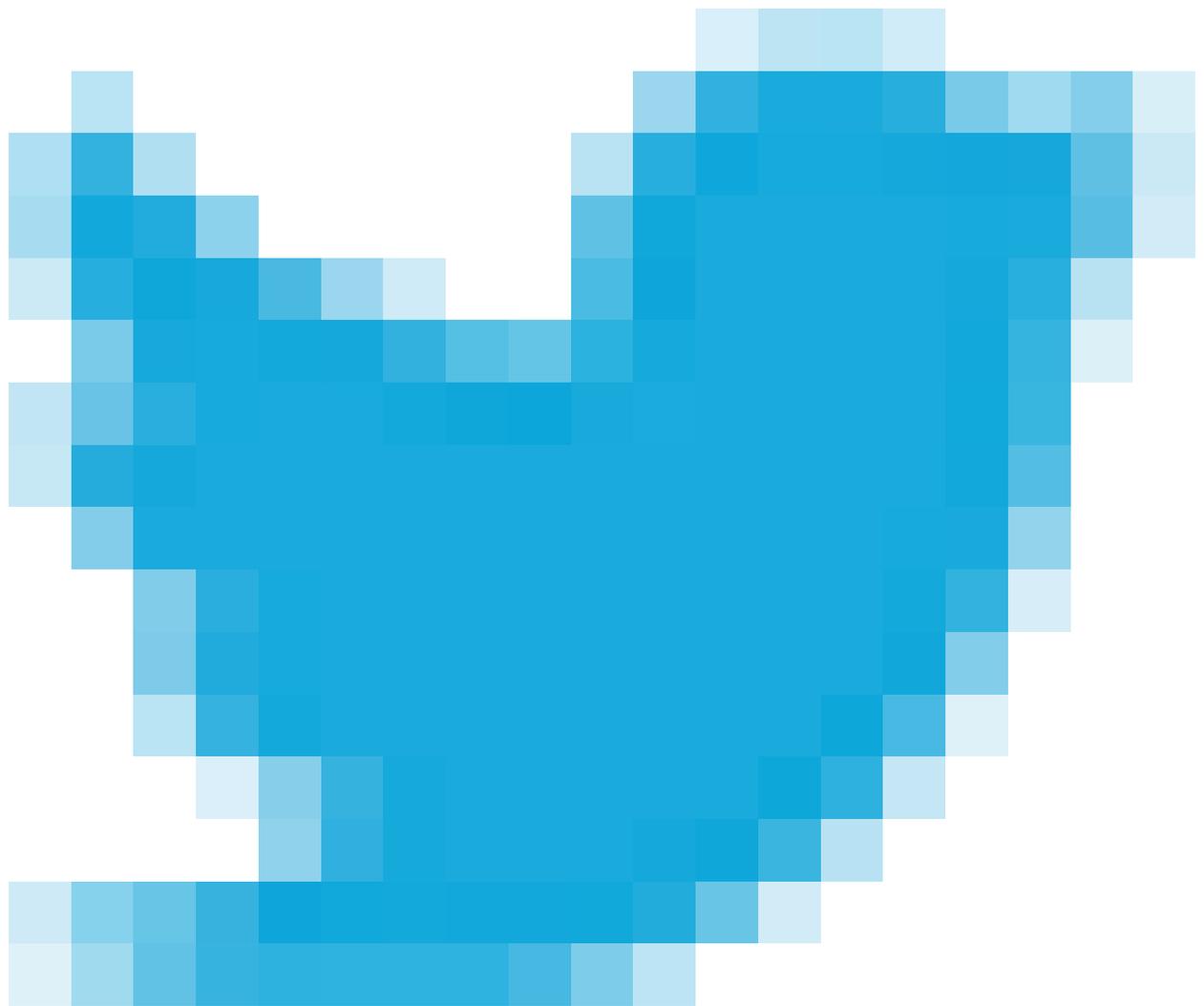
Office: 530-525-5410

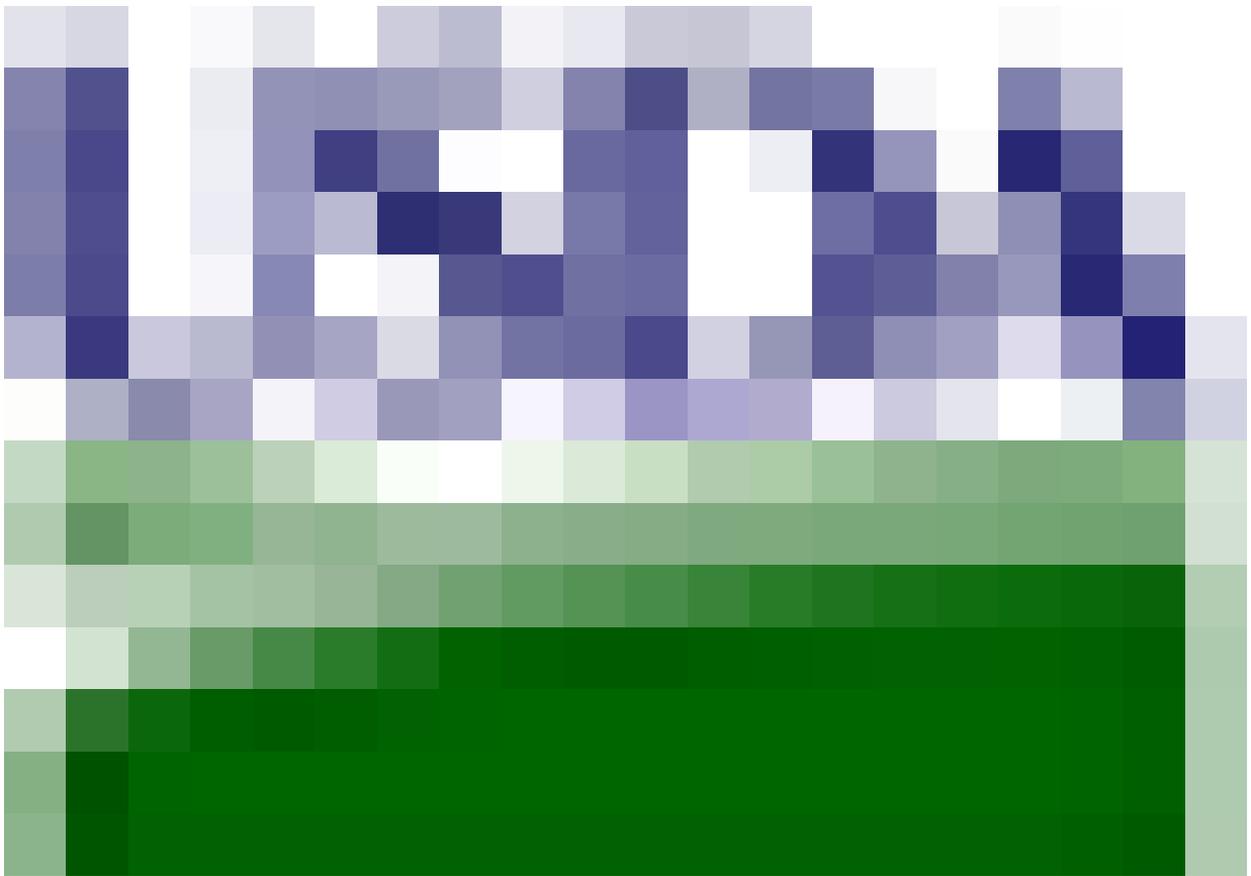
Mobile: 775-722-3502

dcantonucci@msn.com

www.TahoeFacts.com

www.TahoeMuseum.org









Date submitted (UTC-11): 10/24/2018 12:00:00 AM

First name: John

Last name: Bajorek

Organization:

Title:

Comments:

Meeks Bay Restoration Project

We are John & Pattie Bajorek, full time year around Meeks Bay homeowners. We want the Marina Restored for Boat usage. Please read our attached letter. STOP current work proceedings on restoration back 60 years to original

Forest Service

Meeks Bay Restoration Project

pacificsouthwest-ltbmu@fs.fed.us

The Mission of the Forestry Service is "To sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations." Its motto is "Caring for the land and serving people.[rdquo]

Meeks Bay Marina was built in 1961, acquired by the Forestry Service in 1978. For seventeen (17) years, the Marina was an operational entity, as was the Resort Lodge at time of purchase. Also consider for almost sixty (60) years, the Marina continued to operate and serve almost 99% of the [ldquo]people[rdquo] of Meeks Bay, who enjoy the use of the Marina and miss it. The Forestry Service is considering a course of action that adversely affects the majority of the people. Demolishing the Marina does not serve the [ldquo]needs of present and future generations[rdquo] and most definitely does not [ldquo]serve the people[rdquo]. The people of Meeks Bay happen to like, enjoy and use the Marina. To restore this land to the original use would violate most of the Mission of the Forestry Service. Viewing a picture of the 1961 original site, an intelligent individual notices severe deposits around the opening (mouth) of the Meeks tributary. Without the buffer of the Marina these deposits would again affect the clarity of the lake! Restoring the original use accomplishes what benefit for future generations, and has what effect on the community of Meeks Bay, who desperately need a reasonably priced Marina with a launch area.

The people of Meeks Bay never understood why the Marina was closed, talk was, an evasive species had taken over in the Marina. This was a partially correct statement, however, the true fact is that this evasive species does occupy Meeks Bay Marina and approximately a DOZEN other sites around the lake, including Emerald Bay. The worst infected area is the Keys at South Lake, are you planning on closing the Keys also? The real current problem, started after the WDR set in 1988, amended in 2005, 2011 2012 2014 2015 [ndash] all that was required was paving the parking lot and sloping away from the Marina into a filtered flood drainage, commonly called BMP. WHY didn[rsquo]t this happen? ANSWER - mismanagement by the Washoe Lessee and the Forestry Service. Who is suffering [ldquo]WE the people[rdquo] funny the beginning words of our [ldquo]Constitution[rdquo]. This is why I call you the Forestry Service; you are not the USFS, US stands for the United States wherein the [ldquo]people[rdquo] have choices. You have eliminated our choices and violated our rights. This is what appears to the people of the West Shore- (Why did the Forestry Service buy this land In 1978, wait 37 years and put the screws to the [ldquo]people[rdquo] of the West Shore.

This is our Marina! We the people need our voices heard. You are the caretaker

That said, herein is my solution:

1. Kill the evasive species, this process is about to start and should have started two years ago. Noted this procedure was effective in Emerald Bay.

2. Pave the parking area, sloping away from the Marina[rsquo]s side with a curb on Marina[rsquo]s edge of the parking lot and install a filtered flood drainage to an outside basin on the resort side. Provide access to Highway 89 between existing bridge and existing block/brick wall at resort. Parking lot should be for Marina patrons only, not for the day users of the beach.

3. Reinforce/replace Marinas dirt walls, all sides of Marina with appropriate stone readymade cages.

4, Restore/replace all docking walkways and slips with more considerations for smaller ingress/egress balancing both sides of Marina.

Part of your single sided proposal calls for construction of a new boat launch- Why? A boat launch already exist and is located in the best safety situation at Lake Tahoe. Your proposed boat launch is at our dog beach. What consideration for the residents of Meeks (goes to the comment [ldquo]putting the screws[rdquo]). Additionally your proposal calls for a reconfiguration of campground circulation to accommodate autos with boat trailers, again a costly idea that most campers would absolutely reject and go elsewhere. Additionally this part of your proposal calls for [ldquo]reconfiguring and adding parking and trailer parking [ndash] WOW - Consider the cost of this new construction which by the way the Forestry Service has not provided any cost of project calculations. My beliefs are that is required by law. This construction costs alone would probably cover all the costs of my proposal. The costs not yet addressed are the cost to convert back to original. Your proposal does not make economic sense and is considered a gross misuse of taxpayer[rsquo]s monies.

Why did the Forestry Service wait until October 10, 2018 for a public meeting when Forestry Service agreed to have a draft to the Lahontan Water Board by July 1, 2018. Most Meeks residents return to their primary residences. Don[rsquo]t second home residents count?

The Forestry Service needs to comply with existing laws and disclose to all relative landowners the costs involved and any other potential resolutions to public use of Meeks Bay in it[rsquo]s entirety. The Forestry Service also needs to consider revoking the Washoe lease, as they have not maintained the grounds and facilities of the Resort or Marina as existed at the time of leasing, a misuse of public lands.

I am the person in the wheelchair with the Marine Corps hat, that should indicate my resolve to succeed. Please cease and desist the Restoration Project until the Forestry Service can have a true Public discussion and full disclosure. Do not spend any more of the Public[rsquo]s monies.

Thank You

John & Pattie Bajorek
permanent year around resident
338 Northridge Drive
Meeks Bay, California

Mail: P.O. Box 835
Tahoma, CA 96142
phone: 949-677-9527

Forest Service

Meeks Bay Restoration Project
pacificsouthwest-ltbmu@fs.fed.us

The Mission of the Forestry Service is "To sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations." Its motto is "Caring for the land and serving people."

Meeks Bay Marina was built in 1961, acquired by the Forestry Service in 1978. For seventeen (17) years, the Marina was an operational entity, as was the Resort Lodge at time of purchase. Also consider for almost sixty (60) years, the Marina continued to operate and serve almost 99% of the "people" of Meeks Bay, who enjoy the use of the Marina and miss it. The Forestry Service is considering a course of action that adversely affects the majority of the people. Demolishing the Marina does not serve the "needs of present and future generations" and most definitely does not "serve the people". The people of Meeks Bay happen to like, enjoy and use the Marina. To restore this land to the original use would violate most of the Mission of the Forestry Service. Viewing a picture of the 1961 original site, an intelligent individual notices severe deposits around the opening (mouth) of the Meeks tributary. Without the buffer of the Marina these deposits would again affect the clarity of the lake! Restoring the original use accomplishes what benefit for future generations, and has what effect on the community of Meeks Bay, who desperately need a reasonably priced Marina with a launch area.

The people of Meeks Bay never understood why the Marina was closed, talk was, an evasive species had taken over in the Marina. This was a partially correct statement, however, the true fact is that this evasive species does occupy Meeks Bay Marina and approximately a DOZEN other sites around the lake, including Emerald Bay. The worst infected area is the Keys at South Lake, are you planning on closing the Keys also? The real current problem, started after the WDR set in 1988, amended in 2005, 2011 2012 2014 2015 – all that was required was paving the parking lot and sloping away from the Marina into a filtered flood drainage, commonly called BMP. WHY didn't this happen? ANSWER - mismanagement by the Washoe Lessee and the Forestry Service. Who is suffering "WE the people" funny the beginning words of our "Constitution". This is why I call you the Forestry Service; you are not the USFS, US stands for the United States wherein the "people" have choices. You have eliminated our choices and violated our rights. This is what appears to the people of the West Shore- (Why did the Forestry Service buy this land In 1978, wait 37 years and put the screws to the "people" of the West Shore.

This is our Marina! We the people need our voices heard. You are the caretaker

That said, herein is my solution:

1. Kill the evasive species, this process is about to start and should have started two years ago. Noted this procedure was effective in Emerald Bay.
2. Pave the parking area, sloping away from the Marina's side with a curb on Marina's edge of the parking lot and install a filtered flood drainage to an outside basin on the resort side. Provide access to Highway 89 between existing bridge and existing block/brick wall at resort. Parking lot should be for Marina patrons only, not for the day users of the beach.
3. Reinforce/replace Marinas dirt walls, all sides of Marina with appropriate stone readymade cages.
- 4, Restore/replace all docking walkways and slips with more considerations for smaller ingress/egress balancing both sides of Marina.

Part of your single sided proposal calls for construction of a new boat launch- Why? A boat launch already exist and is located in the best safety situation at Lake Tahoe. Your proposed boat launch is at our dog beach. What consideration for the residents of Meeks (goes to the comment “putting the screws”). Additionally your proposal calls for a reconfiguration of campground circulation to accommodate autos with boat trailers, again a costly idea that most campers would absolutely reject and go elsewhere. Additionally this part of your proposal calls for “reconfiguring and adding parking and trailer parking – WOW - Consider the cost of this new construction which by the way the Forestry Service has not provided any cost of project calculations. My beliefs are that is required by law. This construction costs alone would probably cover all the costs of my proposal. The costs not yet addressed are the cost to convert back to original. Your proposal does not make economic sense and is considered a gross misuse of taxpayer’s monies.

Why did the Forestry Service wait until October 10, 2018 for a public meeting when Forestry Service agreed to have a draft to the Lahontan Water Board by July 1, 2018. Most Meeks residents return to their primary residences. Don’t second home residents count?

The Forestry Service needs to comply with existing laws and disclose to all relative landowners the costs involved and any other potential resolutions to public use of Meeks Bay in it’s entirety. The Forestry Service also needs to consider revoking the Washoe lease, as they have not maintained the grounds and facilities of the Resort or Marina as existed at the time of leasing, a misuse of public lands.

I am the person in the wheelchair with the Marine Corps hat, that should indicate my resolve to succeed. Please cease and desist the Restoration Project until the Forestry Service can have a true Public discussion and full disclosure. Do not spend any more of the Public’s monies.

Thank You

John & Pattie Bajorek
permanent year around resident
338 Northridge Drive
Meeks Bay, California

Mail: P.O. Box 835
Tahoma, CA 96142
phone: 949-677-9527

Date submitted (UTC-11): 10/23/2018 3:46:08 PM

First name: Jeanne

Last name: Baker

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: jeanne.baker@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration

LTBMU - Meeks Bay Restoration Project:

As a fifth generation property owner in Meeks Bay, I have watched the changes to the Meeks Bay area over the years. I am excited about the current changes, and have thoroughly read through the proposal. I spend about six weeks a summer at Meeks Bay - hiking, swimming, kayaking, watching the wildlife, and recharging my personal batteries.

The change I have appreciated the most in the last three years is the lack of motorized boats in Meeks Bay and the marina. Each year the marina has been closed, the marina has gotten clearer, and with the removal of the docks, it was so much cleaner this year (with room for improvement!). With few motors, the area is so much more peaceful. The mergansers, Canada geese, and beavers have loved swimming around the former marina. I went on a guided tour of the Blackwood Creek restoration a few years ago, and am looking forward to seeing the restoration of Meeks Creek.

As an outdoor enthusiast, the most fun has been to watch all the human powered activities going on in the bay - swimmers, kayakers, canoers, paddle-boarders. Without the constant in and out of the boats and jet-skis, people are utilizing much more of the bay. People feel safer, and less likely to capsize due to boat wakes. Very few boats and jet-skis follow the 600 foot no-wake zone in Meeks Bay. According to my rough calculations, there should be no wakes within the bay, from the old Kehlet house on the northern point to the southern point of the bay. And that has almost never been the case. My strongest argument against a boat launch facility and a pier being built would be the wakes generated by the boat traffic. There are very few protected bays on the lake, and this one should stay protected from a lot of boat traffic. Boat traffic is very negative towards vegetation and wildlife, as well as people out in the water.

It will be nice to have a bridge over the creek. While one could cross on the docks, it was an occasionally "iffy" thing to do, especially in low water years. And for those people on the southern beach wanting to get food from the Resort side, it was either a cold swim, or a long walk around via the highway!

I remember what the campground looked like when I was a child - with families camped so close to each other that they hung blankets between their campsites. The current campground was a huge improvement, so the new one should be even better!

As a side note, the dogs that swim from the "dog beach" at the southern edge of the bay, past the swimming area, would be incredibly disappointed to lose their swimming area to a pier.

As I proudly wear my Meeks Bay Fire Dept sweatshirt and teeshirt around the Bay Area, it is amazing the number of people who have fond memories of their time at Meeks Bay. When I ask them what they liked the most, it was seldom the boating. It was the camping and the family time and building sand castles on the beach.

Thanks for caring about Meeks Bay, and helping restore the creek to its pre-1960s existence.

Jeanne Robinson Baker

El Reposo Lodge

8024 Highway 89

Meeks Bay

Date submitted (UTC-11): 10/25/2018 5:07:42 PM

First name: Katie

Last name: Baker

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: katiebaker@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration

LTBMU - Meeks Bay Restoration,

I am the sixth generation of my family to use and love our cabin in Meeks Bay; eventually I will be a sixth generation property owner in Meeks Bay. I have come up to enjoy our cabin at Meeks Bay for many of the previous 32 summers. I have seen Meeks Bay Change over time and I am excited for some of the upcoming changes I read about in your proposal.

I have enjoyed watching the mergansers, Canadian geese and beavers swim around in the marina since it was closed a few years ago; the wildlife seems to like the lack of boats. Last year, when the docks were taken out of the marina the water became more clear, more the color you think Lake Tahoe should be. I have spend lots of time swimming the buoy line at the beach over the years, the experience is much more enjoyable since the marina closed. The boats never obeyed the 600 foot no wake zone that is in place, I have inhaled too much Tahoe water because of boat wake when I go to breath. I felt unsafe swimming in the water with boats around as they created so many problems; that has not been the case the past couple summers and it has been great! There are very few protected bays in Tahoe, I think it would be best for Meeks Bay to stay protected from boats. There will be so much environmental damage done if the marina is opened and a boat pier built and we need to prevent as much damage to the beauty of Lake Tahoe and Meeks Bay specifically, so that generations in the future can enjoy the environment of Meeks Bay and the surrounding area. I'm also excited about the restoration of Meeks creek!

I have watched the campground become rundown over the years, so I am thrilled that you will be working on improving it. I enjoy seeing that it is often full; so many other people enjoying Meeks Bay!

The bridge over the creek is a great idea. In previous years, one would use the docks, which could be sketchy at times, or you had to go all the way to the highway to get around. It will be so convenient for the campers if they need something at the store on the other side of the creek or decide to grab a bite to eat at the restaurant. The bridge will eliminate the safety problem of pedestrians on the side of the highway.

I have loved Meeks Bay for my entire life and I want nothing more than to keep it clean and beautiful so that is around for generations to come. Thank you for making Meeks Bay better!

Katie Baker

Date submitted (UTC-11): 10/25/2018 2:13:37 PM

First name: Randy

Last name: Ballinger

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: wb6mmj@yahoo.com

Phone:

Comments:

Meeks Bay Restoration

Five generations of my family have gone to Meeks Bay.

My parents started taking me to Meek Bay when I was around 5 years old.

I'm 63 now.

I've seen a lot of changes made to Meeks Bay, through the years.

This latest proposal has me concerned. Very concerned.

Meeks Bay is rich in history and It seems that history has no place, anymore, when it comes to Meeks Bay.

I watched Meeks Bay slowly be taken apart piece by piece, building by building through the years.

Meeks Bay was a special place for so many people and now it's almost all gone.

The new proposals I have seen for Meeks Bay seem to go against the restoring of Meeks Bay. It seems to have more to do with bring in more people to a smaller bay.

For example. The filling in of the marina and rerouting of Meeks Creek will disturb the land and cause new dirty runoff into the lake and degrade clarity of the bay and lake. I am against filling in and rerouting Meeks Creek.

There must be a way to save the marina and launch ramp by making them more environmentally acceptable.

It sounds like this proposal is trying to turn back the clock to when there were no people using Meeks Bay.

There needs to be a balance between people and land use protection. It shouldn't be all one way or the other.

The proposed pier will draw more people and boats into, what is now, a peaceful Meeks Bay.

A pier will also limit water use by swimmers and paddle boarders. It will take up too much space in the bay. I am against the pier.

The boat launch ramp has a whole set of problems.

The proposed spot for the new boat ramp will take away valuable beach and water use by swimmers. Where the boat ramp is now doesn't do that. I am against the proposed boat launch ramp.

As we know, boat inspections are required before launching your boat, for the first time, in Lake Tahoe.

Are there going to be inspectors, on site, at Meeks Bay, or will you have to drive to north or south shore to be inspected before launching your boat at Meeks Bay?

If that's the case, why put in a launch ramp at Meeks Bay?

When you have a launch ramp, you need a place to park the boat trailers.

This looks like it is going to take up valuable camping space. I am against this.

The day use parking lot proposal will require more cabins to be torn down to accommodate parking. I am totally against this.

The proposed bridge across Meek Creek will connect both sides of Meeks Bay once again.

I haven't heard what the plan is when this happens.

Are the two sides of Meeks Creek going to be one area that is leased by the Washoe?

If so, I like it the way it is now. Keep them separated.

From what I've been hearing, the Washoe have not been doing much maintenance on the buildings they have now.

The reconstruction of Meeks Creek on the lake side of the Hwy doesn't seem like it will correct the problems discussed.

The meadow on the other side of the HWY, from Meeks Bay, may be most of the problem.

That is where water is filtered and then flows under the HWY 89 bridge.

Did you know that their use to be a dump back there?

I believe that's where some of the pollutants, in Meeks Creek, are coming from.

As for invasive species in Meeks Creek, The creek has always had dry or drier years. The water temperature during those drier years rises allowing invasive species to thrive
We are, from what scientists are saying, in a global warming stage.
Lake Tahoe is, and will, continue to warm. So will Meeks Creek.
I think Meeks Bay, and the people who love going there, will benefit more if the land is corrected and not redeveloped. Again, there needs to be balance between the land and people.
I think you can meet the needs of the lake and the people if you try.
To dismantle Meeks Bay, even more, and to add a launch ramp and pier will draw more people to a smaller Meeks Bay. To me, that doesn't meet those needs.
I can remember when I was a kid at Meeks Bay. The water was very clear. Clearer than it is now.
Keep in mind that those were the days of heavy use by people and boats.
What's changed so the water is less clear?
I say more people and bad practices.
The Keys is are good example of what not to do at Lake Tahoe.
The Keys have done more damage to Lake Tahoe than anywhere else on the lake.
That's where the focus should be.
Please, fix what's already at Meeks Bay without destroying what's left of it's history and please don't add more things, under the proposed plans, that will draw more people to a smaller Meeks Bay.
I invite you to join my group on Facebook.
I started this page of Meeks Bay because I knew there were more people out there who felt like I do about Meeks Bay. It's my favorite place. Always has been.
There are members who's names go back into the history of Meeks Bay.
Murphy and Kehlet are two.
Randy Ballinger.

Friends Of Meeks Bay, Lake Tahoe, From The 1960's To Present

<<https://www.facebook.com/groups/534602729921128/>>

Friends Of Meeks Bay, Lake Tahoe, From The 1960's To Present
Friends Of Meeks Bay, Lake Tahoe, From The 1960's To Present has 257 members

Date submitted (UTC-11): 10/12/2018 12:00:00 AM
First name: Ryan
Last name: Benson
Organization:
Title:
Comments:
RE: Meeks Bay Restoration Project

Hi Ryan,

I value the wisdom you bring in your comments below. I will add them to the official scoping file and we will incorporate your thoughts as we discuss future alternatives.

It was nice meeting you yesterday and I greatly appreciate the community and user group participation in this process.

Very best, Gina

From: Ryan Benson [mailto:rbenson23@gmail.com]
Sent: Friday, October 12, 2018 1:30 PM
To: Thompson, Gina -FS <gthompson04@fs.fed.us>;
Subject: Meeks Bay Restoration Project

Hi Gina,

As a frequent user of the Meeks Bay boat ramp and beach, I think the project, for the most part, sounds good. It has been a shame to see nothing going on in that marina the past couple of years.

Based on your information, it sounds like environmentally it makes the most sense to do away with the existing boat ramp and marina infrastructure. I'm good with that. I also like the idea of adding a boat ramp on the south side where the campground is.

What I don't think is necessary is the addition of a pier that can moor 10-20 boats. If anything, a much smaller pier that can hold maybe 4 boats? The proposed 12-18 foot wide and 300 foot long pier seems excessive. I fear that this will only attract more people to an area that is already becoming overcrowded during the peak summer months.

My folks met at Meeks Bay and we have had our cabins in Tahoma in the family since the 1950's. We love Meeks Bay and have used the facilities there for years. I think keeping the natural habitat of the area should be priority number one. Having the boat ramp is a plus. Keeping the crowds down is key and I think the idea of a massive pier will only increase the traffic.

Thanks,

Ryan

Date submitted (UTC-11): 10/26/2018 12:00:00 AM

First name: Tila

Last name: Biondi

Organization:

Title:

Comments:

Meeks Bay Restoration Project

To whom it may concern,

My name is Tila Biondi, I hope this attached letter finds Mr. Jeff Marsolais

well.

Dear Mr. Marsolais,

My name is Tila Biondi. I am writing to you today regarding the Meeks Bay

Restoration Project. My family and I are longtime residents of Meeks Bay and Rubicon

Bay, spanning several generations. My extended family visits Meeks Bay Resort during

the Summer season on an almost daily basis, and I personally have spent every summer of my 60+ years on the beach at Meeks Bay, so not only is this project is very close to home for me, but I also feel I have a fair understanding of what the resort is like day to day throughout its peak months.

I have thoroughly reviewed your proposed action for the Meeks Bay Restoration

project, and attended the public project tour on October 10th, 2018. It is obvious there

was a lot of careful planning and research that went into this proposal. I thought there

were a great many positive aspects, and I was pleased to see multiple agencies had

included their input and attended the tour. I feel that I have a fairly good grasp on the

overall concept of restoring the marina to its natural state, providing a functioning

watershed to benefit and protect endangered native plants and improve water quality,

while providing a natural habitat for the animals living there, all while simultaneously

providing access for recreational use in the area.

In the proposed action section of your proposal, you have planned for the removal

of the entire marina infrastructure. This includes the existing concrete and steel seawall,

the marina office, including the bathroom facilities, the concrete launch ramp and all

utilities, including electrical and plumbing. Your plan is to recreate the entire facility on

the actual beachfront shore line, at the Southernmost end of the beach. The new facility

on the beach will include the addition of a rather large pier, 12 to 18 feet wide, extending

at an angle into the bay to about 300 feet. Adjacent to the pier will be concrete double

lane boat launch ramp, marina office, restrooms and an inspection facility for boats

entering the lake. This would all be new infrastructure.

I feel that this is where you may have missed the mark and created an unintended consequence. There are several issues with an installation of this

infrastructure at the South end of the beach. This will be very congested, especially in

peak season, not to mention noisy. This is actually the narrowest part of the resort and the lack of space would not be conducive to turning around and backing up of multiple boat trailers and cars during the busy summer months. Also, parking cars with boat trailers uses at least twice the space in an already limited parking area. This proposal seems to have underestimated the issue of boat trailers.

Since there is nowhere to keep boats overnight on the water, any campers or

visitors will need to launch and remove their boats every day in order to use their boat.

This would translate into constant use throughout the day of boats coming and going,

creating an unsafe environment for swimming, kayaking and paddle boarding. The entire bay would become littered with boats waiting for their trailers, there will be congestion on land and in the water.

Additionally, the noise of rattling boat trailers, car and boat traffic, and congestion

with the tight turnaround, would disturb the beach goers, changing the entire vibe of the

beach. This area has traditionally been the more quiet and tranquil side of the two

beaches at Meeks, which we would prefer to be maintained. My daughter and her friends call it the [ldquo]family beach[rdquo] as opposed to the [ldquo]party beach[rdquo] across the marina often attended by a much younger crowd, drinking and playing music. This is also the end of the beach where dogs have been allowed in the past, one of the only dog beaches nearby.

Additionally, the proposed pier seems to angle out in front of a portion of the

view across the lake for beachgoers. Having the pier at the south end of the beach with its constant activity would most likely cause many of the beachgoers to move farther north along the beach to settle near the new creek outlet to escape the noise and commotion. Effectively, shrinking the available beach area, and possibly disturbing the protected plant area. Moreover, building such a new structure would be quite costly.

In your proposed action plan you have included [ldquo]Possible Alternatives[rdquo]. I feel

that more attention and development should be applied here. Utilizing and reconfiguring

the existing marina would seem to make more sense. As you are aware, there is already an existing Marina office structure at the original marina site with plumbing, bathrooms including sewer lines and electricity. These facilities are old and I understand the need to update. But I would think it would be less expensive than completely rebuilding. There is already ample room for boat inspection, launching, turnaround, and easy access to abundant trailer parking. After all, this marina was used for many years without logistical complications. Also, this area is behind the beach so noise would not be an issue for people enjoying the beach.

I understand this seems to be in conflict with the proposed wetland renovation. However, if you section off a portion to create a much smaller marina with a minimal number of boat slips you could accomplish several of your main objectives in the proposal at much less expense since infrastructure including ramp already exist on this site. Overnight slips would at least give campers and visitors a place to keep their boat overnight.

If you use the existing channel to the lake as the marina entrance, and extend the

steel and concrete seawall to enclose the marina, it would be a contained space and totally separate the marina from the Lagoon. (See attached image) Natural materials and native plants could be placed on the lagoon side of the seawall surrounding the marina. The stream mouth would be free to migrate back-and-forth and find its own path to the lake south of the marina channel. Thus providing habitat for endangered shoreline plants and re-establish hydrologic function, while still providing the public with a place to launch their boats.

I am pleased that the Forest Service will be expending efforts to improve and enhance the natural and recreational experience at Meeks Bay, Lake Tahoe. I am confident that the final outcome will be an improvement that the visiting public will appreciate and enjoy.

In Conclusion I hope you will consider redirecting your effort to use existing infrastructure instead of creating all new facilities. This might be the best use of your available resources. It may be possible to use those funds to improve and benefit other areas of the resort. I have used your aerial photos as provided on tour as a visual reference to help illustrate my concept. Please, excuse my rudimentary artistic skills. I

understand the need to balance the natural environment and public use. I believe that that balance is truly the essence of the entire project. I also believe this to be achievable.

Thank you very much for taking the time to read this letter and consider my observations and suggestions. I truly hope that my perspective is valued and has been helpful.

Sincerely,

Tila Biondi

Tila Biondi

1919 47 th Street

Sacramento, Calif. 95819

916 505-4557

tilabiondi@comcast.net

8564 Meeks Bay Avenue

Tahoma, Calif. 96142

Tila Biondi
1919 47th Street
Sacramento, Calif. 95819
916 505-4557
tilabiondi@comcast.net

October 26, 2018

Jeff Marsolais
USDA Forest Service
Lake Tahoe Basin Management
El Dorado Co., Calif

Dear Mr. Marsolais,

My name is Tila Biondi. I am writing to you today regarding the Meeks Bay Restoration Project. My family and I are longtime residents of Meeks Bay and Rubicon Bay, spanning several generations. My extended family visits Meeks Bay Resort during the Summer season on an almost daily basis, and I personally have spent every summer of my 60+ years on the beach at Meeks Bay, so not only is this project is very close to home for me, but I also feel I have a fair understanding of what the resort is like day to day throughout its peak months.

I have thoroughly reviewed your proposed action for the Meeks Bay Restoration project, and attended the public project tour on October 10th, 2018. It is obvious there was a lot of careful planning and research that went into this proposal. I thought there were a great many positive aspects, and I was pleased to see multiple agencies had included their input and attended the tour. I feel that I have a fairly good grasp on the overall concept of restoring the marina to its natural state, providing a functioning watershed to benefit and protect endangered native plants and improve water quality, while providing a natural habitat for the animals living there, all while simultaneously providing access for recreational use in the area.

In the proposed action section of your proposal, you have planned for the removal of the entire marina infrastructure. This includes the existing concrete and steel seawall, the marina office, including the bathroom facilities, the concrete launch ramp and all utilities, including electrical and plumbing. Your plan is to recreate the entire facility on the actual beachfront shore line, at the Southernmost end of the beach. The new facility on the beach will include the addition of a rather large pier, 12 to 18 feet wide, extending at an angle into the bay to about 300 feet. Adjacent to the pier will be concrete double lane boat launch ramp, marina office, restrooms and an inspection facility for boats entering the lake. This would all be new infrastructure.

I feel that this is where you may have missed the mark and created an unintended consequence. There are several issues with an installation of this infrastructure at the South end of the beach. This will be very congested, especially in peak season, not to mention noisy. This is actually the narrowest part of the resort and the lack of space would not be conducive to turning around and backing up of multiple boat trailers and cars during the busy summer months. Also, parking cars with boat trailers

uses at least twice the space in an already limited parking area. This proposal seems to have underestimated the issue of boat trailers.

Since there is nowhere to keep boats overnight on the water, any campers or visitors will need to launch and remove their boats every day in order to use their boat. This would translate into constant use throughout the day of boats coming and going, creating an unsafe environment for swimming, kayaking and paddle boarding. The entire bay would become littered with boats waiting for their trailers, there will be congestion on land and in the water.

Additionally, the noise of rattling boat trailers, car and boat traffic, and congestion with the tight turnaround, would disturb the beach goers, changing the entire vibe of the beach. This area has traditionally been the more quiet and tranquil side of the two beaches at Meeks, which we would prefer to be maintained. My daughter and her friends call it the “family beach” as opposed to the “party beach” across the marina often attended by a much younger crowd, drinking and playing music. This is also the end of the beach where dogs have been allowed in the past, one of the only dog beaches nearby.

Additionally, the proposed pier seems to angle out in front of a portion of the view across the lake for beachgoers.

Having the pier at the south end of the beach with its constant activity would most likely cause many of the beachgoers to move farther north along the beach to settle near the new creek outlet to escape the noise and commotion. Effectively, shrinking the available beach area, and possibly disturbing the protected plant area. Moreover, building such a new structure would be quite costly.

In your proposed action plan you have included “Possible Alternatives”. I feel that more attention and development should be applied here. Utilizing and reconfiguring the existing marina would seem to make more sense. As you are aware, there is already an existing Marina office structure at the original marina site with plumbing, bathrooms including sewer lines and electricity. These facilities are old and I understand the need to update. But I would think it would be less expensive than completely rebuilding. There is already ample room for boat inspection, launching, turnaround, and easy access to abundant trailer parking. After all, this marina was used for many years without logistical complications. Also, this area is behind the beach so noise would not be an issue for people enjoying the beach.

I understand this seems to be in conflict with the proposed wetland renovation. However, if you section off a portion to create a much smaller marina with a minimal number of boat slips you could accomplish several of your main objectives in the proposal at much less expense since infrastructure including ramp already exist on this site. Overnight slips would at least give campers and visitors a place to keep their boat overnight.

If you use the existing channel to the lake as the marina entrance, and extend the steel and concrete seawall to enclose the marina, it would be a contained space and totally separate the marina from the Lagoon. (See attached image) Natural materials and native plants could be placed on the lagoon side of the seawall surrounding the marina. The stream mouth would be free to migrate back-and-forth and find it’s own path to the lake south of the marina channel. Thus providing habitat for endangered shoreline plants and

re-establish hydrologic function, while still providing the public with a place to launch their boats.

I am pleased that the Forest Service will be expending efforts to improve and enhance the natural and recreational experience at Meeks Bay, Lake Tahoe. I am confident that the final outcome will be an improvement that the visiting public will appreciate and enjoy.

In Conclusion I hope you will consider redirecting your effort to use existing infrastructure instead of creating all new facilities. This might be the best use of your available resources. It may be possible to use those funds to improve and benefit other areas of the resort. I have used your aerial photos as provided on tour as a visual reference to help illustrate my concept. Please, excuse my rudimentary artistic skills. I understand the need to balance the natural environment and public use. I believe that that balance is truly the essence of the entire project. I also believe this to be achievable.

Thank you very much for taking the time to read this letter and consider my observations and suggestions. I truly hope that my perspective is valued and has been helpful.

Sincerely,

Tila Biondi

Tila Biondi
1919 47th Street
Sacramento, Calif. 95819
916 505-4557
tilabiondi@comcast.net

8564 Meeks Bay Avenue
Tahoma, Calif. 96142



Date submitted (UTC-11): 9/16/2018 1:05:07 AM

First name: Anon

Last name: bob-ruiz@sbcglobal.net

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: bob-ruiz@sbcglobal.net

Phone:

Comments:

RE: Meeks Bay Restoration Project - Proposed Action

Denise, thank you for the update and for the wonderful job you are doing. The West Shore is in need of a restoration project. We live on the West Shore and are so thankful for all the wonderful work and services the Forest Service does. Thank you for this project it is badly needed and will be a wonderful addition to the beautiful Tahoe. Thank you!!

From: Downie, Denise E -FS <dedownie@fs.fed.us>

Sent: Tuesday, September 11, 2018 9:48 AM

Cc: Marsolais, Jeff -FS <jmarsolais@fs.fed.us>; Thompson, Gina -FS <gthompson04@fs.fed.us>

Subject: Meeks Bay Restoration Project - Proposed Action

Greetings - attached you will find a letter from Forest Supervisor Jeff Marsolais, requesting comments on the proposed Meeks Bay Restoration Project, along with the Proposed Action and how to comment on the Proposed Action.

For more information, please visit our website: <http://www.fs.usda.gov/goto/ltbmu/meeksbayrestoration>.

We welcome your continued participation as we move forward with this project.

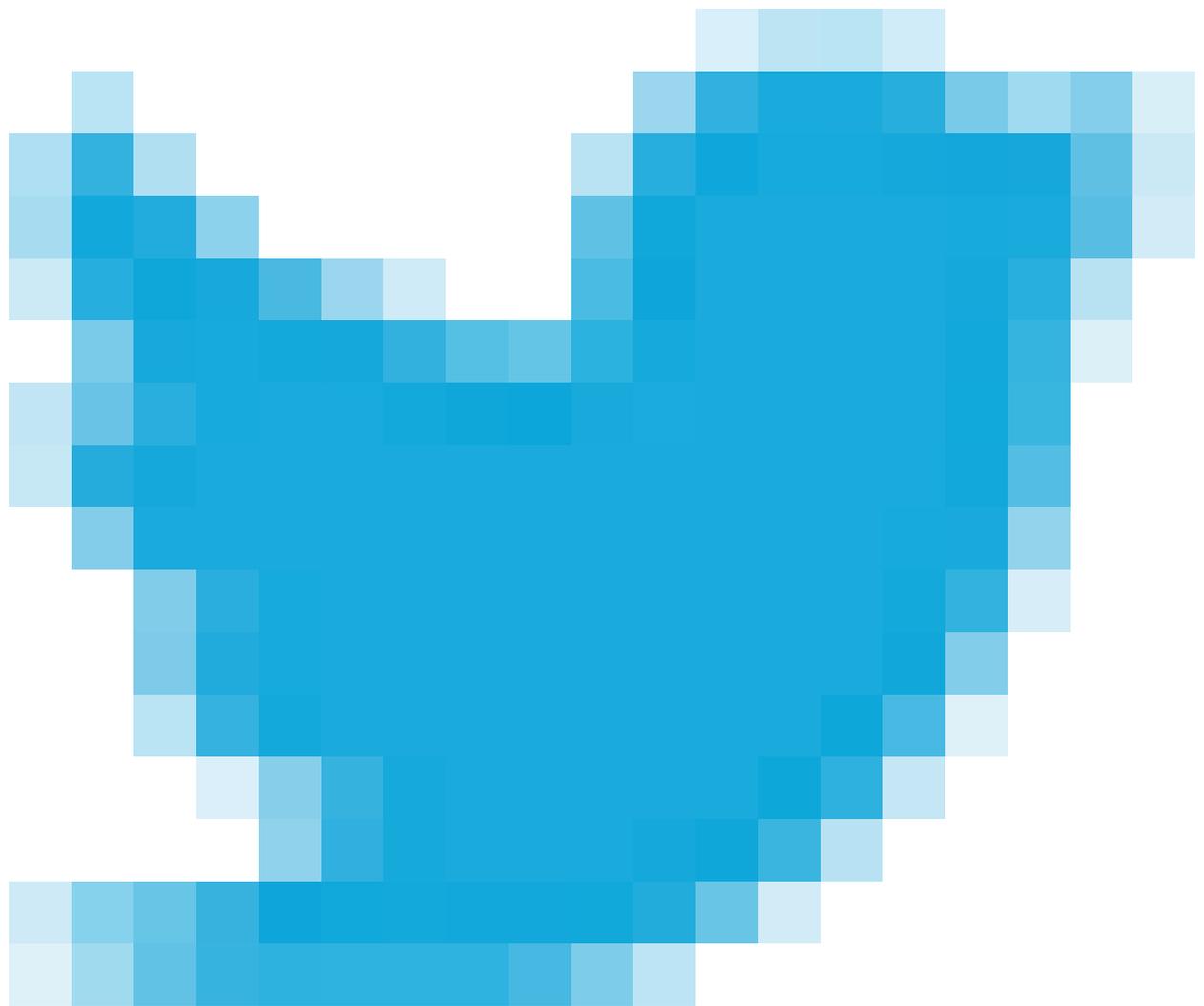
Denise Downie
Lead Land Management Planner
Forest Service
Chugach National Forest
AK: 907 743-9426
CA: 530 543-2683
dedownie@fs.fed.us
161 E. 1st Avenue, Door 8
Anchorage, AK 99501
www.fs.fed.us

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Caring for the land and serving people

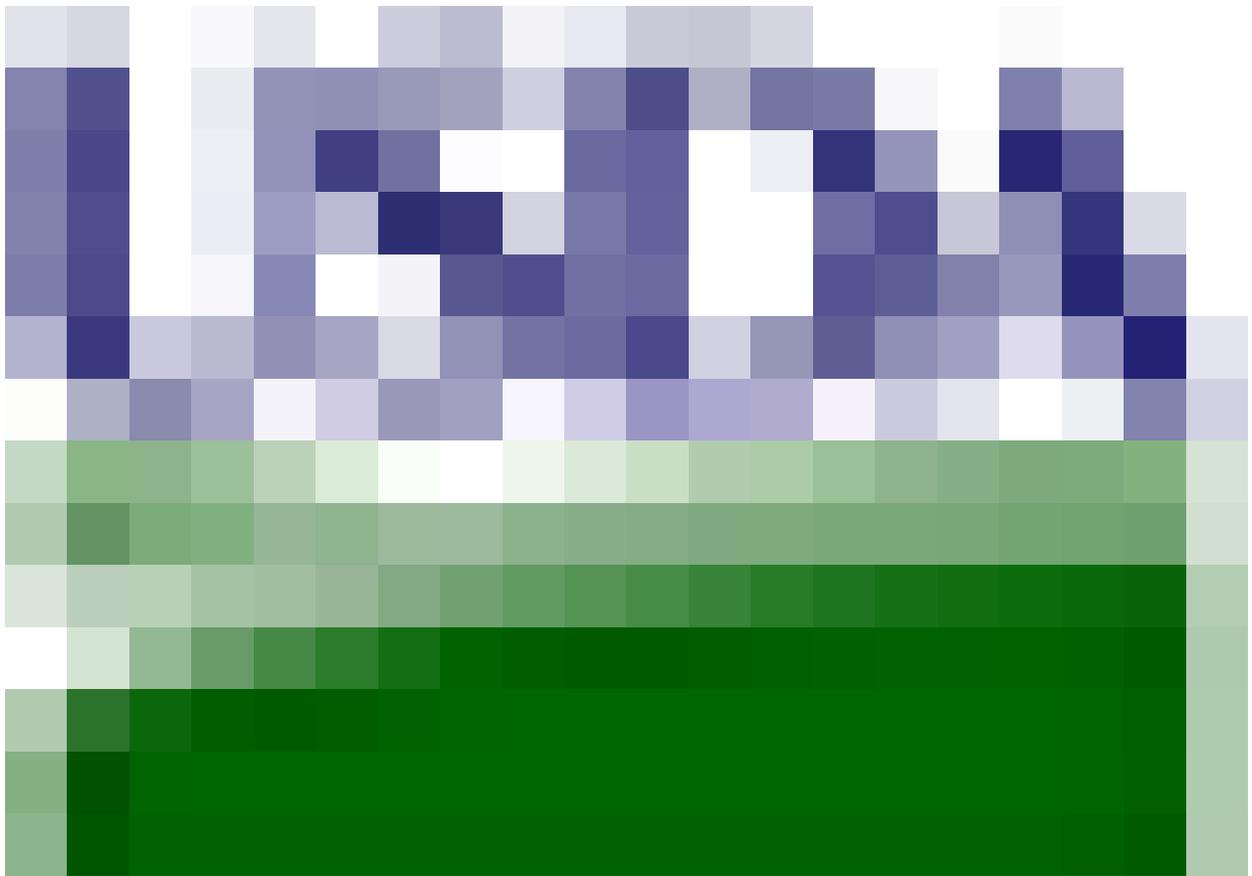
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Date submitted (UTC-11): 10/1/2018 12:00:00 AM
First name: Zack
Last name: Bradford
Organization:
Title:
Comments:
RE: Gabion walls at Meeks Bay

Hello Zack – nothing beyond replacing the gabion walls is proposed at this time, but you are welcome to submit comments proposing additional work.

Denise Downie

Lead Land Management Planner

Forest Service

Chugach National Forest

AK: 907 743-9426

CA: 530 543-2683

dedownie@fs.fed.us

161 E. 1st Avenue, Door 8

Anchorage, AK 99501

www.fs.fed.us

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Caring for the land and serving people

From: Zack Bradford [mailto:zack@keptahoebblue.org]

Sent: Thursday, September 27, 2018 6:52 PM

To: Downie, Denise E -FS <dedownie@fs.fed.us>

Subject: Gabion walls at Meeks Bay

Ms. Downie,

I am working on comments on the Meeks Bay Restoration Project Proposed Action, and am curious about element 15, in which the gabion walls at the north end of Meeks Bay will be replaced with natural retaining structures. I'm curious, is it within the scope of the project to explore full restoration of this area, rather than just replacing the retaining walls?

Thanks!

Zack

Zack Bradford

Natural Resources Manager, League to Save Lake Tahoe

2608 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150 | 530.541.5388 | keoptahoeblue.org

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Lake Tahoe Basin Management Unit
US Forest Service
35 College Drive
South Lake Tahoe, CA 96150

October 26, 2018

Re: League to Save Lake Tahoe's Support for the Meeks Bay Restoration Project Proposed Action

Dear Mr. Marsolais:

The purpose of this letter is to express the League to Save Lake Tahoe's ("League") support for the Meeks Bay Restoration Project Proposed Action advanced by the USDA Forest Service Lake Tahoe Basin Management Unit ("LTBMU") as detailed in the Notice of Intent posted in the Federal Register (Vol. 83, No. 176) on September 11, 2018 (the "Proposed Action").

I. Introduction.

The League is dedicated to protecting and restoring the environmental health, sustainability and scenic beauty of the Lake Tahoe Basin. In connection with our mission, we advocate for projects that restore meadows, marshes and the natural hydrologic function of Lake Tahoe's tributaries, which helps to prevent fine sediment, the leading cause of Lake Tahoe's dramatic clarity loss over the past half-century, from entering Lake Tahoe. The League also advocates for stormwater improvement projects, sustainable shoreline planning and control of aquatic invasive species -- all elements in the proposed Meeks Bay Restoration Project.

The Proposed Action, when completed, would restore the only naturally-functioning beach-barrier lagoon system in the Tahoe Basin; restore habitat for Threatened and Endangered species (such as Lahontan cutthroat trout and mountain yellow-legged frog); eradicate a significant infestation of the aquatic invasive plant Eurasian watermilfoil; reduce sediment input from erosion and scouring in Meeks Creek and stormwater runoff from the campground and day use areas on the project site; and restore aquatic organism passage upstream under the State Route 89 ("SR 89") bridge. This is an unprecedented opportunity to restore sensitive habitat and natural hydrologic function to a beach-barrier lagoon system that has been altered and degraded for over a century.

II. Project Activities.

While the League supports most of the elements of the Proposed Action, we would like to take the opportunity to comment on the following specific project activities detailed in the Notice of Intent:

1. Aquatic Invasive Species Eradication.

The League strongly supports the Proposed Action's plan to eradicate aquatic invasive species in the current Meeks Bay marina and in Meeks Creek upstream to the SR 89 bridge. We are especially

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Tom Mertens
Phil Metting van Rijn
Steven M. Spurlock
Brooks Stratmore
Scott A. Torgan
Allyson Willoughby
Michael J. Zukerman

League to Save Lake Tahoe

2608 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
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Protecting Lake Tahoe since 1957

supportive of eradicating the population of Eurasian watermilfoil, an aquatic invasive plant, which is found throughout the project site. Monitoring and control of aquatic invasive plants is a high priority for the League and we also look forward to working with agency partners to assist with ongoing monitoring efforts for Eurasian watermilfoil once the project is completed. Additionally, we also encourage the active removal of other aquatic invasive species found at the project site, including warmwater fish species (bluegill, bass, etc.) and American bullfrogs.

2. Remove the existing marina infrastructure.

The League also strongly supports removal of all marina infrastructure at the project site. The League views restoring the marina as imperative for restoring Meeks Creek and Meeks Lagoon, as well as for eradicating aquatic invasive species at the project site. In our opinion, there is no feasible way to restore Meeks Creek and Meeks Lagoon, or eradicate aquatic invasive species at the site, without removing the marina infrastructure and fully restoring the site from a marina to a natural beach-barrier lagoon system. The League will likely oppose any project alternative that includes keeping or reconstructing the marina.

3. Restore Meeks Lagoon in the location of the existing marina.

Consistent with our comments above, the League strongly supports restoring Meeks Lagoon and removing the existing marina and all associated infrastructure. Restoring the lagoon will immediately reduce sediment load to Lake Tahoe from Meeks Creek, allow for efficient eradication of Eurasian watermilfoil, warmwater fish and bullfrogs, and provide much-needed habitat for native species such as Lahontan cutthroat trout, mountain yellow-legged frog and Tahoe yellow cress.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe.

The League also strongly supports full restoration of Meeks Creek from SR 89 to Lake Tahoe, provided that techniques are used that are as natural as possible, utilizing woody debris and other natural materials to stabilize stream banks where needed but also allowing the creek to meander as much as possible. That said, we understand that there are constraints on the project site, such as the campground and day use parking areas, which will require some use of permanent structure to secure the stream channel. We encourage investigation of methods that would allow natural meandering and flooding of the project site as much as possible given these constraints.

5. Install Utility Infrastructure.

The League is neutral on the proposed elements of relocating and securing utility infrastructure; although we do see a need for upgrading and securing the Tahoe City Public Utility District sewer line that crosses Meeks Creek, to avoid any potential breaks or leaks in the sewer line. A sewage spill into Meeks Creek would be disastrous for the health of the creek and subsequently Lake Tahoe. Lake Tahoe is already facing excessive nutrient inputs that are driving algal blooms in the summer months. Measures should be taken to fully secure the sewer line and prevent any potential breaks or leaks in the future.

6. Implement Resource Protection Barriers (for relocated Tahoe yellow cress).

The League supports protections (including natural or fenced barriers) for Tahoe yellow cress at the project site, both during restoration and construction efforts and in perpetuity following restoration. Tahoe yellow cress is an endemic species that depends upon the same habitats enjoyed by recreationists, including within the project area. Thus, the potential for human conflict exists here, and efforts must be taken to protect Tahoe yellow cress populations at the project site.

7. Wildlife Enhancement Actions.

While wildlife enhancement is not one of the League's primary goals, we support installing nest and perch structures for waterfowl, bat boxes, and willows for willow flycatcher as important elements of complete restoration of the ecosystem at Meeks Lagoon.

8. Construct a Pier.

Provided that it is in full compliance with the Tahoe Regional Planning Agency's approved Shoreline Plan, the League does not oppose the construction of a pier. Notwithstanding the foregoing, the LTBMU should carefully consider measures that reduce habitat destruction and disturbance (e.g., to Tahoe yellow cress) from construction and increased recreation use at the site (e.g., increased boater access) and prevent the transport and reintroduction of aquatic invasive species from boats utilizing the new pier. Boating activity at the proposed pier has the potential to lead to additional impacts (including increased user conflict). Accordingly, the League requests additional information on the allowable boating activity in connection with the construction of a new pier and encourages the investigation of a project alternative that either does not include the pier or which limits or eliminates boat access to the pier, in order to determine the environmental benefits resulting from a decrease in boater traffic and day use activities at the site. One potential alternative could be to eliminate day use access for boaters and allow up to 20 moorings for boat-in campers only.

9. Construct a Boat Launch.

So long as the boat launch complies with the new Shoreline Plan, the League does not oppose the boat launch. That being said, the proposed aquatic invasive species inspection station must be an element of construction of any new boat launch at the project site. The inspection station is essential to preventing the spread or reintroduction of aquatic invasive species at the project site from boats utilizing the boat launch. We also encourage enhanced education at the boat launch and pier in line with the goals of the Shoreline Plan, including regarding aquatic invasive species, no-wake zones, Leave No Trace principles and Take Care Tahoe. Lastly, siting and construction of the boat launch must also not impact littoral drift along the shoreline at the project site. Allowing natural littoral drift along the shoreline in Meeks Bay is key to the full restoration of Meeks Creek and Meeks Lagoon. With regards to the larger restoration effort, the League encourages the LTBMU to explore an alternative with no pier or boat launch constructed onsite, or at least one with reduced boater access.

10. Reconstruct Trailer Parking and Vehicular Circulation Routes.

The League appreciates the need for recreation at the project site and understands that recreation infrastructure is already established. We also acknowledge that redesign of the parking area could help alleviate traffic along SR 89, which could help with summer travel around the Lake. We encourage including transportation options such as a bus stop/turnaround, bike parking, automated pay stations and other elements to help implement the SR 89 Corridor and related planning efforts. We also encourage any reconstruction to utilize Best Management Practices ("BMPs") to minimize stormwater runoff into Meeks Creek and Meeks Bay from the parking lots and roads on the project site.

11. Reconstruct Meeks Bay Campground.

Although removing the campground could reduce human impacts to the lands around Meeks Creek, we recognize that this is an important recreation site. With any reconstruction of the campground, however, we encourage the use of BMPs to minimize stormwater runoff from the campground into Meeks Creek and Meeks Bay. The campground should also accommodate non-motorized users reaching the campground via the new bike path or the Water Trail by providing secure bicycle and non-motorized watercraft storage. We also suggest providing environmental education and outreach

messaging at the campground, including messaging to encourage campers to use Leave No Trace methods and practices, avoid sensitive areas around the creek and lagoon and avoid Tahoe yellow cress habitat.

12. Install Pedestrian Connectivity Routes.

In addition to our comments regarding trailer parking and vehicular circulation, the League strongly supports installing pedestrian routes, including a pedestrian/bike bridge over Meeks Creek and beach access routes. Such routes, especially the bridge, could alleviate some concerns with the campground by directing campers and day use visitors away from sensitive areas, including Tahoe yellow cress sites. Concentrating users on specific trails can also help avoid the creation of social trails and subsequent habitat damage and erosion. The League also supports pedestrian and bike trails as a way to reduce traffic around Tahoe and reduce fine sediment load into the Lake.

13. Install Interpretation Opportunities.

In conjunction with protecting resources onsite from human disturbance, the League supports the installation of interpretive signage along the lagoon, creek and pedestrian pathways, particularly educational messaging providing information on native and endemic species present at Meeks Bay and informing visitors of ways to protect these sensitive species. The League would be available to help with educational signage and other outdoor education efforts at the project site as opportunities arise.

14. Construct Day Use Parking Areas.

Construction of day use parking areas should include BMPs to manage stormwater runoff, reduce sediment load into Meeks Creek and Meeks Bay and protect sensitive habitat and species (including Tahoe yellow cress). In addition to our comments regarding trailer parking and vehicular circulation, we encourage the exploration of an alternative that does not include construction of day use parking areas in order to explore potential environmental benefits of such an alternative.

15. Implement Shoreline Stabilization Measures.

Although the League supports the removal and replacement of the gabion walls and concrete wall along the north end of Meeks Bay with natural retaining structures, we encourage the LTBMU to explore additional alternatives that fully restore this area of Meeks Bay and eliminate the need for a retaining wall. If this is outside the scope of this project, we encourage the LTBMU to explore a separate project to investigate the environmental benefits of complete restoration of this area of Meeks Bay.

16. Install Best Management Practices.

The League supports installing permanent BMPs in the parking lots, restrooms and roadways to manage stormwater runoff and keep sediment out of Meeks Creek and Lake Tahoe. Even if the day use parking areas are not constructed and the trailer parking is not reconstructed, BMPs should be an element of the restoration project to ensure that existing parking, restrooms and roadways are up to the latest standards in stormwater management.

III. Possible Alternatives.

The Notice of Intent refers to the full reconstruction of the existing marina (including support infrastructure and parking areas) as a potential alternative. The League opposes this potential course of action as the complete restoration of Meeks Lagoon and Meeks Creek from SR 89 to Lake Tahoe is not feasible with full reconstruction of the marina. Furthermore, the League encourages the LTBMU to develop an alternative that explores a greater level of restoration for the project site and either excludes

the construction of a pier and boat ramp, reduces day use boating or builds the pier but without any moorings for boating access, in order to explore the environmental benefits of such an alternative.

IV. Conclusions.

Overall, the Meeks Bay Restoration Project Proposed Action is an unprecedented effort to restore a much-altered creek, lagoon and beach-barrier system and restore valuable habitat for native species in Tahoe. It is also an excellent opportunity to eradicate a well-established infestation of Eurasian watermilfoil, as well as other aquatic invasive species present in the current marina. When completed, Meeks Creek and Meeks Lagoon could be the first restored naturally-functioning beach-barrier lagoon system in the Tahoe Basin.

For these reasons, the League is overall supportive of this project, especially the elements to remove aquatic invasive species, remove the existing marina infrastructure, restore Meeks Lagoon, restore Meeks Creek and install BMPs for stormwater management. We also support upgrading the sewer line that crosses Meeks Creek, installing natural fencing to protect Tahoe yellow cress populations, installing wildlife enhancement structures and installing pedestrian routes and associated interpretation signage.

We have some concerns regarding the construction of a new pier and boat launch, reconstruction of trailer parking, new vehicle routes, the campground and day use parking areas, and implementation of shoreline stabilization measures at the north end of Meeks Bay. We suggest exploring a few alternatives in the draft environmental document, which either eliminate the pier and boat launch or reduce boater day use access; ensure that alternative transportation options, such as bus stops, bike parking, etc., are included in the parking and campground reconstruction efforts; and provide educational messaging at campground and parking areas. All reconstruction of the campground, day use parking, trailer parking and vehicle routes also must utilize BMPs to manage stormwater and fine sediment from the project site. With regards to the shoreline stabilization efforts on the north end of Meeks Bay we encourage LTBMU to look into additional restoration efforts in this area.

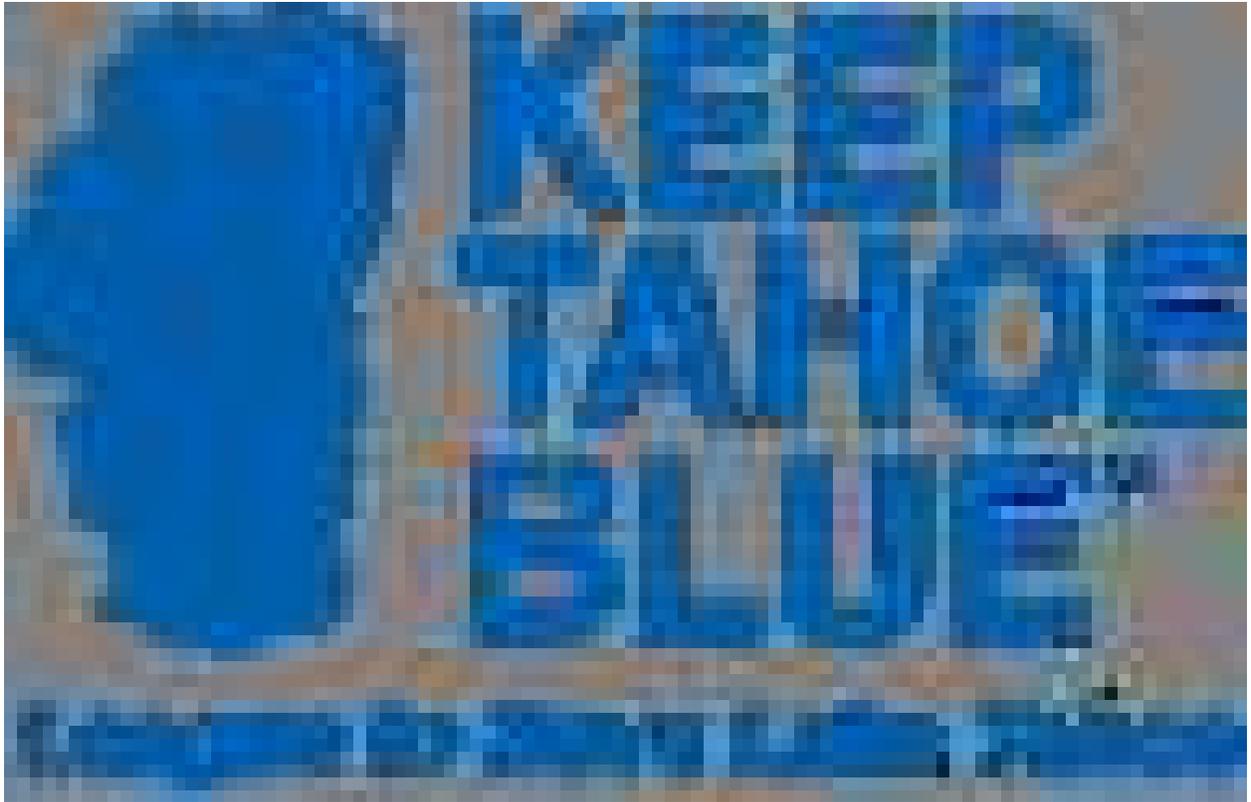
Finally, we are strongly supportive of this process and appreciate the effort that the LTBMU has put into this project. We look forward to working with the LTBMU and other agency partners to see a successful restoration of Meeks Creek and Meeks Lagoon.

Thank you for considering our comments on this important restoration effort.

Sincerely,



Zack Bradford
Natural Resources Manager



Lake Tahoe Basin Management Unit
US Forest Service
35 College Drive
South Lake Tahoe, CA 96150

October 26, 2018

Re: League to Save Lake Tahoe's Support for the Meeks Bay Restoration Project Proposed Action

Dear Mr. Marsolais:

The purpose of this letter is to express the League to Save Lake Tahoe's ("League") support for the Meeks Bay Restoration Project Proposed Action advanced by the USDA Forest Service Lake Tahoe Basin Management Unit ("LTBMU") as detailed in the Notice of Intent posted in the Federal Register (Vol. 83, No. 176) on September 11, 2018 (the "Proposed Action").

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The Proposed Action, when completed, would restore the only naturally-functioning beach-barrier lagoon system in the Tahoe Basin; restore habitat for Threatened and Endangered species (such as Lahontan cutthroat trout and mountain yellow-legged frog); eradicate a significant infestation of the aquatic invasive plant Eurasian watermilfoil; reduce sediment input from erosion and scouring in Meeks Creek and stormwater runoff from the campground and day use areas on the project site; and restore aquatic organism passage upstream under the State Route 89 ("SR 89") bridge. This is an unprecedented opportunity to restore sensitive habitat and natural hydrologic function to a beach-barrier lagoon system that has been altered and degraded for over a century.

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Consistent with our comments above, the League strongly supports restoring Meeks Lagoon and removing the existing marina and all associated infrastructure. Restoring the lagoon will immediately reduce sediment load to Lake Tahoe from Meeks Creek, allow for efficient eradication of Eurasian watermilfoil, warmwater fish and bullfrogs, and provide much-needed habitat for native species such as Lahontan cutthroat trout, mountain yellow-legged frog and Tahoe yellow cress.

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8. Construct a Pier.

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10. Reconstruct Trailer Parking and Vehicular Circulation Routes.

The League appreciates the need for recreation at the project site and understands that recreation infrastructure is already established. We also acknowledge that redesign of the parking area could help alleviate traffic along SR 89, which could help with summer travel around the Lake. We encourage including transportation options such as a bus stop/turnaround, bike parking, automated pay stations and other elements to help implement the SR 89 Corridor and related planning efforts. We also encourage any reconstruction to utilize Best Management Practices ("BMPs") to minimize stormwater runoff into Meeks Creek and Meeks Bay from the parking lots and roads on the project site.

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Although removing the campground could reduce human impacts to the lands around Meeks Creek, we recognize that this is an important recreation site. With any reconstruction of the campground, however, we encourage the use of BMPs to minimize stormwater runoff from the campground into Meeks Creek and Meeks Bay. The campground should also accommodate non-motorized users reaching the campground via the new bike path or the Water Trail by providing secure bicycle and non-motorized watercraft storage. We also suggest providing environmental education and outreach

messaging at the campground, including messaging to encourage campers to use Leave No Trace methods and practices, avoid sensitive areas around the creek and lagoon and avoid Tahoe yellow cress habitat.

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In conjunction with protecting resources onsite from human disturbance, the League supports the installation of interpretive signage along the lagoon, creek and pedestrian pathways, particularly educational messaging providing information on native and endemic species present at Meeks Bay and informing visitors of ways to protect these sensitive species. The League would be available to help with educational signage and other outdoor education efforts at the project site as opportunities arise.

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Construction of day use parking areas should include BMPs to manage stormwater runoff, reduce sediment load into Meeks Creek and Meeks Bay and protect sensitive habitat and species (including Tahoe yellow cress). In addition to our comments regarding trailer parking and vehicular circulation, we encourage the exploration of an alternative that does not include construction of day use parking areas in order to explore potential environmental benefits of such an alternative.

15. Implement Shoreline Stabilization Measures.

Although the League supports the removal and replacement of the gabion walls and concrete wall along the north end of Meeks Bay with natural retaining structures, we encourage the LTBMU to explore additional alternatives that fully restore this area of Meeks Bay and eliminate the need for a retaining wall. If this is outside the scope of this project, we encourage the LTBMU to explore a separate project to investigate the environmental benefits of complete restoration of this area of Meeks Bay.

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The League supports installing permanent BMPs in the parking lots, restrooms and roadways to manage stormwater runoff and keep sediment out of Meeks Creek and Lake Tahoe. Even if the day use parking areas are not constructed and the trailer parking is not reconstructed, BMPs should be an element of the restoration project to ensure that existing parking, restrooms and roadways are up to the latest standards in stormwater management.

III. Possible Alternatives.

The Notice of Intent refers to the full reconstruction of the existing marina (including support infrastructure and parking areas) as a potential alternative. The League opposes this potential course of action as the complete restoration of Meeks Lagoon and Meeks Creek from SR 89 to Lake Tahoe is not feasible with full reconstruction of the marina. Furthermore, the League encourages the LTBMU to develop an alternative that explores a greater level of restoration for the project site and either excludes

the construction of a pier and boat ramp, reduces day use boating or builds the pier but without any moorings for boating access, in order to explore the environmental benefits of such an alternative.

IV. Conclusions.

Overall, the Meeks Bay Restoration Project Proposed Action is an unprecedented effort to restore a much-altered creek, lagoon and beach-barrier system and restore valuable habitat for native species in Tahoe. It is also an excellent opportunity to eradicate a well-established infestation of Eurasian watermilfoil, as well as other aquatic invasive species present in the current marina. When completed, Meeks Creek and Meeks Lagoon could be the first restored naturally-functioning beach-barrier lagoon system in the Tahoe Basin.

For these reasons, the League is overall supportive of this project, especially the elements to remove aquatic invasive species, remove the existing marina infrastructure, restore Meeks Lagoon, restore Meeks Creek and install BMPs for stormwater management. We also support upgrading the sewer line that crosses Meeks Creek, installing natural fencing to protect Tahoe yellow cress populations, installing wildlife enhancement structures and installing pedestrian routes and associated interpretation signage.

We have some concerns regarding the construction of a new pier and boat launch, reconstruction of trailer parking, new vehicle routes, the campground and day use parking areas, and implementation of shoreline stabilization measures at the north end of Meeks Bay. We suggest exploring a few alternatives in the draft environmental document, which either eliminate the pier and boat launch or reduce boater day use access; ensure that alternative transportation options, such as bus stops, bike parking, etc., are included in the parking and campground reconstruction efforts; and provide educational messaging at campground and parking areas. All reconstruction of the campground, day use parking, trailer parking and vehicle routes also must utilize BMPs to manage stormwater and fine sediment from the project site. With regards to the shoreline stabilization efforts on the north end of Meeks Bay we encourage LTBMU to look into additional restoration efforts in this area.

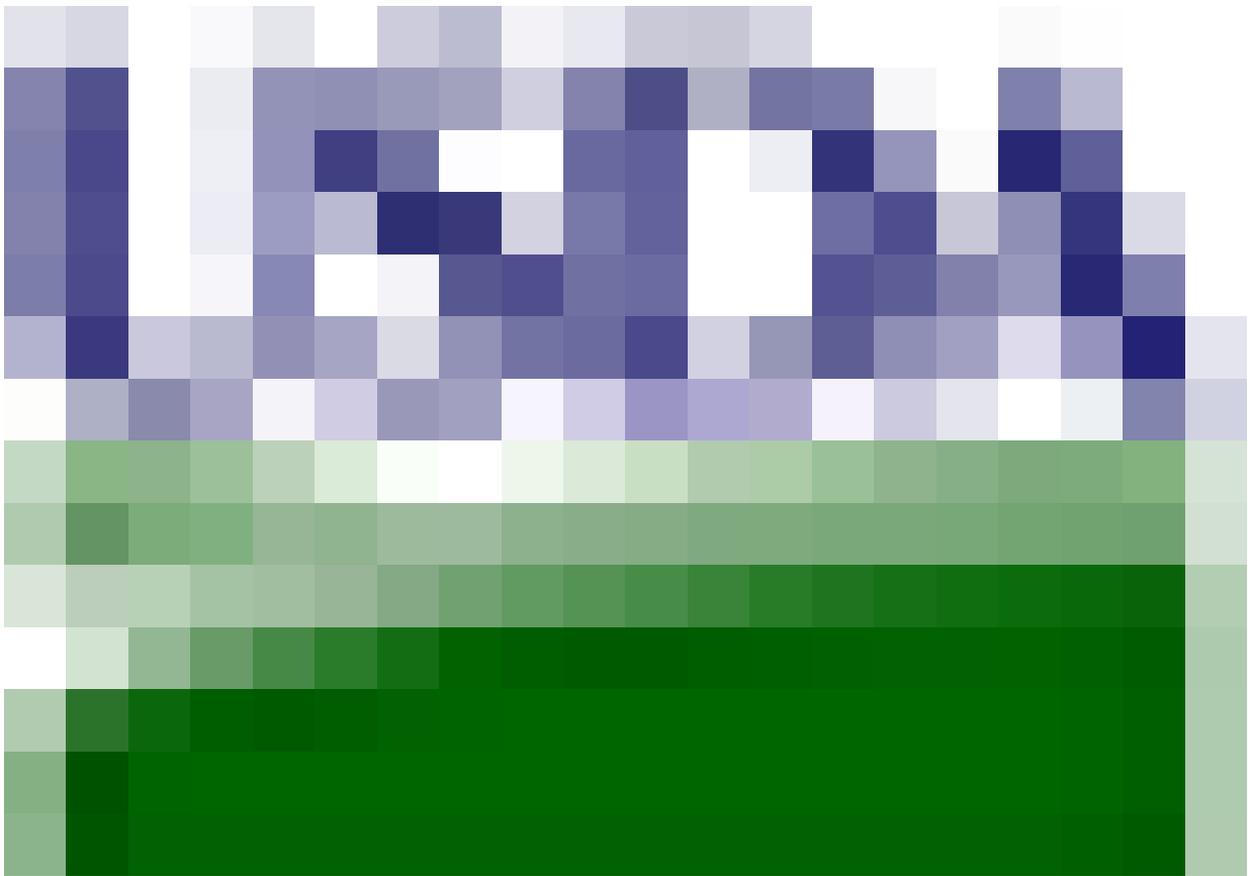
Finally, we are strongly supportive of this process and appreciate the effort that the LTBMU has put into this project. We look forward to working with the LTBMU and other agency partners to see a successful restoration of Meeks Creek and Meeks Lagoon.

Thank you for considering our comments on this important restoration effort.

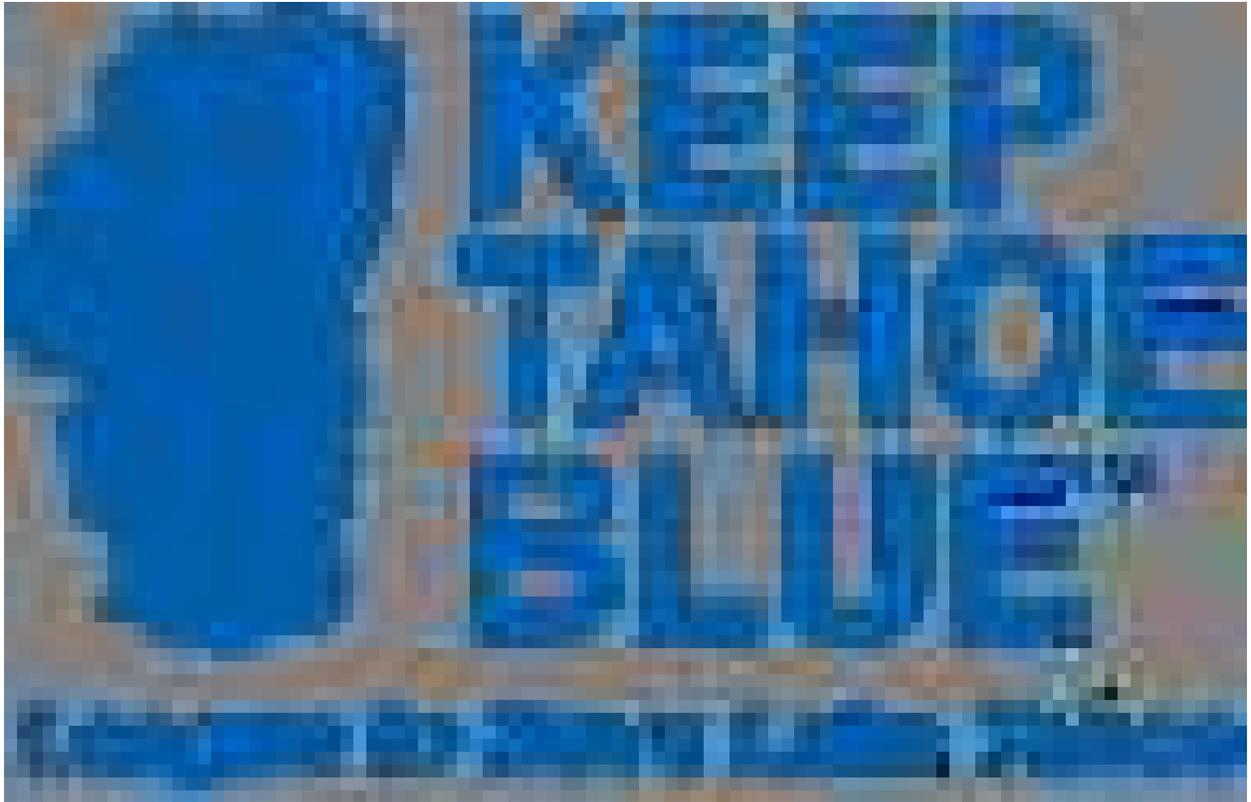
Sincerely,

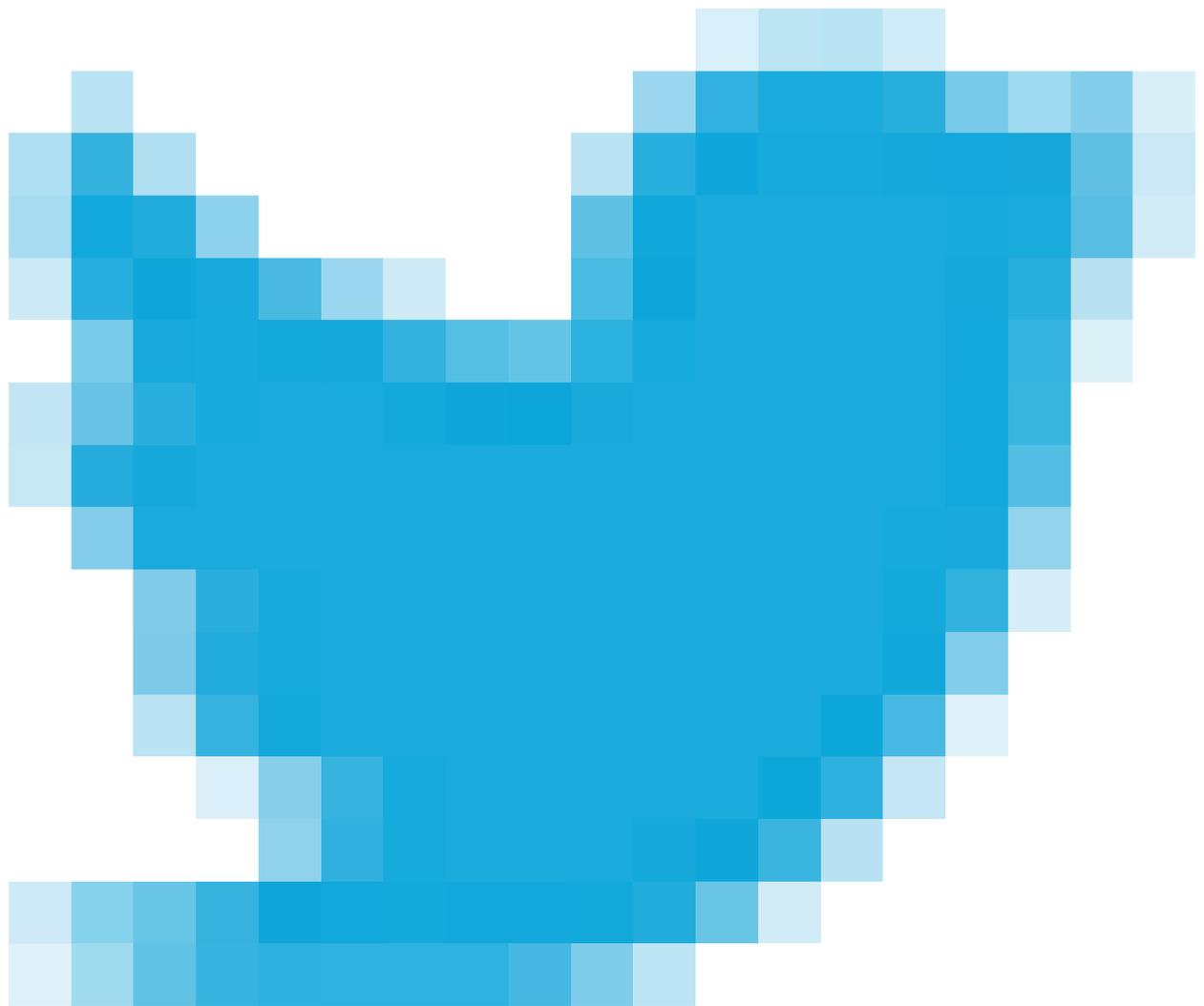


Zack Bradford
Natural Resources Manager











Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Zack
Last name: Bradford
Organization: League to Save Lake Tahoe
Title:
Comments:
Meeks Bay Restoration

Mr. Marsolais:

Attached, please find the League to Save Lake Tahoe's letter in support of the Meeks Bay Restoration Project Proposed Action.

Please let me know if you have any questions.

Regards,

Zack

Zack Bradford

Natural Resources Manager, League to Save Lake Tahoe

2608 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150 | 530.541.5388 | keptahoebblue.org

October 26, 2018

Re:League to Save Lake Tahoe's Support for the Meeks Bay Restoration Project Proposed Action

Dear Mr. Marsolais:

The purpose of this letter is to express the League to Save Lake Tahoe's ("League") support for the Meeks Bay Restoration Project Proposed Action advanced by the USDA Forest Service Lake Tahoe Basin Management Unit ("LTBMU") as detailed in the Notice of Intent posted in the Federal Register (Vol. 83, No. 176) on September 11, 2018 (the "Proposed Action").

I. Introduction.

The League is dedicated to protecting and restoring the environmental health, sustainability and scenic beauty of the Lake Tahoe Basin. In connection with our mission, we advocate for projects that restore meadows, marshes and the natural hydrologic function of Lake Tahoe's tributaries, which helps to prevent fine sediment, the leading cause of Lake Tahoe's dramatic clarity loss over the past half-century, from entering Lake Tahoe. The League also advocates for stormwater improvement projects, sustainable shoreline planning and control of aquatic invasive species -- all elements in the proposed Meeks Bay Restoration Project.

The Proposed Action, when completed, would restore the only naturally-functioning beach-barrier lagoon system in the Tahoe Basin; restore habitat for Threatened and Endangered species (such as Lahontan cutthroat trout and mountain yellow-legged frog); eradicate a significant infestation of the aquatic invasive plant Eurasian watermilfoil; reduce sediment input from erosion and scouring in Meeks Creek and stormwater runoff from the campground and day use areas on the project site; and restore aquatic organism passage upstream under the State Route 89 ("SR 89") bridge. This is an unprecedented opportunity to restore sensitive habitat and natural hydrologic function to a beach-barrier lagoon system that has been altered and degraded for over a century.

II. Project Activities.

While the League supports most of the elements of the Proposed Action, we would like to take the opportunity to comment on the following specific project activities detailed in the Notice of Intent:

1. Aquatic Invasive Species Eradication.

The League strongly supports the Proposed Action's plan to eradicate aquatic invasive species in the current Meeks Bay marina and in Meeks Creek upstream to the SR 89 bridge. We are especially supportive of eradicating the population of Eurasian watermilfoil, an aquatic invasive plant, which is found throughout the project site. Monitoring and control of aquatic invasive plants is a high priority for the League and we also look forward to working with agency partners to assist with ongoing monitoring efforts for Eurasian watermilfoil once the project is completed. Additionally, we also encourage the active removal of other aquatic invasive species found at the project site, including warmwater fish species (bluegill, bass, etc.) and American bullfrogs.

2. Remove the existing marina infrastructure.

The League also strongly supports removal of all marina infrastructure at the project site. The League views restoring the marina as imperative for restoring Meeks Creek and Meeks Lagoon, as well as for eradicating aquatic invasive species at the project site. In our opinion, there is no feasible way to restore Meeks Creek and Meeks Lagoon, or eradicate aquatic invasive species at the site, without removing the marina infrastructure and fully restoring the site from a marina to a natural beach-barrier lagoon system. The League will likely oppose any project alternative that includes keeping or reconstructing the marina.

3. Restore Meeks Lagoon in the location of the existing marina.

Consistent with our comments above, the League strongly supports restoring Meeks Lagoon and removing the existing marina and all associated infrastructure. Restoring the lagoon will immediately reduce sediment load to Lake Tahoe from Meeks Creek, allow for efficient eradication of Eurasian watermilfoil, warmwater fish and bullfrogs, and provide much-needed habitat for native species such as Lahontan cutthroat trout, mountain yellow-legged frog and Tahoe yellow cress.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe.

The League also strongly supports full restoration of Meeks Creek from SR 89 to Lake Tahoe, provided that techniques are used that are as natural as possible, utilizing woody debris and other natural materials to stabilize stream banks where needed but also allowing the creek to meander as much as possible. That said, we understand that there are constraints on the project site, such as the campground and day use parking areas, which will require some use of permanent structure to secure the stream channel. We encourage investigation of methods that would allow natural meandering and flooding of the project site as much as possible given these constraints.

5. Install Utility Infrastructure.

The League is neutral on the proposed elements of relocating and securing utility infrastructure; although we do see a need for upgrading and securing the Tahoe City Public Utility District sewer line that crosses Meeks Creek, to avoid any potential breaks or leaks in the sewer line. A sewage spill into Meeks Creek would be disastrous for the health of the creek and subsequently Lake Tahoe. Lake Tahoe is already facing excessive nutrient inputs that are driving algal blooms in the summer months. Measures should be taken to fully secure the sewer line and prevent any potential breaks or leaks in the future.

6. Implement Resource Protection Barriers (for relocated Tahoe yellow cress).

The League supports protections (including natural or fenced barriers) for Tahoe yellow cress at the project site, both during restoration and construction efforts and in perpetuity following restoration. Tahoe yellow cress is an endemic species that depends upon the same habitats enjoyed by recreationists, including within the project area. Thus, the potential for human conflict exists here, and efforts must be taken to protect Tahoe yellow cress populations at the project site.

7. Wildlife Enhancement Actions.

While wildlife enhancement is not one of the League's primary goals, we support installing nest and perch structures for waterfowl, bat boxes, and willows for willow flycatcher as important elements of complete restoration of the ecosystem at Meeks Lagoon.

8. Construct a Pier.

Provided that it is in full compliance with the Tahoe Regional Planning Agency's approved Shoreline Plan, the League does not oppose the construction of a pier. Notwithstanding the foregoing, the LTBMU should carefully consider measures that reduce habitat destruction and disturbance (e.g., to Tahoe yellow cress) from construction and increased recreation use at the site (e.g., increased boater access) and prevent the transport and reintroduction of aquatic invasive species from boats utilizing the new pier. Boating activity at the proposed pier has the potential to lead to additional impacts (including increased user conflict). Accordingly, the League requests additional information on the allowable boating activity in connection with the construction of a new pier and encourages the investigation of a project alternative that either does not include the pier or which limits or eliminates boat access to the pier, in order to determine the environmental benefits resulting from a decrease in boater traffic and day use activities at the site. One potential alternative could be to eliminate day use access for boaters and allow up to 20 moorings for boat-in campers only.

9. Construct a Boat Launch.

So long as the boat launch complies with the new Shoreline Plan, the League does not oppose the boat launch. That being said, the proposed aquatic invasive species inspection station must be an element of construction of any new boat launch at the project site. The inspection station is essential to preventing the spread or reintroduction of aquatic invasive species at the project site from boats utilizing the boat launch. We also encourage enhanced education at the boat launch and pier in line with the goals of the Shoreline Plan, including regarding aquatic invasive species, no-wake zones, Leave No Trace principles and Take Care Tahoe. Lastly, siting and construction of the boat launch must also not impact littoral drift along the shoreline at the project site. Allowing natural littoral drift along the shoreline in Meeks Bay is key to the full restoration of Meeks Creek and Meeks Lagoon. With regards to the larger restoration effort, the League encourages the LTBMU to explore an alternative with no pier or boat launch constructed onsite, or at least one with reduced boater access.

10. Reconstruct Trailer Parking and Vehicular Circulation Routes.

The League appreciates the need for recreation at the project site and understands that recreation infrastructure is already established. We also acknowledge that redesign of the parking area could help alleviate traffic along SR 89, which could help with summer travel around the Lake. We encourage including transportation options such as a bus stop/turnaround, bike parking, automated pay stations and other elements to help implement the SR 89 Corridor and related planning efforts. We also encourage any reconstruction to utilize Best Management Practices ("BMPs") to minimize stormwater runoff into Meeks Creek and Meeks Bay from the parking lots and roads on the project site.

11. Reconstruct Meeks Bay Campground.

Although removing the campground could reduce human impacts to the lands around Meeks Creek, we recognize that this is an important recreation site. With any reconstruction of the campground, however, we encourage the use of BMPs to minimize stormwater runoff from the campground into Meeks Creek and Meeks Bay. The campground should also accommodate non-motorized users reaching the campground via the new bike path or the Water Trail by providing secure bicycle and non[shy] motorized watercraft storage. We also suggest providing environmental education and outreach messaging at the campground, including messaging to encourage campers to use Leave No Trace methods and practices, avoid sensitive areas around the creek and lagoon and avoid Tahoe yellow cress habitat.

12. Install Pedestrian Connectivity Routes.

In addition to our comments regarding trailer parking and vehicular circulation, the League strongly supports installing pedestrian routes, including a pedestrian/bike bridge over Meeks Creek and beach access routes. Such routes, especially the bridge, could alleviate some concerns with the campground by directing campers and day use visitors away from sensitive areas, including Tahoe yellow cress sites. Concentrating users on

specific trails can also help avoid the creation of social trails and subsequent habitat damage and erosion. The League also supports pedestrian and bike trails as a way to reduce traffic around Tahoe and reduce fine sediment load into the Lake.

13. Install Interpretation Opportunities.

In conjunction with protecting resources onsite from human disturbance, the League supports the installation of interpretive signage along the lagoon, creek and pedestrian pathways, particularly educational messaging providing information on native and endemic species present at Meeks Bay and informing visitors of ways to protect these sensitive species. The League would be available to help with educational signage and other outdoor education efforts at the project site as opportunities arise.

14. Construct Day Use Parking Areas.

Construction of day use parking areas should include BMPs to manage stormwater runoff, reduce sediment load into Meeks Creek and Meeks Bay and protect sensitive habitat and species (including Tahoe yellow cress). In addition to our comments regarding trailer parking and vehicular circulation, we encourage the exploration of an alternative that does not include construction of day use parking areas in order to explore potential environmental benefits of such an alternative.

15. Implement Shoreline Stabilization Measures.

Although the League supports the removal and replacement of the gabion walls and concrete wall along the north end of Meeks Bay with natural retaining structures, we encourage the LTBMU to explore additional alternatives that fully restore this area of Meeks Bay and eliminate the need for a retaining wall. If this is outside the scope of this project, we encourage the LTBMU to explore a separate project to investigate the environmental benefits of complete restoration of this area of Meeks Bay.

16. Install Best Management Practices.

The League supports installing permanent BMPs in the parking lots, restrooms and roadways to manage stormwater runoff and keep sediment out of Meeks Creek and Lake Tahoe. Even if the day use parking areas are not constructed and the trailer parking is not reconstructed, BMPs should be an element of the restoration project to ensure that existing parking, restrooms and roadways are up to the latest standards in stormwater management.

III. Possible Alternatives.

The Notice of Intent refers to the full reconstruction of the existing marina (including support infrastructure and parking areas) as a potential alternative. The League opposes this potential course of action as the complete restoration of Meeks Lagoon and Meeks Creek from SR 89 to Lake Tahoe is not feasible with full reconstruction of the marina. Furthermore, the League encourages the LTBMU to develop an alternative that explores a greater level of restoration for the project site and either excludes the construction of a pier and boat ramp, reduces day use boating or builds the pier but without any moorings for boating access, in order to explore the environmental benefits of such an alternative.

IV. Conclusions.

Overall, the Meeks Bay Restoration Project Proposed Action is an unprecedented effort to restore a much-altered creek, lagoon and beach-barrier system and restore valuable habitat for native species in Tahoe. It is also an excellent opportunity to eradicate a well-established infestation of Eurasian watermilfoil, as well as other aquatic invasive species present in the current marina. When completed, Meeks Creek and Meeks Lagoon could be the first restored naturally-functioning beach[shy] barrier lagoon system in the Tahoe Basin.

For these reasons, the League is overall supportive of this project, especially the elements to remove aquatic invasive species, remove the existing marina infrastructure, restore Meeks Lagoon, restore Meeks Creek and install BMPs for stormwater management. We also support upgrading the sewer line that crosses Meeks Creek, installing natural fencing to protect Tahoe yellow cress populations, installing wildlife enhancement structures and installing pedestrian routes and associated interpretation signage.

We have some concerns regarding the construction of a new pier and boat launch, reconstruction of trailer parking, new vehicle routes, the campground and day use parking areas, and implementation of shoreline stabilization measures at the north end of Meeks Bay. We suggest exploring a few alternatives in the draft environmental document, which either eliminate the pier and boat launch or reduce boater day use access; ensure that alternative transportation options, such as bus stops, bike parking, etc., are included in the parking and campground reconstruction efforts; and provide educational messaging at campground and parking areas. All reconstruction of the campground, day use parking, trailer parking and vehicle routes also must utilize BMPs to manage stormwater and fine sediment from the project site. With regards to the shoreline stabilization efforts on the north end of Meeks Bay we encourage LTBMU to look into additional restoration efforts in this area.

Finally, we are strongly supportive of this process and appreciate the effort that the LTBMU has put into this project. We look forward to working with the LTBMU and other agency partners to see a successful restoration of Meeks Creek and Meeks Lagoon.

Thank you for considering our comments on this important restoration effort.

Sincerely

Zack Bradford

Natural Resources Manager

Date submitted (UTC-11): 10/19/2018 12:00:00 AM
First name: Belinda
Last name: Breyer
Organization:
Title:
Comments:
Fw: Meeks Bay Restoration Marina Project

----- Forwarded Message -----

From: Chuck and Bo <chuckandbo@yahoo.com>;

To: "pacificsouthwest-ltbmu@fs.fed.us"; <pacificsouthwest-ltbmu@fs.fed.us>

Sent: Friday, October 19, 2018 12:59 PM

Subject: Meeks Bay Restoration Marina Project

Hello,

I'm a homeowner in Meeks Bay and I want to express my support for restoration of the MARINA at Meeks Bay. We bought our house in the Glenridge development because of the existence of the boat marina. I think it significantly decreases our property value not having the marina operational. The existing marina site has ample parking and a boat ramp so no new facilities need to be built. Also with the increase in visitors to Lake Tahoe, facilities and parking areas need to be maintained not downsized or eliminated. We frequently saw Parking Full signs at all beach areas on the West Shore this summer and this needs to be addressed. Obexer's has no parking facilities and the parking with boat trailer on neighborhood streets there is challenging to say the least and will only get worse as crowds increase. We are very frustrated with the entire Meeks Bay marina situation. No one has been able to give us any information about the status of the project nor were we ever notified of the pending closure of the marina - it just closed down without notice leaving us without a place for our boat.

Please plan for the future and our recreational needs by getting the Meeks Bay Marina functional again.

Sincerely,

Belinda Breyer

Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Jan
Last name: Brisco
Organization: Tahoe Lakefront Owner's Association
Title:
Comments:
Emailing: TLOA Comments to Scoping.pdf

Comments FYI

Your message is ready to be sent with the following file or link attachments:

TLOA Comments to Scoping.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

To:LTBMU - US Forest Service

Date: October 23, 2018

Re: Meeks Bay Restoration Project

The following comments are provided to USFS-LTBMU in regard to the Meeks Bay Restoration Project (MBRP).

We understand the project intends to remove the marina, slips, boat ramp, and other uses inside the harbor in order to restore Meeks Creek to the outlet. The scope of the MBRP also envisions a new boat ramp, public pier. During the onsite tour, October 10, 2018, an engineer (USFS employee) also

indicated, when asked, that there is a long-term plan for a buoy field adjacent to the pier and ramp at the southeast quadrant of Meeks Bay, Lake Tahoe.

Recreation Use - It is important to consider the restoration impact on existing and future recreation use of the entire area. We urge a comprehensive and complete environmental analysis of the impacts to removing the bulkhead and structural components of the inner harbor at Meeks Bay. When the USFS removed the rock crib structure at the mouth of McKinney Bay (Homewood) at the Chambers Landing beach, the creek meander and impacts to the shoreline were never evaluated. This lack of proper analysis and environmental consequences have been catastrophic, and continue to this day. The creek has now adopted a more parallel path along the beach, and has impacted the beach-going public. Sometimes the "fix" causes greater damage and problems than improving what is already in use. This inner harbor provided excellent boating access in the area, and a re-evaluation of the inner harbor marina should be reconsidered.

With sand substrate, and unfettered material flowing from upstream, the Meeks Creek hydrology may be altered, and impacted over time. The beaches are filled to maximum potential, parking for campgrounds, beaches, and other recreational uses in that area are at maximum capacity. The concept of constructing a motorized launch in this location will require significant traffic impacts, as well as parking requirements for vehicle and trailer storage. In other areas where boat ramps exist, the surrounding neighborhood and public roadways are negatively impacted, causing serious safety concerns not only for motorists, but for first responder access, pedestrians, and other recreationalists.

Motorized Boating Access - The location of a motorized boat ramp and pier in this location need to be evaluated for feasibility. This area is fairly shallow and the sand substrate will require extensive and continuous dredging, which are ongoing costs that must be considered before selecting a site for placement.

Impact to Adjacent Properties-There are a number of private lakefront owners in very close proximity to the proposed facilities. Impacts to existing private piers and buoys must be considered, along with the future

potential for any adjacent properties. It would not be fair if the USFS facilities preclude the private use in that restricted area.

Scenic Impacts in Meeks Bay - This bay is very pristine and most beachgoers and campers enjoy the unobstructed views of Meeks Bay. The impacts of a pier and buoy field, which require mitigation, would need to be carefully considered. The impacts to scenic viewpoints on the beach and campgrounds from both the lake and upland, including roadways, would need careful evaluation.

Suggestions for Meeks Bay- Due to its reliance on day-use, camping, and destination boating, Meeks Bay should continue to offer as much recreational opportunities as possible, while maintaining the character and feel that so many generations have come to expect. Rather than a motorized launch, we urge consideration of a non-motorized launch center. This would alleviate the need for recreation conflicts in a very limited area, and keep boaters and beachgoers safe. The introduction of motorized boating to a pier is a significant change from the prior access which was protected inside the harbor. Navigational safety, conflicts with such a heavily used beach area, and non-motorized users all need to be considered.

Buoy Field - Lastly, we suggest removing any consideration of a buoy field in this area for the same reasons mentioned above, and at the very least, promote open and transparent governance by advising the public whether or not this will be a future consideration.

Thank you for the public process for the MBRP project, and we would appreciate receiving information as this process progresses. In addition to the above, the following scoping comments are provided:

Scoping Comments:

Purpose and Need - TLOA believes the purpose and need statement are somewhat contradictory. Providing quality recreation to a variety of user groups in a relatively confined area lead to conflicts. Rather than trying to meet all needs, the scope should be crafted in smaller scope to lessen the impacts and potential mitigation. For instance, creek restoration may preclude a pier and boat launch ramp due to proximity to the historic meander. TLOA suggests a more detailed scope to avoid the broad-brush for such a unique setting. The USFS should identify unintended consequences as a result of such an ambitious project overview. Spatial conflicts within the parks, as well as impacts to adjacent and existing uses (private piers and buoys, and boating access) should be carefully evaluated.

Campground & Day Use - It is evident that the campground and day use already exceeds capacity. The scoping process should identify the critical needs for the area, and prioritize those needs accordingly. TLOA suggests a modified and possibly phased approach to the process, rather than impacting some uses in favor of others.

Removal of the Marina - TLOA believes the removal of the marina may not be the best option for this area, and suggests a more robust review of the "existing condition ." Unfortunately, the slips have been removed, and this may preclude replacement as an option to retain the marina operation. Suggest consideration of non-motorized launching and landing, especially for car-top launch opportunities, featuring areas for campers and day use non-motorized uses. TLOA suggests that the restoration of the creek mouth and floodplain should be explored due to impacts to littoral processes, sensitive plants, water quality and recreation. The creek has been in this configuration for decades. Changing the hydrology and outlet could lead to littoral migration of materials, blockage at the entrance, and other impacts to adjacent beach use which could have a negative impact on water quality and access.

Pier & Boat Launch Construction - There needs to be a full evaluation of the location of a pier and/or boat launch. Any boat launch needs to be placed in an area where access is not affected by littoral influences, i.e., sand bar, and is deep enough to accommodate launching without the need for dredging especially during drought conditions. TLOA believes this area is not well suited to a boat launch, and will conflict with other uses such as kayakers, beachgoers, swimmers, etc., no matter how well-intended the need to provide boating access. Suggest consideration of a non-motorized access point. The proximity of boats moored to the pier is another concern, and something the TRPA Shore line Plan is seeking to avoid. The concept of allowing 10- 20 boats to moor up to the pier is unclear. Will campers be able to moor during their camping experience, or is it limited to day use. The proximity to the creek mouth should also be considered, and should include a review of the historic or potential meander once restoration efforts have been achieved.

Parking Issues - There are a number of potential issues with parking: Day-Use; Camping; Truck and trailer; etc., and it is clear there is already a parking deficit for any one of the above uses. Parking outside of the park on the highway and surrounding neighborhoods needs to be analyzed, as this is a continuing issue for other areas around the Lake Tahoe basin in connection with peak use periods. Highway 89 is a challenge in that it is a continuous curve, and parking along with pedestrian traffic may be impacted, along with the safety of motorists. These public health and safety issues need to be evaluated for the appropriate impacts and mitigation.

We look forward to working with the USFS on the future planning efforts for the Meeks Bay area.

Sincerely,

Jan Brisco Executive Director



TAHOE LAKEFRONT OWNERS' ASSOCIATION

COMMENTS

TO: LTBMU – US Forest Service
DATE: October 23, 2018
RE: Meeks Bay Restoration Project

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Box 7073

Tahoe City,

CA 96145

PH (530) 583-5253

FX (530) 583-0401

WWW.TLOA.NET

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Suggestions for Meeks Bay – Due to its reliance on day-use, camping, and destination boating, Meeks Bay should continue to offer as much recreational opportunities as possible, while maintaining the character and feel that so many generations have come to expect. Rather than a motorized launch, we urge consideration of a non-motorized launch center. This would alleviate the need for recreation conflicts in a very limited area, and keep boaters and beachgoers safe. The introduction of motorized boating to a pier is a significant change from the prior access which was protected inside the harbor. Navigational safety, conflicts with such a heavily used beach area, and non-motorized users all need to be considered.

Buoy Field - Lastly, we suggest removing any consideration of a buoy field in this area for the same reasons mentioned above, and at the very least, promote open and transparent governance by advising the public whether or not this will be a future consideration.

Thank you for the public process for the MBRP project, and we would appreciate receiving information as this process progresses. In addition to the above, the following scoping comments are provided:

Scoping Comments:

Purpose and Need – TLOA believes the purpose and need statement are somewhat contradictory. Providing quality recreation to a variety of user groups in a relatively confined area lead to conflicts. Rather than trying to meet all needs, the scope should be crafted in smaller scope to lessen the impacts and potential mitigation. For instance, creek restoration may preclude a pier and boat launch ramp due to proximity to the historic meander. TLOA suggests a more detailed scope to avoid the broad-brush for such a unique setting. The USFS should identify unintended consequences as a result of such an ambitious project overview. Spatial conflicts within the parks, as well as impacts to adjacent and existing uses (private piers and buoys, and boating access) should be carefully evaluated.

Campground & Day Use – It is evident that the campground and day use already exceeds capacity. The scoping process should identify the critical needs for the area, and prioritize those needs accordingly. TLOA suggests a modified and possibly phased approach to the process, rather than impacting some uses in favor of others.

Removal of the Marina – TLOA believes the removal of the marina may not be the best option for this area, and suggests a more robust review of the “existing condition.” Unfortunately, the slips have been removed, and this may preclude replacement as an option to retain the marina operation. Suggest consideration of non-motorized launching and landing, especially for car-top launch opportunities, featuring areas for campers and day use non-motorized uses. TLOA suggests that the restoration of the creek mouth and floodplain should be explored due to impacts to littoral processes, sensitive plants, water quality and recreation. The creek has been in this configuration for decades. Changing the hydrology and outlet could lead to littoral migration of materials, blockage at the entrance, and other impacts to adjacent beach use which could have a negative impact on water quality and access.

Pier & Boat Launch Construction – There needs to be a full evaluation of the location of a pier and/or boat launch. Any boat launch needs to be placed in an area where access is not affected by littoral influences, i.e., sand bar, and is deep enough to accommodate launching without the need for dredging especially during drought conditions. TLOA believes this area is not well suited to a boat launch, and will conflict with other uses such as kayakers, beachgoers, swimmers, etc., no matter how well-intended the need to provide boating access. Suggest consideration of a non-motorized access point. The proximity of boats moored to the pier is another concern, and something the TRPA Shoreline Plan is seeking to avoid. The concept of allowing 10 – 20 boats to moor up to the pier is unclear. Will campers be able to moor during their camping experience, or is it limited to day use. The proximity to the creek mouth should also be considered, and should include a review of the historic or potential meander once restoration efforts have been achieved.

Parking Issues – There are a number of potential issues with parking: Day-Use; Camping; Truck and trailer; etc., and it is clear there is already a parking deficit for any one of the above uses. Parking outside of the park on the highway and surrounding neighborhoods needs to be analyzed, as this is a continuing issue for other areas around the Lake Tahoe basin in connection with peak use periods. Highway 89 is a challenge in that it is a continuous curve, and parking along with pedestrian traffic may be impacted, along with the safety of motorists. These public health and safety issues need to be evaluated for the appropriate impacts and mitigation.

We look forward to working with the USFS on the future planning efforts for the Meeks Bay area.

Sincerely,

A handwritten signature in blue ink that reads "Jan Brisco". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

Jan Brisco
Executive Director



TAHOE LAKEFRONT OWNERS' ASSOCIATION

COMMENTS

TO: LTBMU – US Forest Service
DATE: October 23, 2018
RE: Meeks Bay Restoration Project

The following comments are provided to USFS-LTBMU in regard to the Meeks Bay Restoration Project (MBRP).

We understand the project intends to remove the marina, slips, boat ramp, and other uses inside the harbor in order to restore Meeks Creek to the outlet. The scope of the MBRP also envisions a new boat ramp, public pier. During the onsite tour, October 10, 2018, an engineer (USFS employee) also indicated, when asked, there is a long-term plan for a buoy field adjacent to the pier and ramp at the southeast quadrant of Meeks Bay, Lake Tahoe.

Recreation Use – It is important to consider the restoration impact on existing and future recreation use of the entire area. We urge a comprehensive and complete environmental analysis of the impacts to removing the bulkhead and structural components of the inner harbor at Meeks Bay. When the USFS removed the rock crib structure at the mouth of McKinney Bay (Homewood) at the Chambers Landing beach, the creek meander and impacts to the shoreline were never evaluated. This lack of proper analysis and environmental consequences have been catastrophic, and continue to this day. The creek has now adopted a more parallel path along the beach, and has impacted the beach-going public. Sometimes the “fix” causes greater damage and problems than improving what is already in use. This inner harbor provided excellent boating access in the area, and a re-evaluation of the inner harbor marina should be reconsidered.

With sand substrate, and unfettered material flowing from upstream, the Meeks Creek hydrology may be altered, and impacted over time. The beaches are filled to maximum potential, parking for campgrounds, beaches, and other recreational uses in that area are at maximum capacity. The concept of constructing a motorized launch in this location will require significant traffic impacts, as well as parking requirements for vehicle and trailer storage. In other areas where boat ramps exist, the surrounding neighborhood and public roadways are negatively impacted, causing serious safety concerns not only for motorists, but for first responder access, pedestrians, and other recreationalists.

Box 7073

Tahoe City,

CA 96145

PH (530) 583-5253

FX (530) 583-0401

WWW.THOA.NE1

Motorized Boating Access - The location of a motorized boat ramp and pier in this location need to be evaluated for feasibility. This area is fairly shallow and the sand substrate will require extensive and continuous dredging, which are ongoing costs that must be considered before selecting a site for placement.

Impact to Adjacent Properties – There are a number of private lakefront owners in very close proximity to the proposed facilities. Impacts to existing private piers and buoys must be considered, along with the future potential for any adjacent properties. It would not be fair if the USFS facilities preclude the private use in that restricted area.

Scenic Impacts in Meeks Bay – This bay is very pristine and most beachgoers and campers enjoy the unobstructed views of Meeks Bay. The impacts of a pier and buoy field, which require mitigation, would need to be carefully considered. The impacts to scenic viewpoints on the beach and campgrounds from both the lake and upland, including roadways, would need careful evaluation.

Suggestions for Meeks Bay – Due to its reliance on day-use, camping, and destination boating, Meeks Bay should continue to offer as much recreational opportunities as possible, while maintaining the character and feel that so many generations have come to expect. Rather than a motorized launch, we urge consideration of a non-motorized launch center. This would alleviate the need for recreation conflicts in a very limited area, and keep boaters and beachgoers safe. The introduction of motorized boating to a pier is a significant change from the prior access which was protected inside the harbor. Navigational safety, conflicts with such a heavily used beach area, and non-motorized users all need to be considered.

Buoy Field - Lastly, we suggest removing any consideration of a buoy field in this area for the same reasons mentioned above, and at the very least, promote open and transparent governance by advising the public whether or not this will be a future consideration.

Thank you for the public process for the MBRP project, and we would appreciate receiving information as this process progresses.

Sincerely,



Jan Brisco
Executive Director

Date submitted (UTC-11): 10/23/2018 12:00:00 AM
First name: Jan
Last name: Brisco
Organization: TAHOE LAKEFRONT OWNERS-, ASSOCIATION
Title:
Comments:
Meeks Bay Restoration Project

Please keep us on the mailing/distribution list.

Thank you,

Jan Brisco

TAHOE LAKEFRONT OWNERS[middot], ASSOCIATION

The following comments are provided to USFS-LTBMU in regard to the Meeks Bay Restoration Project (MBRP).

We understand the project intends to remove the marina, slips, boat ramp, and other uses inside the harbor in order to restore Meeks Creek to the outlet. The scope of the MBRP also envisions a new boat ramp, public pier. During the onsite tour, October 10, 2018, an engineer (USFS employee) also indicated, when asked, there is a long-term plan for a buoy field adjacent to the pier and ramp at the southeast quadrant of Meeks Bay, Lake Tahoe.

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Suggestions for Meeks Bay- Due to its reliance on day-use, camping, and destination boating, Meeks Bay should continue to offer as much recreational opportunities as possible, while maintaining the character and feel that so many generations have come to expect. Rather than a motorized launch, we urge consideration of a non-motorized launch center. This would alleviate the need for recreation conflicts in a very limited area, and keep boaters and beachgoers safe. The introduction of motorized boating to a pier is a significant change from the prior access which was protected inside the harbor. Navigational safety, conflicts with such a heavily used beach area, and non-motorized users all need to be considered.

Buoy- Field - Lastly, we suggest removing any consideration of a buoy field in this area for the same reasons mentioned above, and at the very least, promote open and transparent governance by advising the public whether or not this will be a future consideration.

Thank you for the public process for the MBRP project, and we would appreciate receiving information as this process progresses.

Sincerely,

Jan Brisco

Executive Director

Date submitted (UTC-11): 10/24/2018 1:24:21 PM

First name: Michael

Last name: Brumbaugh

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: /O=MMS/OU=EXCHANGE ADMINISTRATIVE GROUP

(FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=DE9148BC-C132-431C-9067-69D0F2E9F3002BF

Phone:

Comments:

RE: Meeks Bay Restoration Comments - Lyons et al

Hi, Bill. The doc you attached appears to be a repeat of what you state in your email below? It could just be me, but I'm not seeing your comments.

Also, please remove Denise Downie from any further communication. She was temporarily assisting on this until we got a new planner (me). Thanks again! M

Michael Brumbaugh
Forest Planner
Lake Tahoe Basin Management Unit
USDA Forest Service
530-543-2726

From: maperanch@aol.com [mailto:maperanch@aol.com]

Sent: Wednesday, October 24, 2018 4:21 PM

To: Downie, Denise E -FS <dedownie@fs.fed.us>; Brumbaugh, Michael H -FS <mhbrumbaugh@fs.fed.us>; FS-comments-pacificsouthwest-ltbmu <comments-pacificsouthwest-ltbmu@fs.fed.us>;

Cc: wmagrath@Mcdonaldcarano.com; tevens@rancho.net; rmandresen@pacbell.net; davecoward@aol.com; woverend@reedsmith.com; jowens@boisestate.edu; lee@schweichler.com; npike@npike.com; ronaldstephens@schoolsafety.us; taregger@earthlink.net; dickrenard@gmail.com; mldarpino@gmail.com; mape@aol.com

Subject: Meeks Bay Restoration Comments

Dear Denise and Michael:

Attached are Meeks Bay Vista Property Owners Association (MBVPOA) comments for the proposed Meeks Bay Restoration Project notice of preparation, and notice of intent. We would respectfully request that our comments be included in the public response. We look forward to working with the U.S.F.S. regarding this project. Please confirm that our comments have been received and will be included in the public comments.

Sincerely,

William (Bill) J. Lyons, Jr.
Mape's Ranch/Lyons' Investments
10555 Maze Blvd.
Modesto CA 95358
(209) 522-1762

Notice: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying,

alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not the authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Date submitted (UTC-11): 10/22/2018 9:29:20 PM

First name: Amigo

Last name: Cantisano

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: orgamigo@gmail.com

Phone:

Comments:

Meeks Bay Restoration

To whom it may concern,

I and my extended family and friends are frequent users of Meeks Bay and the Forest Service property there. My oldest daughter and son in law were married there. I've been a regular at Meeks Bay for over sixty years.

I heartily oppose the construction of the proposed pier and related loss of day use parking in the proposed plan. This will contribute to more pollution, both visual and actual, while reducing the esthetic quality of a very beautiful beach.

Please, no pier! Thank you.

Amigo

You Don't Stop Laughing Because You Grow Old,
You Grow Old Because You Stop Laughing

Amigo Bob Cantisano
Organic Ag Advisors
Heaven and Earth Farm
Felix Gillet Institute (The FGI)
P.O. Box 942
No. San Juan CA 95960
530-292-3619 (O)
530-292-3688 (F)
530-913-5515 (C)

What greater stupidity can be imagined than that of calling jewels, silver, and gold "precious," and earth and soil "base"? People who do this ought to remember that if there were as great a scarcity of soil as of jewels or precious metals, there would not be a prince who would not spend a bushel of diamonds and rubies and a cartload of gold just to have enough earth to plant a jasmine in a little pot, or to sow an orange seed and watch it sprout, grow, and produce its handsome leaves, its fragrant flowers, and fine fruit.

Galileo Galilei

The hope of a secure and livable world lies with disciplined nonconformists. The trailblazers in human, academic, scientific, and religious freedom have always been nonconformists. In any cause that concerns the progress of mankind, put your faith in the nonconformists!

Martin Luther King Jr.
Strength to Love (1963)

One percent of U.S. agricultural acreage is organic, compared to nearly 30% in Australia. We have 2,000 organic farms in California, but Italy has 45,000. How successful has our approach really been? Other political environments have yielded much more widespread transformation.

Julie Guthman, Agrarian Dreams

Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Joe
Last name: Carroll
Organization:
Title:
Comments:
Comments Regarding Proposed Meeks Bay Restoration Project

Hello,

Please see my family's proposed comments to the Proposed Meeks Bay Restoration Project for your review and consideration.

Thank you,

Joe Carroll

1. Aquatic Invasive Species Eradication

We agree with this item as proposed.

2. Remove the existing marina infrastructure

We agree with this item as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We agree with this item as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe

We agree with this item as proposed.

5. Install Utility Infrastructure

We agree with this item as proposed.

6. Implement Resource Protection Barriers

We agree with this item as proposed.

7. Wildfire Enhancement Actions

We agree with this item as proposed.

8. Construct a Pier

We strenuously object to this proposal. Currently, many kids with their parents and other individuals play, swim, paddleboard, kayak and go crawdad fishing in this area. Currently, the beach area from Meeks Creek South is more peaceful than the busier north end where the beach cottages are. The current atmosphere of this area comprises of individuals and families resting and playing on the beach and in the water, without loud motor boats. If a pier is constructed and motor boats are regularly in this area, this would severely interrupt and ruin the comparatively peaceful and relaxing atmosphere of this area on Meeks Bay. There would be multiple boats coming to and from the pier, causing unwanted noise throughout the day. This would also cause huge safety issues to the swimmers, and to those who use kayaks and paddle boards. I note there are a high number of kids who paddleboard and kayak back and forth parallel to the beach, and these boats will endanger these kids.

In addition, it appears that the pier and supporting infrastructure would occupy a large percentage of the natural beach area. This would be an eyesore to a beautiful natural beach. There are enough areas on Tahoe to launch a boat, does the U.S. Forest Service need to reduce the quality and natural beauty of the beach area from Meeks Creek South? If the U.S. Forest Service wants to add a pier for boats, it should be install on the northern end of Meeks Bay near the resort area, as that area is busier area.

9. Construct a Boat Launch

We strenuously object to this proposal, to Include the marina office, boat launch, restrooms, inspector facilities and other supporting facilities adjacent to the pier, for all of the reasons listed in number 8 above. In addition, constructing this boat launch would result in the unfortunate scenario of RVs and trucks driving/backing into and maneuvering around the current beach area to accomplish launching their boat into the water. This activity does not comport with this peaceful south end of Meeks Bay as stated above.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

We strenuously object to this proposal for all of the reasons listed in numbers 8 and 9 above.

Furthermore, we are informed that to accomplish this proposal, the amount of the current day use parking spots will be reduced. With all due respect, this is a terrible idea. Our experience during Memorial Day Weekend, most of the month of July, many days in August, and Labor Day Weekend, the parking lot is full, and many people park their vehicles on Highway (many vehicles edging within the travel lanes). Reducing the number of parking spots will result in more vehicles parking along the narrow shoulders (and in some instances part of the cars within the travel way) of Highway 89.

11. Reconstruct Meeks Bay Campground

We object to this slightly. By reducing the number of campsites, you are limiting the opportunities for people to be able to camp there during July and August, and you will be reducing the revenues of the campground, which does not seem to be fiscally responsible.

12. Install Pedestrian Connectivity Routes

We agree with this item as proposed. We support all measures to extend bike and pedestrian paths, as long as the number of parking spaces or usable beach area are not reduced.

13. Install Interpretation Opportunities

We agree with this item as proposed.

14. Construct Day Use Parking Areas

We agree with this item as proposed.

15. Implement Shoreline Stabilization Measures

We agree with this item as proposed.

16. Install Best Management Practices

We agree with this item as proposed.

Additional Comments:

As you probably know, Meeks Bay South is the campground side of the creek/bay, which has been historically the more peaceful and natural side. The Meeks Bay North/resort side is the more resort/commercial area with a snack bar, small store, beach cottages, rentals and more activity. We sincerely hope that you preserve those differences of the two locations, so people can choose which type of beach experience they desire.

If the U.S. Forest Service is compelled to provide a pier and boat launch on Meeks Bay, then the only appropriate location would be the northern/resort end of the bay, as that area is already busy, and you would not be disturbing the atmosphere that much as you would on the south/campground end.

Thank you for your consideration of these comments.

Joe and Kelly Carroll

[Additional comments attached from 2 minors in the household, all spelling in situ]

I do not like the idea of putting a boat dock [hellip] one reason that I think you should not put a boat dock is because the beach is supposed to be relaxing and having a boat dock will make it over crowded. Another reason that I think having a boat dock is a bad idea is because you guys will loose money because instead of people driving through and paying to get in people will just drive a boat in and go to the beach. The third reason that I think it is a bad idea is because kids will not be able to croadad fishing, so when kids have nothin to do they will not get to find something without crowd fishing. The fourth reason that it is not a good idea is because my family and I have been going to this great beach for our whole lives. I like it the way it is. The last reason is that com on if you want some boats to come it then reopen the arena. You guys don't need another place for boats!

Owen Carroll age:11

My name is Cody. I have been going to Meeks bay my whole life. I want to go swimming with out any boats hitting me! I also love to go cradad fishing. Don't ruin there home, and there life! Keep the boats away! Meeks bay is my favorite beach in Lake Tahoe so don't ruin Meeks bay! P.S. I'm 7 years old.

Cody Raymond carroll

Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

Please see attached pages.

(You may attach additional pages if desired)

Name Joe Carroll
Mailing Address 820 Spotted Pony Lane
Email rocklinjoeCarroll@gmail.com

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/ltbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-ltbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

Comments are most helpful if submitted by the close of business on October 26, 2018.

USDA is an equal opportunity provider, employer, and lender.



25 October 2018 Written Comments for the Meeks Bay Restoration Project Proposed Action

Here are the responses to the project's 16 proposed actions:

1. Aquatic Invasive Species Eradication

We agree with this item as proposed.

2. Remove the existing marina infrastructure

We agree with this item as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We agree with this item as proposed.

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We agree with this item as proposed.

15. Implement Shoreline Stabilization Measures

We agree with this item as proposed.

16. Install Best Management Practices

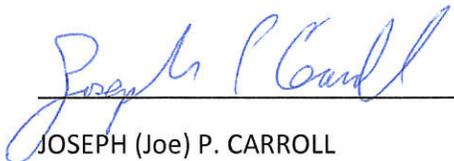
We agree with this item as proposed.

Additional Comments:

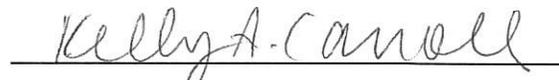
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Thank you for your consideration of these comments.



JOSEPH (Joe) P. CARROLL



KELLY A. CARROLL

Joe and Kelly Carroll

820 Spotted Pony Lane

Rocklin, CA 95765

Joe: cell- 916-300-4829; email- rocklinjoecarroll@gmail.com

Kelly: cell- 916-300-9662, email rocklinkelly@gmail.com

Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

My name is Cody. I have been going to Meeks Bay my whole life. I want to go swimming with out any boats hitting me! I also love to go craddal fishing. Don't ruin there home, and there life! Keep the boats away! Meeks bay is my favorite beach in Lake Tahoe So don't ruin Meeks bay!
P.S. I'm 7 years old.

(You may attach additional pages if desired)

Name Cody
Mailing Address Cody raymond carroll
Email 820 spotted pony Ln. Rocklin, CA 95765
rocklinkelly@gmail.com

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/lbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-lbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

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Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

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(You may attach additional pages if desired)

Name OWEN Carroll age: 11
Mailing Address 820 Spotted Pony Ln. Rocklin, CA 95765
Email rocklinkelly@gmail.com

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/lbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-lbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

Comments are most helpful if submitted by the close of business on October 26, 2018.

USDA is an equal opportunity provider, employer, and lender.



Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Joe
Last name: Carroll
Organization:
Title:
Comments:
Comments Regarding Proposed Meeks Bay Restoration Project

Hello,

Please see my family's proposed comments to the Proposed Meeks Bay Restoration Project for your review and consideration.

Thank you,

Joe Carroll

1. Aquatic Invasive Species Eradication

We agree with this item as proposed.

2. Remove the existing marina infrastructure

We agree with this item as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We agree with this item as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe

We agree with this item as proposed.

5. Install Utility Infrastructure

We agree with this item as proposed.

6. Implement Resource Protection Barriers

We agree with this item as proposed.

7. Wildfire Enhancement Actions

We agree with this item as proposed.

8. Construct a Pier

We strenuously object to this proposal. Currently, many kids with their parents and other individuals play, swim, paddleboard, kayak and go crawdad fishing in this area. Currently, the beach area from Meeks Creek South is more peaceful than the busier north end where the beach cottages are. The current atmosphere of this area comprises of individuals and families resting and playing on the beach and in the water, without loud motor boats. If a pier is constructed and motor boats are regularly in this area, this would severely interrupt and ruin the comparatively peaceful and relaxing atmosphere of this area on Meeks Bay. There would be multiple boats coming to and from the pier, causing unwanted noise throughout the day. This would also cause huge safety issues to the swimmers, and to those who use kayaks and paddle boards. I note there are a high number of kids who paddleboard and kayak back and forth parallel to the beach, and these boats will endanger these kids.

In addition, it appears that the pier and supporting infrastructure would occupy a large percentage of the natural beach area. This would be an eyesore to a beautiful natural beach. There are enough areas on Tahoe to launch a boat, does the U.S. Forest Service need to reduce the quality and natural beauty of the beach area from Meeks Creek South? If the U.S. Forest Service wants to add a pier for boats, it should be install on the northern end of Meeks Bay near the resort area, as that area is busier area.

9. Construct a Boat Launch

We strenuously object to this proposal, to Include the marina office, boat launch, restrooms, inspector facilities and other supporting facilities adjacent to the pier, for all of the reasons listed in number 8 above. In addition, constructing this boat launch would result in the unfortunate scenario of RVs and trucks driving/backing into and maneuvering around the current beach area to accomplish launching their boat into the water. This activity does not comport with this peaceful south end of Meeks Bay as stated above.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

We strenuously object to this proposal for all of the reasons listed in numbers 8 and 9 above.

Furthermore, we are informed that to accomplish this proposal, the amount of the current day use parking spots will be reduced. With all due respect, this is a terrible idea. Our experience during Memorial Day Weekend, most of the month of July, many days in August, and Labor Day Weekend, the parking lot is full, and many people park their vehicles on Highway (many vehicles edging within the travel lanes). Reducing the number of parking spots will result in more vehicles parking along the narrow shoulders (and in some instances part of the cars within the travel way) of Highway 89.

11. Reconstruct Meeks Bay Campground

We object to this slightly. By reducing the number of campsites, you are limiting the opportunities for people to be able to camp there during July and August, and you will be reducing the revenues of the campground, which does not seem to be fiscally responsible.

12. Install Pedestrian Connectivity Routes

We agree with this item as proposed. We support all measures to extend bike and pedestrian paths, as long as the number of parking spaces or usable beach area are not reduced.

13. Install Interpretation Opportunities

We agree with this item as proposed.

14. Construct Day Use Parking Areas

We agree with this item as proposed.

15. Implement Shoreline Stabilization Measures

We agree with this item as proposed.

16. Install Best Management Practices

We agree with this item as proposed.

Additional Comments:

As you probably know, Meeks Bay South is the campground side of the creek/bay, which has been historically the more peaceful and natural side. The Meeks Bay North/resort side is the more resort/commercial area with a snack bar, small store, beach cottages, rentals and more activity. We sincerely hope that you preserve those differences of the two locations, so people can choose which type of beach experience they desire.

If the U.S. Forest Service is compelled to provide a pier and boat launch on Meeks Bay, then the only appropriate location would be the northern/resort end of the bay, as that area is already busy, and you would not be disturbing the atmosphere that much as you would on the south/campground end.

Thank you for your consideration of these comments.

Joe and Kelly Carroll

[Additional comments attached from 2 minors in the household, all spelling in situ]

I do not like the idea of putting a boat dock [hellip] one reason that I think you should not put a boat dock is because the beach is supposed to be relaxing and having a boat dock will make it over crowded. Another reason that I think having a boat dock is a bad idea is because you guys will loose money because instead of people driving through and paying to get in people will just drive a boat in and go to the beach. The third reason that I think it is a bad idea is because kids will not be able to croadad fishing, so when kids have nothin to do they will not get to find something without crowd fishing. The fourth reason that it is not a good idea is because my family and I have been going to this great beach for our whole lives. I like it the way it is. The last reason is that com on if you want some boats to come it then reopen the arena. You guys don't need another place for boats!

Owen Carroll age:11

Date submitted (UTC-11): 10/21/2018 10:30:12 AM

First name: Joan

Last name: Chevalier

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: jchevy54@aol.com

Phone:

Comments:

Meeks Bay Restoration Project

Thank you for this process. I look forward to the restoration of Meeks Creek and the eradication of invasive species.

A boat launch is needed, as well as a pier for loading and unloading. I am concerned about entry to the proposed boat launch. It should be separate from the campgrounds to preserve the roads and not disturb campers with daily traffic. Would the location of the launch have to be changed to accomplish this? Will there be enough parking for boat trailers?

Will there be boat inspections at the launch?

Will the beach be dog friendly at times?

I agree that the Meeks Bay Fire Department needs more space. I hope there is some way to accomplish this.

Is there any new information from CalTrans regarding the SR89 bridge crossing?

Sincerely,

Joan Chevalier

2734 Vista Alta

Fairfield CA 94534

(8265 Meeks Bay Ave)

JChevy54@aol.com

Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Michael
Last name: Conger
Organization: Tahoe Regional Planning Agency
Title: Senior Planner
Comments:
Dear Mr. Brumbaugh:

Thank you for the opportunity to review the environmental scoping notice for the Meeks Bay Restoration Project. We understand that the consolidated environmental document will serve as:

An Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA); An Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA); and

An Environmental Impact Statement (EIS) pursuant to Bi-State Compact and Tahoe Regional Planning Agency (TRPA) Code of Ordinances.

TRPA offers the following comments on the scope of this consolidated environmental document (hereafter referred to as the "EIR/EIS/EIS"):

Project Description

1. Shoreline Plan consistency. This Wednesday (October 24, 2018), the TRPA Governing Board adopted revisions to the TRPA Code of Ordinances relating to shoreline uses and structures. This proposal and any alternatives to be considered will need to comply with these new regulations. Please review Chapters 80 through 85 of the Code of Ordinances (draft version attached) to ensure that the project will meet all design and procedural requirements. The attached notes on Shoreline Plan consistency provides a summary of the new regulations.

2. Moorings. While the project description does not mention moorings, a potential for a buoy field was discussed at the October site tour and workshop. Please indicate how many moorings (including boat slips) are currently on the site and whether these will be relocated, replaced or if additional moorings are proposed as part of this project. If moorings are proposed, this project may be considered a "marina" under the TRPA Code of Ordinances, which triggers additional standards.

c Scenic roadway resource points. The project area is located within Scenic Roadway Unit 7, 8- Meeks Bay and Sugar Pine Point. The southern end of this Roadway Unit is in attainment with TRPA Scenic Threshold Standards, however most of the Roadway Unit within the project area is out of attainment with the TRPA Scenic Threshold Standards. There are at least two resource points within this unit that will need to be considered and addressed in the environmental analysis, including resource point 7,8-3 specific to views of the lake from the Roadway and resource point 7,8-4 specific to visual features.

7. Transportation - Please evaluate potential traffic safety impacts resulting from the location of the pier and boat ramps and consider design revisions accordingly. Of particular concern is the potential for vehicles with boat trailers taking access at a blind curve on SR 89 and intersecting with a conceptually proposed path to extend the Meeks Bay path section southward toward Rubicon Bay.

8. Parking: TRPA recommends analyzing the impact on parking for all alternatives. Of particular concern is the reduction in day-use parking if shared with boat launch parking.

Alternatives

9. Alternative location. TRPA requests that the EIR/EIS/EIS evaluate an alternative with the pier and boat ramps located at the northern portion of the property near the existing resort facilities. This approach would focus development in an existing active use area where land disturbance has already occurred.

10. Non-motorized access alternative. TRPA requests that the EIR/EIS/EIS consider an alternative focusing on enhancing non-motorized boating access. The alternative would eliminate boat ramps in favor of facilities that support non-motorized boating, such as storage/ racks.

Additional Information

11. Interpretive signage. TRPA requests to be included in developing the messaging for any interpretive signage. Additionally, TRPA recommends including (West Shore) Tahoe Trail wayfinding signage as part of the project.

12. Caltrans bridge replacement. The environmental document should outline how the project will work in tandem with the Meeks Bay Bridge replacement to be led by Caltrans as well as the impacts to the project if the bridge is not replaced within the recommended timeframe.



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

October 26, 2018

US Forest Service, Lake Tahoe Basin Management Unit
Attn: Michael Brumbaugh – Meeks Bay Restoration
35 College Drive
South Lake Tahoe, Calif. 96150

Subject: **Response to Notice of Preparation**
Meeks Bay Restoration Project (EIP # 01.02.02.0039)

Dear Mr. Brumbaugh:

Thank you for the opportunity to review the environmental scoping notice for the Meeks Bay Restoration Project. We understand that the consolidated environmental document will serve as:

- An Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA);
- An Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA); and
- An Environmental Impact Statement (EIS) pursuant to Bi-State Compact and Tahoe Regional Planning Agency (TRPA) Code of Ordinances.

TRPA offers the following comments on the scope of this consolidated environmental document (hereafter referred to as the “EIR/EIS/EIS”):

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1. **Shoreline Pan consistency.** This Wednesday (October 24, 2018), the TRPA Governing Board adopted revisions to the TRPA Code of Ordinances relating to shoreline uses and structures. This proposal and any alternatives to be considered will need to comply with these new regulations. Please review Chapters 80 through 85 of the Code of Ordinances (draft version attached) to ensure that the project will meet all design and procedural requirements. The attached notes on Shoreline Plan consistency provides a summary of the new regulations.
2. **Moorings.** While the project description does not mention moorings, a potential for a buoy field was discussed at the October site tour and workshop. Please indicate how many moorings (including boat slips) are currently on the site and whether these will be relocated, replaced or if additional moorings are proposed as part of this project. If moorings are proposed, this project may be considered a “marina” under the TRPA Code of Ordinances, which triggers additional standards.

- c. **Scenic roadway resource points.** The project area is located within Scenic Roadway Unit 7, 8 – Meeks Bay and Sugar Pine Point. The southern end of this Roadway Unit is in attainment with TRPA Scenic Threshold Standards, however most of the Roadway Unit within the project area is out of attainment with the TRPA Scenic Threshold Standards. There are at least two resource points within this unit that will need to be considered and addressed in the environmental analysis, including resource point 7,8-3 specific to views of the lake from the Roadway and resource point 7,8-4 specific to visual features.
7. **Transportation** – Please evaluate potential traffic safety impacts resulting from the location of the pier and boat ramps and consider design revisions accordingly. Of particular concern is the potential for vehicles with boat trailers taking access at a blind curve on SR 89 and intersecting with a conceptually proposed path to extend the Meeks Bay path section southward toward Rubicon Bay.
8. **Parking:** TRPA recommends analyzing the impact on parking for all alternatives. Of particular concern is the reduction in day-use parking if shared with boat launch parking.

Alternatives

9. **Alternative location.** TRPA requests that the EIR/EIS/EIS evaluate an alternative with the pier and boat ramps located at the northern portion of the property near the existing resort facilities. This approach would focus development in an existing active use area where land disturbance has already occurred.
10. **Non-motorized access alternative.** TRPA requests that the EIR/EIS/EIS consider an alternative focusing on enhancing non-motorized boating access. The alternative would eliminate boat ramps in favor of facilities that support non-motorized boating, such as storage/racks.

Additional Information

11. **Interpretive signage.** TRPA requests to be included in developing the messaging for any interpretive signage. Additionally, TRPA recommends including (West Shore) Tahoe Trail wayfinding signage as part of the project.
12. **Caltrans bridge replacement.** The environmental document should outline how the project will work in tandem with the Meeks Bay Bridge replacement to be led by Caltrans as well as the impacts to the project if the bridge is not replaced within the recommended timeframe.

Date submitted (UTC-11): 10/2/2018 12:00:00 AM

First name: Lee

Last name: Copeland

Organization: California State Parks

Title:

Comments:

Meeks Bay

Can you please send me any information on the proposed project at Meeks Bay? I understand there is a tour at 2pm on October 10, is this correct?

Thank you,

Lee Copeland

Management Services Technician

Sierra District

California State Parks

530-525-9520

Date submitted (UTC-11): 10/22/2018 12:00:00 AM
First name: Ken & Emilie
Last name: Corcoran
Organization:
Title:
Comments:
Meeks Bay Restoration Project

Please find our comments on the Meeks Bay Restoration Project in the attached pdf.

Thank you

Ken & Emilie Corcoran

1910 Carnelian Ct

Lincoln, CA 95648

kenandemilie@gmail.com

Ken: 925-699-5151

Emilie: 925-699-0692

also:

7236 Ninth Ave. (PO Box 224)

Tahoma, CA 96142

1. Aquatic Invasive Species Eradication

We concur this should be done as proposed.

2. Remove the existing marina infrastructure

We concur this should be done as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We concur this should be done as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe

We concur this should be done as proposed.

5. Install Utility Infrastructure

We concur this should be done as proposed.

6. Implement Resource Protection Barriers

We concur this should be done as proposed.

7. Wildfire Enhancement Actions

We concur this should be done as proposed.

8. Construct a Pier

We strongly oppose constructing a pier up to 300 feet long that would provide temporary mooring for up to 20 boats. We feel that it would result in a steady stream of boats coming into and leaving the pier, idling, and circling while waiting for spaces to become available. This would severely impact the current ambiance in that area which provides excellent opportunities for a peaceful and safe beach experience including kayaking, SUP use, swimming, and both child and adult water play. Also, it would seem that the pier and the supporting infrastructure would consume a very large portion of the current pristine sandy beach area.

Our opinions on the level of activity and commotion that results from a pier with temporary docking is based on our observations of other similar facilities[hellip] such as Camp Richardson, Tahoe City, Zephyr Cove, etc.

9. Construct a Boat Launch

We object to the double lane boat launch, marina office, restrooms, aquatic invasive species inspector facilities, and supporting infrastructure adjacent to the pier. We object because of many of the reasons listed in #8 above but also because this would mean cars, large trucks and RVs pulling into and turning around in the existing beach area in order to be able to back their boat/vehicle into the water. That activity, plus the proposed evening lighting of that area does not seem compatible with the tranquility of whatever pristine beach remains.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

As previously stated, we object to the proposed pier and boat launch.

More importantly, we object to a reduction in the number of day use parking spots. At the October presentation, we were told that day use parking spots would be reduced from the current 67 to about 50. This seems severely inadequate. Our observation is that the current parking lot is full nearly every day in July and many days in June, August and early September. The proposed project states "Day use parking overflows onto the highway." Reducing the number of parking spots will result in even more cars and vehicles with boat trailers being unable to park and therefore attempting to park along SR 89 adding to an already very dangerous situation.

11. Reconstruct Meeks Bay Campground

We have no real objection to this however, as noted in the project proposal, "The campgrounds are usually filled to capacity during the summer season." Reducing the number of campsites as proposed would give even less people the opportunity to camp there. It is a fairly small space. Possibly keep it as a tents only campground that would be accessible to people touring by car, bike or kayak?

12. Install Pedestrian Connectivity Routes

We concur this should be done as proposed. Many resources have been invested in extending the west shore bicycle path to Meeks Bay. We think it is an excellent idea to connect that path to the south side area of Meeks Bay with a pedestrian/bicycle path that crosses over Meeks Creek.

13. Install Interpretation Opportunities

We concur this should be done as proposed.

15. Implement Shoreline Stabilization Measures

We concur this should be done as proposed.

16. Install Best Management Practices

We concur this should be done as proposed.

Additional Comments:

We would like to note that the proposed action seems to mostly impact the area from Meeks Creek south. It does not appear to be a comprehensive plan for the entire USFS owned Meeks Bay property.

Currently, the campground beach area is one of the few places where you can park close enough to the lake to carry kayaks, paddle boards and beach toys to the beach. This access would be impacted by a reduction in the number of parking spaces

We would like to see the addition of kayak and paddle board storage racks.

With the increased accessibility by bicycle on the new paths, we would encourage the installation of some bike racks. This could help the parking problem by encouraging people to leave cars at home and ride their bikes to the beach.

For many years, the Meeks Bay Resort side of the creek has been the "resort" side with the marina activity, a snack bar, kayak and pedal boat rentals, convenience store, etc. The "campground" side of the creek has been the more natural, non-commercial, quiet side. It would be nice to leave those differences intact so that people would continue have a choice as to which atmosphere they prefer.

Ken & Emilie Corcoran

We attended the tour and information session at Meeks Bay on October 10, 2018. We would like to commend the U.S. Forest Service for an excellent presentation of the proposed restoration project.

Here is a list of the proposed project activities and our comments on each.

1. Aquatic Invasive Species Eradication

We concur this should be done as proposed.

2. Remove the existing marina infrastructure

We concur this should be done as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We concur this should be done as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe

We concur this should be done as proposed.

5. Install Utility Infrastructure

We concur this should be done as proposed.

6. Implement Resource Protection Barriers

We concur this should be done as proposed.

7. Wildlife Enhancement Actions

We concur this should be done as proposed.

8. Construct a Pier

We strongly oppose constructing a pier up to 300 feet long that would provide temporary mooring for up to 20 boats. We feel that it would result in a steady stream of boats coming into and leaving the pier, idling, and circling while waiting for spaces to become available. This would severely impact the current ambiance in that area which provides excellent opportunities for a peaceful and safe beach experience including kayaking, SUP use, swimming, and both child and adult water play. Also, it would seem that the pier and the supporting infrastructure would consume a very large portion of the current pristine sandy beach area.

Our opinions on the level of activity and commotion that results from a pier with temporary docking is based on our observations of other similar facilities... such as Camp Richardson, Tahoe City, Zephyr Cove, etc.

9. Construct a Boat Launch

We object to the double lane boat launch, marina office, restrooms, aquatic invasive species inspector facilities, and supporting infrastructure adjacent to the pier. We object because of many of the reasons listed in #8 above but also because this would mean cars, large trucks and RVs pulling into and turning around in the existing beach area in order to be able to back their boat/vehicle into the water. That activity, plus the proposed evening lighting of that area does not seem compatible with the tranquility of whatever pristine beach remains.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

As previously stated, we object to the proposed pier and boat launch.

More importantly, we object to a reduction in the number of day use parking spots. At the October presentation, we were told that day use parking spots would be reduced from the current 67 to about 50. This seems severely inadequate. Our observation is that the current parking lot is full nearly every day in July and many days in June, August and early September. The proposed project states “Day use parking overflows onto the highway.” Reducing the number of parking spots will result in even more cars and vehicles with boat trailers being unable to park and therefore attempting to park along SR 89 adding to an already very dangerous situation.

11. Reconstruct Meeks Bay Campground

We have no real objection to this however, as noted in the project proposal, “The campgrounds are usually filled to capacity during the summer season.” Reducing the number of campsites as proposed would give even less people the opportunity to camp there. It is a fairly small space. Possibly keep it as a tents only campground that would be accessible to people touring by car, bike or kayak?

12. Install Pedestrian Connectivity Routes

We concur this should be done as proposed. Many resources have been invested in extending the west shore bicycle path to Meeks Bay. We think it is an excellent idea to connect that path to the south side area of Meeks Bay with a pedestrian/bicycle path that crosses over Meeks Creek.

13. Install Interpretation Opportunities

We concur this should be done as proposed. Excellent idea!

14. Construct Day Use Parking Areas

We concur this should be done as proposed.

15. Implement Shoreline Stabilization Measures

We concur this should be done as proposed.

16. Install Best Management Practices

We concur this should be done as proposed.

Additional comments:

- We would like to note that the proposed action seems to mostly impact the area from Meeks Creek south. It does not appear to be a comprehensive plan for the entire USFS owned Meeks Bay property.
- Currently, the campground beach area is one of the few places where you can park close enough to the lake to carry kayaks, paddle boards and beach toys to the beach. This access would be impacted by a reduction in the number of parking spaces
- We would like to see the addition of kayak and paddle board storage racks.
- With the increased accessibility by bicycle on the new paths, we would encourage the installation of some bike racks. This could help the parking problem by encouraging people to leave cars at home and ride their bikes to the beach.

For many years, the Meeks Bay Resort side of the creek has been the “resort” side with the marina activity, a snack bar, kayak and pedal boat rentals, convenience store, etc. The “campground” side of the creek has been the more natural, non-commercial, quiet side. It would be nice to leave those differences intact so that people would continue have a choice as to which atmosphere they prefer.

Ken & Emilie Corcoran
1910 Carnelian Ct.
Lincoln, CA 95648

and
7236 9th Ave. (P.O. Box 224)
Tahoma, CA 96142

Ken: 925-699-5151
Emilie: 925-699-0692
Email: kenandemilie@gmail.com

Date submitted (UTC-11): 10/23/2018 12:00:00 AM
First name: Ken and Emilie
Last name: Corcoran
Organization:
Title:
Comments:
Meeks Bay Restoration Project

Please find our comments on the Meeks Bay Restoration Project in the attached pdf.

Thank you

Ken & Emilie Corcoran

1910 Carnelian Ct

Lincoln, CA 95648

kenandemilie@gmail.com

Ken: 925-699-5151

Emilie: 925-699-0692

also:

7236 Ninth Ave. (PO Box 224)

Tahoma, CA 96142

[comment:79-1]1. Aquatic Invasive Species Eradication

We concur this should be done as proposed.

2. Remove the existing marina infrastructure

We concur this should be done as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We concur this should be done as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe

We concur this should be done as proposed.

5. Install Utility Infrastructure

We concur this should be done as proposed.

6. Implement Resource Protection Barriers

We concur this should be done as proposed.

7. Wildfire Enhancement Actions

We concur this should be done as proposed.[comment end]

8. Construct a Pier

[comment:79-2]We strongly oppose constructing a pier up to 300 feet long that would provide temporary mooring for up to 20 boats. We feel that it would result in a steady stream of boats coming into and leaving the pier, idling, and circling while waiting for spaces to become available. This would severely impact the current ambiance in that area which provides excellent opportunities for a peaceful and safe beach experience including kayaking, SUP use, swimming, and both child and adult water play. Also, it would seem that the pier and the supporting infrastructure would consume a very large portion of the current pristine sandy beach area.[comment end]

Our opinions on the level of activity and commotion that results from a pier with temporary docking is based on our observations of other similar facilities[hellip] such as Camp Richardson, Tahoe City, Zephyr Cove, etc.

9. Construct a Boat Launch

[comment:79-3]We object to the double lane boat launch, marina office, restrooms, aquatic invasive species inspector facilities, and supporting infrastructure adjacent to the pier. We object because of many of the reasons listed in #8 above but also because this would mean cars, large trucks and RVs pulling into and turning around in the existing beach area in order to be able to back their boat/vehicle into the water. That activity, plus the proposed evening lighting of that area does not seem compatible with the tranquility of whatever pristine beach remains.[comment end]

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

[comment:79-4]As previously stated, we object to the proposed pier and boat launch.

More importantly, we object to a reduction in the number of day use parking spots. At the October presentation, we were told that day use parking spots would be reduced from the current 67 to about 50. This seems severely inadequate. Our observation is that the current parking lot is full nearly every day in July and many days in June, August and early September. The proposed project states "Day use parking overflows onto the highway." Reducing the number of parking spots will result in even more cars and vehicles with boat trailers being unable to park and therefore attempting to park along SR 89 adding to an already very dangerous situation.[comment end]

11. Reconstruct Meeks Bay Campground

[comment:79-5]We have no real objection to this however, as noted in the project proposal, "The campgrounds are usually filled to capacity during the summer season." Reducing the number of campsites as proposed would give even less people the opportunity to camp there. It is a fairly small space. Possibly keep it as a tents only campground that would be accessible to people touring by car, bike or kayak?[comment end]

12. Install Pedestrian Connectivity Routes

[comment:79-6]We concur this should be done as proposed. Many resources have been invested in extending the west shore bicycle path to Meeks Bay. We think it is an excellent idea to connect that path to the south side area of Meeks Bay with a pedestrian/bicycle path that crosses over Meeks Creek.[comment end]

[comment:79-7]13. Install Interpretation Opportunities

We concur this should be done as proposed.

15. Implement Shoreline Stabilization Measures

We concur this should be done as proposed.

16. Install Best Management Practices

We concur this should be done as proposed.[comment end]

Additional Comments:

[comment:79-10]We would like to note that the proposed action seems to mostly impact the area from Meeks Creek south. It does not appear to be a comprehensive plan for the entire USFS owned Meeks Bay property.[comment end]

Currently, the campground beach area is one of the few places where you can park close enough to the lake to carry kayaks, paddle boards and beach toys to the beach. This access would be impacted by a reduction in the number of parking spaces

[comment:79-8]We would like to see the addition of kayak and paddle board storage racks.[comment end]

[comment:79-9]With the increased accessibility by bicycle on the new paths, we would encourage the installation of some bike racks. This could help the parking problem by encouraging people to leave cars at home and ride their bikes to the beach.[comment end]

For many years, the Meeks Bay Resort side of the creek has been the "resort" side with the marina activity, a snack bar, kayak and pedal boat rentals, convenience store, etc. The "campground" side of the creek has been the more natural, non-commercial, quiet side. It would be nice to leave those differences intact so that people would continue have a choice as to which atmosphere they prefer.

Ken & Emilie Corcoran

Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

Please find our comments attached.

(You may attach additional pages if desired)

Name Ken and Emilie Corcoran

Mailing Address 1910 Carnelian Ct, Lincoln, CA 95648

Email kenandemilie@gmail.com

also: 7236 Ninth Ave
Tahoma, CA 96142

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/lbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-lbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

Comments are most helpful if submitted by the close of business on October 26, 2018.

USDA is an equal opportunity provider, employer, and lender.



We attended the tour and information session at Meeks Bay on October 10, 2018. We would like to commend the U.S. Forest Service for an excellent presentation of the proposed restoration project.

Here is a list of the proposed project activities and our comments on each.

1. Aquatic Invasive Species Eradication

We concur this should be done as proposed.

2. Remove the existing marina infrastructure

We concur this should be done as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

We concur this should be done as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe

We concur this should be done as proposed.

5. Install Utility Infrastructure

We concur this should be done as proposed.

6. Implement Resource Protection Barriers

We concur this should be done as proposed.

7. Wildlife Enhancement Actions

We concur this should be done as proposed.

8. Construct a Pier

We strongly oppose constructing a pier up to 300 feet long that would provide temporary mooring for up to 20 boats. We feel that it would result in a steady stream of boats coming into and leaving the pier, idling, and circling while waiting for spaces to become available. This would severely impact the current ambiance in that area which provides excellent opportunities for a peaceful and safe beach experience including kayaking, SUP use, swimming, and both child and adult water play. Also, it would seem that the pier and the supporting infrastructure would consume a very large portion of the current pristine sandy beach area.

Our opinions on the level of activity and commotion that results from a pier with temporary docking is based on our observations of other similar facilities... such as Camp Richardson, Tahoe City, Zephyr Cove, etc.

9. Construct a Boat Launch

We object to the double lane boat launch, marina office, restrooms, aquatic invasive species inspector facilities, and supporting infrastructure adjacent to the pier. We object because of many of the reasons listed in #8 above but also because this would mean cars, large trucks and RVs pulling into and turning around in the existing beach area in order to be able to back their boat/vehicle into the water. That activity, plus the proposed evening lighting of that area does not seem compatible with the tranquility of whatever pristine beach remains.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

As previously stated, we object to the proposed pier and boat launch.

More importantly, we object to a reduction in the number of day use parking spots. At the October presentation, we were told that day use parking spots would be reduced from the current 67 to about 50. This seems severely inadequate. Our observation is that the current parking lot is full nearly every day in July and many days in June, August and early September. The proposed project states "Day use parking overflows onto the highway." Reducing the number of parking spots will result in even more cars and vehicles with boat trailers being unable to park and therefore attempting to park along SR 89 adding to an already very dangerous situation.

11. Reconstruct Meeks Bay Campground

We have no real objection to this however, as noted in the project proposal, "The campgrounds are usually filled to capacity during the summer season." Reducing the number of campsites as proposed would give even less people the opportunity to camp there. It is a fairly small space. Possibly keep it as a tents only campground that would be accessible to people touring by car, bike or kayak?

12. Install Pedestrian Connectivity Routes

We concur this should be done as proposed. Many resources have been invested in extending the west shore bicycle path to Meeks Bay. We think it is an excellent idea to connect that path to the south side area of Meeks Bay with a pedestrian/bicycle path that crosses over Meeks Creek.

13. Install Interpretation Opportunities

We concur this should be done as proposed. Excellent idea!

14. Construct Day Use Parking Areas

We concur this should be done as proposed.

15. **Implement Shoreline Stabilization Measures**

We concur this should be done as proposed.

16. **Install Best Management Practices**

We concur this should be done as proposed.

Additional comments:

- We would like to note that the proposed action seems to mostly impact the area from Meeks Creek south. It does not appear to be a comprehensive plan for the entire USFS owned Meeks Bay property.
- Currently, the campground beach area is one of the few places where you can park close enough to the lake to carry kayaks, paddle boards and beach toys to the beach. This access would be impacted by a reduction in the number of parking spaces
- We would like to see the addition of kayak and paddle board storage racks.
- With the increased accessibility by bicycle on the new paths, we would encourage the installation of some bike racks. This could help the parking problem by encouraging people to leave cars at home and ride their bikes to the beach.

For many years, the Meeks Bay Resort side of the creek has been the “resort” side with the marina activity, a snack bar, kayak and pedal boat rentals, convenience store, etc. The “campground” side of the creek has been the more natural, non-commercial, quiet side. It would be nice to leave those differences intact so that people would continue have a choice as to which atmosphere they prefer.

Ken & Emilie Corcoran
1910 Carnelian Ct.
Lincoln, CA 95648

and
7236 9th Ave. (P.O. Box 224)
Tahoma, CA 96142

Ken: 925-699-5151
Emilie: 925-699-0692

Date submitted (UTC-11): 10/23/2018 5:39:55 PM

First name: David

Last name: Coward

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: davecoward@aol.com

Phone:

Comments:

Meeks Bay Restoration

Denise Downie

USFS, Lake Tahoe Basin Management Unit

35 College Drive

South Lake Tahoe, CA 96150

Dear Denise

I have reviewed all of the material sent to me regarding the Meeks Bay Restoration Project. This project has a special impact for me and my family, as I own the first private property adjacent to Meeks Bay Resort and campgrounds on the South side. We have lived on the lakefront property and have seen evolution of Meeks Bay since 1992. We love the beauty and tranquility of Meeks Bay. In the last 2 years since the closure of the Meeks Bay Marina, the amount of boat traffic has diminished substantially. Meeks Bay has become a haven for scuba divers, stand up paddleboards and kayaks, further enhancing the beauty and tranquility of Meeks Bay.

You choose an interesting moment in time to formally announce your project. Many of the part time Lake Tahoe residents are only in Lake Tahoe from June through September. Your choice of a public meeting Wednesday October 10, 2018 at 2pm makes it even more difficult for part time Tahoe residents to actively participate. It would have been far more effective and unbiased, to announce your plans and have a public meeting during the summer months when all of the homeowners are better represented.

I have reviewed the proposed action section of your proposal.

1. Aquatic invasive species eradication. I would support this action
2. Remove Marina Infrastructure. I would support this action.
3. Restore Meeks Bay lagoon. I would support this action.
4. Restore Meeks Creek from the SR 89 bridge to the confluence of Lake Tahoe. I would support this action.
5. Install Utility Infrastructure. I would support this action.
6. Implement Resource Protection Barriers. I would support this action.
7. Wildlife enhancement actions. I would support this action.
8. Construct a 12-18 foot wide 300 foot long pier. I have several concerns regarding this large pier. First it is positioned on the far south side of Meeks Bay, adjacent to my home and other private properties. One can

only imagine the amount of foot traffic and noise this would bring to the area. The boat traffic by itself would increase the noise level as well as compromising the scuba diving, standup boarding and kayaking activities that presently exist. If a new pier has to be built why not position the new pier in the same location where the old pier once existed, near the entrance of Meeks Creek to Lake Tahoe. This would mimic the previous entrance to the Meeks Bay Marina. That way the pier could be accessed from both sides of Meeks Creek. Bottom line a new pier would compromise the beauty and tranquility of Meeks Bay. A new pier constructed on the south side of Meeks Bay would have irreversible impact on the thriving scuba diving, standup boarding and kayaking activities.

9. Construct a boat launch. I have several concerns regarding this boat ramp. First it is positioned on the far south side of Meeks Bay, adjacent to my home and other private properties. One can only imagine the amount of foot traffic and noise this would bring to the area. The boat traffic by itself would increase the noise level as well as compromising the scuba diving, standup boarding and kayaking activities that presently exist. As an alternative has any consideration been made for rebuilding the old boat launching ramp in the now closed Meeks Bay Marina.

10. Reconstruct Trailer Parking and Vehicular Circulation Routes. I have serious concerns with this plan. Presently the parking is filled completed by noon each day during the summer and even earlier on weekend /holiday days. If you add boat trailer and vehicle parking (no more than 20%) you will significantly compromise the ability of days use parking by single family vehicles. You will sacrifice family use of Meeks Bay for boat activities and parking.

11. Reconstruct Meeks Bay Campground. I would support upgrading the camp grounds which appear to have significant use during the summer months.

12. Install Pedestrian Connectivity Routes. Ideally you would designate separate bike and pedestrian pathways. Bikes and pedestrians do not mix well. This could be a significant liability for you.

13. Install Interpretive Opportunities. I would support this action.

14. Construct day use parking at Meeks Bay Resort. I would support this action.

15. Implement Shoreline Stabilization Measures. I would support this action.

16. Install Best Management Practices. I would support this action.

David and Linda Coward
8189 Meeks Bay Avenue
Meeks Bay, CA 96142

Date submitted (UTC-11): 10/23/2018 5:39:55 PM

First name: David

Last name: Coward

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: davecoward@aol.com

Phone:

Comments:

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David and Linda Coward
8189 Meeks Bay Avenue
Meeks Bay, CA 96142

Date submitted (UTC-11): 10/26/2018 12:00:00 AM

First name: David and Linda

Last name: Coward

Organization:

Title:

Comments:

Denise Downie

USFS, Lake Tahoe Basin Management Unit

35 College Drive

South Lake Tahoe, CA 96150

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David and Linda Coward

8189 Meeks Bay Avenue

Meeks Bay, CA 96142

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Monica

Last name: Cranston

Organization:

Title:

Comments:

Meeks Bay

Hello,

I, and my family, have been spending time in Meeks Bay since the early 1950's, and have had a residence there since the 1970's.

Meeks is a special place for us, and most importantly, for the people of the United States.

The Mission of the Forestry Service is "To sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations." Its motto is "Caring for the land and serving people."

Meeks Bay Marina was built in 1961, acquired by the Forestry Service in 1978. For seventeen (17) years, the Marina was an operational entity, as was the Resort Lodge at time of purchase. Also consider for almost sixty (60) years, the Marina continued to operate and serve almost 99% of the "people" of Meeks Bay, who enjoy the use of the Marina and miss it. The Forestry Service is considering a course of action that adversely affects the majority of the people.

Demolishing the Marina does not serve the "needs of present and future generations" and most definitely does not "serve the people".

The people of Meeks Bay happen to like, enjoy and use the Marina. To restore this land to the original use would violate most of the Mission of the Forestry Service.

Viewing a picture of the 1961 original site, an intelligent individual notices severe deposits around the opening (mouth) of the Meeks tributary.

Without the buffer of the Marina these deposits would again affect the clarity of the lake? Restoring the original use accomplishes what benefit for future generations, and has what affect on the community of Meeks Bay, who desperately need a reasonably priced Marina with a launch area.

The people of Meeks Bay never understood why the Marina was closed, talk was an evasive species had taken over in the Marina.

This was a partially correct statement, however, the true fact is that this evasive species does occupy Meeks Bay Marina and approximately a DOZEN other sites around the lake, including Emerald Bay.

The worst infected area is the Keys at South Lake, are you planning on closing the Keys also?

The real current problem, started after the WDR set in 1988, amended in 2005, 2011 2012 2014 2015 - all that was required was paving the parking lot and sloping away from the Marina into a filtered flood drainage, commonly called BMP.

Why didn't this happen? mismanagement by the Washoe Lessee and the Forestry Service?

Who is suffering?

"WE the people"

You, the Forestry Service, stand for the United States people, wherein the "people" have choices. You have eliminated our choices and violated our rights.

We the people need our voices heard. You are the caretaker.

Here are possible solutions:

1. Kill the evasive species, this process is about to start and should have started two years ago. Note this procedure was effective in Emerald Bay.
2. Pave the parking area, sloping away from the Marina's sidewith a curb on Marina's edge of the parking lot and install a filtered flood drainage to an outside basin on the resort side. Provide access to Highway 89 between existing bridge and existing block/brick wall at resort. Parking lot should be for Marina patrons only, not for the day users of the beach.
3. Reinforce/replace Marinas dirt walls, all sides of Marina with appropriate stone readymade cages.
4. Restore/replace all docking walkways and slips with more considerations for smaller ingress/egress balancing both sides of Marina.

Part of your single sided proposal calls for construction of a new boat launch- Why? A boat launch already exists and is located in the best safety situation at Lake Tahoe.

Additionally your proposal calls for a reconfiguration of campground circulation to accommodate autos with boat trailers, again a costly idea that most campers would absolutely reject and go elsewhere.

Additionally this part of your proposal calls for "reconfiguring and adding parking and trailer parking

Consider the cost of this new construction which by the way the Forestry Service has not provided any cost of project calculations.

These construction costs alone would probably cover all the costs of my proposal. The costs not yet addressed are the cost to convert back to original. Your proposal is considered a gross misuse of taxpayer's monies.

Why did the Forestry Service wait until October 10, 2018 for a public meeting when Forestry Service agreed to have a draft to the Lahontan Water Board by July 1, 2018?

The Forestry Service needs to comply with existing laws and disclose to all relative landowners the costs involved and any other potential resolutions to public use of Meeks Bay in it's entirety.

Please have a true public discussion and full disclosure.

Respectfully,

Monica Cranston

and family,

John Wallace

Scott Wallace

Matt Wallace

Enjoying Meeks Bay yearly since 1951, homeowners in Meeks Bay area since 1977

Date submitted (UTC-11): 10/13/2018 1:01:41 PM

First name: Bob

Last name: Damaschino

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: bobdamaschino@gmail.com

Phone:

Comments:

Comments on Meeks Bay Restoration Project

Good Afternoon Ms. Downie,

Thank you for the opportunity to comment on the Meeks Bay Restoration Project. I have been a board member of the League to Save Lake Tahoe for the past 12 years. I have also been a part time resident of on the west side of the Lake for the past 55 years. I am passionate about restoring and preserving the Lake and the Basin for future generations.

I fully support the restoration of Meeks Creek and the conversion of the marina area to its natural state. There are solid reasons why this effort makes sense. However, the addition of a 300' pier, boat launching area, and trailer parking does not make sense to me. The proposed area on the south end of the bay is a pristine beach used by many locals and campers for recreation and should remain that way. Why restore Meeks and yet add an infrastructure that opposes the restoration with boat traffic, trailers, and mooring? This does not make sense to me and I fail to see your rationale for these additions in your project proposal. In all honesty, what I do see is the creation of an environment like Chambers where boaters tie up to access food and too much liquor during the day. Who benefits from this?

I also oppose the addition of trailer parking because of life safety. Today, parking is at a premium at the park. With the addition of the bike path and construction we have already seen more and more cars using the roadside of 89W and a dirt lot on the east side of 89 for parking. This has created a dangerous situation for beachgoers crossing the street and for cyclists.

Please contact me if you have a rationale for building the pier and launch. I am very interested in your perspective.

Best,
Bob Damaschino

Date submitted (UTC-11): 10/4/2018 8:20:59 AM

First name: Nancy

Last name: Damaschino

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: ndamaschino@gmail.com

Phone:

Comments:

Comments on Meeks Bay Restoration Project

Ms. Downie,

I support most of the recommendations described in the project proposal. Restoration, invasive species eradication, and wildlife enhancements are welcome and needed. And the proposal outlines the need for these actions. What it does not do is present the need and the unintended consequences for the pier, boat launch and boat trailer parking. Given that the helpful comment section of the "How Can I Help Shape the Project" requests "supporting rationale", this needs to become part of the proposal.

The pier and supporting structures will decrease the size of an already well used beach. The waterfowl in the bay will also be impacted. The bay has families of Mergansers that will suffer as a result of the pier and boat traffic. There are enough marinas on the lake to handle day use. My family owns a boat that is moored in Homewood during the summer. Has there been a study that finds there is a need for day use piers? And is a bay the best option? As your report says, Meeks is unique because of Meeks creek. Once restoration is completed, does it make sense environmentally to then add boat traffic and the associated infrastructure? Again, who will benefit from this construction? The snack bar on the north side of the beach? Boaters who have lived without this pier to date? What is the rationale?

Thank you for accepting my comments. My contact information follows.

Nancy Damaschino
925-451-1405
521 Lakeridge Court
Meeks Bay

Date submitted (UTC-11): 10/23/2018 12:00:00 AM

First name: Christa

Last name: Deane

Organization:

Title:

Comments:

Meeks bay restoration

To whom it may concern,

I am a 30 year Tahoma local and I'm not planning on going anywhere. I have been going to the USFS side of Meeks Bay for 30 years. I usually go 20-30 times a year, I go there when friends come to visit and take my son and his friends there over the summer. I swim and paddle in the bay. Since the summers are getting hotter, I go for a swim in the late afternoon to cool down after work. I call it my little slice of heaven, and now I am worried. I went to the meeting on October 10th and I am putting in my 2 cents.

I do not want nor do I think we need more boat launching especially on that beach. It is the ONLY sandy swimming beach on the west shore. Sure I could go to the other side but I don't want to deal with the crowds. There is a different vibe between the sides, and although during peak season the USFS side is busy but never like the other side. I bring my own lunch and don't need a \$18 cheeseburger. The parking on the other side is not as convenient for paddle boards, or lugging beach bags to the beach after paying a day use parking fee. I purchase the beach pass so it makes it affordable as a local to use the beach on a regular basis. It is increasingly harder and harder to stay a local. To lose this beach may be the last straw for me.

I totally get the needs of restoring the stream, I never minded the marina, but it did bring in more boat noise than I liked. Having a pier and boat launch would totally change the swimming beach, as well as boaters blasting their speakers and taking away parking. The mellow vibe would be lost forever. I do know many people love to boat on Tahoe but why bring in another launching pad and ruin one of the only sandy swimming beaches on the west shore? The boaters pass plenty of marinas and launch sites that are closer to inspection sites anyway, how can we afford to man invasive species personal?

Regarding having the pier for safety reasons, I call BS. There are plenty of piers already boaters can safely get off the lake. We don't need more boat access we need the stream back to a natural state, and a quiet area for the beach and a safe swimming area for our kids. I am also not a fan of the improvements for the campgrounds, we have less and less tent camping and if they want to bring their RV they can go to the other side with the hamburgers.

Please keep me informed now that you have my email address, it was a bummer to hear of the project and meeting through facebook. A letter would have been better.

Thanks for your time,

Christa Deane

PO box 294

Homewood, CA 96141

Date submitted (UTC-11): 10/23/2018 12:00:00 AM

First name: George and Margaret

Last name: Degliantoni

Organization:

Title:

Comments:

Thank you for providing the public an guided tour on Oct. 10 of the proposed improvements to Meeks Bay. That is not often done. The staff was very receptive and the public was very appreciative. The proposed improvements are a major undertaking. Many of them long overdue and necessary.

My family (wife, daughter1 son and grandchildren) are full time residents of the Nest shore. Throughout the year we frequent Meeks Bay1 Sugar Pine Point, D. L. Bliss, Commons Beach etc. Meeks Bay being close to our homes, with it's easy access and sandy swimming beach, is our favorite recreational destination around the lake. My daughter was married at Kehlet Mansion at Meeks Resort. You mentioned you also shared your vows there. We can agree Meeks Bay is special.

Meeks Bay Restoration Project

The eradication of invasive species throughout the Meeks Bay Creek, Lagoon Marina, and Creek is a top priority. Removing marina infrastructure, restoring Meeks Bay Lagoon and improving habitat to the stream and meadow is a major step in the right direction. Maintaining the health of Lake Tahoe and it's tributaries is the #1 goal. I support the steps and proposals to return Meeks Creek to it's natural condition as described in the project proposal.

Recreational Use

The area south of Meeks Creek is heavily used by the public from mid June through Labor Day. Often the day use parking reaches capacity, forcing people to park along Hwy 89. This puts people in harm's way. Unsafe conditions for pedestrians exist as people cross the highway with their families and "beach toys" in tow. To get improved conditions and get families off the highway I would propose additional day use parking for cars. The Restoration Project Proposal is to eliminate 20% of the existing day use parking and to add boat and trailer parking. There is not room for this. It would compound the congestion making the situation impossible. Cars and boats would be backed up onto the highway. Even if a second entrance was added congestion would prevail.

The activities at South Meeks Beach are kayaking, stand up paddle board, floating on inner tubes, swimming and sand castle building. This is a 11 swimmers beach. There are few boat motor sounds or unpleasant distractions. People come to enjoy the peace and beauty of Meeks Bay. Motor boats in close proximity will not be compatible with beach goers. Loud speed boats, blaring sound systems from wake boats, and jet skis are not meant to be part of this scene.

The pier, boat launch and it's outbuildings are not needed on the south beach. The proposed location is on the designated "dog use" beach area. There are not many public accessible beaches on the west shore allowing dogs. Sugar Pine Point does not allow dogs on the beach. If a pier is needed I suggest the Meeks Resort beach. It is a larger area. However if the environmental health of the Lake Tahoe is the #1 priority it would be inconsistent to add a pier boat ramp and buoys. There will be an adverse impact on the lake with these additions.

The existing campground is quite small and not without problems. The camp sites are on top of one another. Often they share parking pads. The highway wraps around the campground. Highway road noise is a problem. Realignment of the campground to add space between camp sites is acceptable, even if there are fewer sites. It would add to the quality of the campground. The need for hook ups is unnecessary. Meeks Bay campground on the south side of the creek is not suitable for large RVs. There are hook ups and more space is available for large RVs at the Resort Campground on the north side of Meeks

Installing pedestrian connectivity routes and installing interpretive opportunities along the creek would be a welcomed sight.

Overall the area has been environmentally challenged by past practice. What we need to do now is reverse these mistakes. Let the lake breathe clean again. Allow the people to enjoy everything Meeks Bay has to offer.

Sincerely,

George and Margaret Degliantoni

From: Margaret Degliantoni <gmdeg@sbcglobal.net>
Subject: Meeks Bay
Date: Today at 7:07 PM
To: gmdeg@sbcglobal.net

George and Margaret Degliantoni
6645 McKinney Creek Road
Homewood Ca. 96141

LTBMU Forest Service
Atten. Jeff Marsolais, Forest Supervisor
35 College Drive
South Lake Tahoe, Ca. 96150

Re: Meeks Bay Restoration Project

Thank you for providing the public an guided tour on Oct. 10 of the proposed improvements to Meeks Bay. That is not often done. The staff was very receptive and the public was very appreciative. The proposed improvements are a major undertaking. Many of them long overdue and necessary.

My family (wife, daughter, son and grandchildren) are full time residents of the west shore. Throughout the year we frequent Meeks Bay, Sugar Pine Point, D. L. Bliss, Commons Beach etc. Meeks Bay being close to our homes, with it's easy access and sandy swimming beach, is our favorite recreational destination around the lake. My daughter was married at Kehlet Mansion at Meeks Resort. You mentioned you also shared your vows there. We can agree Meeks Bay is special.

Meeks Bay Restoration Project

The eradication of invasive species throughout the Meeks Bay Creek, Lagoon Marina, and Creek is a top priority. Removing marina infrastructure, restoring Meeks Bay Lagoon and improving habitat to the stream and meadow is a major step in the right direction. Maintaining the health of Lake Tahoe and it's tributaries is the #1 goal. I support the steps and proposals to return Meeks Creek to it's natural condition as described in the project proposal.

Recreational Use

The area south of Meeks Creek is heavily used by the public from mid June through Labor Day. Often the day use parking reaches capacity, forcing people to park along Hwy 89. This puts people in harm's way. Unsafe conditions for pedestrians exist as people cross the highway with their families and "beach toys" in tow. To get improved conditions and get families off the highway I would propose additional day use parking for cars. The Restoration Project Proposal is to eliminate 20% of the existing day use parking and to add boat and trailer parking. There is not room for this. It would compound the congestion making the situation impossible. Cars and boats would be backed up onto the highway. Even if a second entrance was added congestion would prevail.

The activities at South Meeks Beach are kayaking, stand up paddle board, floating on inner tubes, swimming and sand castle building. This is a "swimmers" beach. There are few boat motor sounds or unpleasant distractions. People come to enjoy the peace and beauty of Meeks Bay. Motor boats in close proximity will not be compatible with beach goers. Loud speed boats, blaring sound systems from wake boats, and jet skis are not meant to be part of this scene.

The pier, boat launch and it's outbuildings are not needed on the south beach. The proposed location is on the designated "dog use" beach area. There are not many public accessible beaches on the west shore allowing dogs. Sugar Pine Point does not allow dogs on the beach.

If a pier is needed I suggest the Meeks Resort beach. It is a larger area. However if the environmental health of the Lake Tahoe is the #1 priority it would be inconsistent to add a pier boat ramp and buoys. There will be an adverse impact on the lake with these additions.

The existing campground is quite small and not without problems. The camp sites are on top of one another. Often they share parking pads. The highway wraps around the campground. Highway road noise is a problem. Realigning the campground to add space between camp sites is acceptable, even if there are fewer sites. It would add to the quality of the campground. The need for hook ups is unnecessary. Meeks Bay campground on the south side of the creek is not suitable for large RVs. There are hook ups and more space

is available for large RVs at the Resort Campground on the north side of Meeks Creek.

Installing pedestrian connectivity routes and installing interpretive opportunities along the creek would be a welcomed sight.

Overall the area has been environmentally challenged by past practice. What we need to do now is reverse these mistakes. Let the lake breathe clean again. Allow the people to enjoy everything Meeks Bay has to offer.

Sincerely,

George and Margaret Degliantoni

Handwritten signature of George and Margaret Degliantoni in blue ink. The signature is written in a cursive style, with 'George' and 'Margaret' on the top line and 'Degliantoni' on the bottom line.

Date submitted (UTC-11): 10/27/2018 12:00:00 AM

First name: Ray

Last name: Dito

Organization:

Title:

Comments:

Meeks Bay Restoration Comments

To Whom it may concern;

The Meeks bay resort marina is a key component of West Shore recreation opportunities and has been for several generations. This location should be maintained and upgraded as it is a much used center of beach and watercraft activities. Thousands of seasonal visitors make use of this site. The harbor is part of this site and its recent closure has disrupted not only seasonal visitors, but also those residents who make year round use as access to the lake(despite Washoe mismanagement.

I strongly support any effort to maintain this site and any effort to improve it. As a resident of Glenridge, the closest residential community other than Rubicon Estates, I am a regular user of Meeks Bay and all it has to offer.

Sincerely,

Ray Dito

413 Sunnyview Dr.

Meeks Bay, CA

96142



Date submitted (UTC-11): 10/26/2018 12:04:00 PM

First name: andrea

Last name: driscoll

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: araymeric@yahoo.com

Phone:

Comments:

Meeks Bay Restoration

Good Afternoon!

Meeks Bay has been part of our family for over 70 years. The Forest Service side has been our "go to beach" for countless family get togethers. With parking close to the beach, the restrooms, the picnic tables and barbecues the needs of everyone from age 6 weeks to 90 years are met.

The quiet simplicity of this beach is what makes it so appealing. This space provides optimum recreational opportunities for the multi generational, multi cultural, and multi socio/economic groups of people that come to Meeks Bay. These opportunities include an unrestricted view of the bay and lake, room for children (and adults) to safely swim/play, calm waters for kayaks and other floaties, campsites, picnic tables and so on.

I believe that building a pier and boat launch at the south end of the beach will severely impact the current beauty and tranquility of the bay. The addition of extra cars, boat trailers, boats being launched, boats motoring to and from the pier, will create an atmosphere of noise and activity that doesn't suit the setting.

This proposal gives a highly disproportional advantage to boat owners while significantly negatively impacting the beach going experience. And the beach-goers outnumber the boat users by a large margin. This seems to be catering to the affluent (owning and renting boats at Tahoe is expensive to say the least) at the expense of preserving the options of regular families who only ask for a tranquil beach to picnic.

If you go there regularly as we do, it's clear that Meeks Bay is already operating at capacity during the summer months. On the resort side reservations for lodging and campsites must be made well in advance. The beach south of the creek often has a full parking lot during the month of July, from early morning until sunset. With the higher lake level finding space on either beach to set up an umbrella or lay down your towel can be an issue.

I fully support all actions required to restore a healthy ecosystem to Meeks Bay, the lagoon, and the creek. Removing the marina infrastructure and adding a pedestrian bridge over the creek would benefit both the natural and human environment. I would love to see the two sides of Meeks connected. I have fond memories of crossing over the marina docks - it is a shame they caused so much environmental damage.

Thank you for the opportunity to voice my opinion.
Sincerely,

Andrea Aymeric Driscoll
<x-apple-data-detectors://2/1> 201 Marshall St. Apt. 621
Redwood City, CA 94063
(831) 600-6509
Araymeric@yahoo.com

Co-owner of
<x-apple-data-detectors://3> 7181 3rd Ave.
Tahoma, CA 96142

Sent from Yahoo Mail for iPad

Date submitted (UTC-11): 10/24/2018 12:14:55 PM

First name: Leann

Last name: Dyer

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: tahoeleann@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration Project

Hi,

My name is Ruth Dyer, I have been a year round resident to Tahoma since 1984.

Myself friends and family go to Meeks Bay campground Beach ever summer as much as possible every summer. I have had a beach pass every year for the past 10 years. Have camped at the Meeks Bay Campground on several occasions throughout the last 34 years.

What I have noticed over the years. Is more and more people.

Now a days if your not in the parking lot by 10:00a.m. your not getting a parking spot. I wish to not bring more people to an already small area that is already over flowing with locals and vacationers.

Have to say the last few years WITHOUT Boats motoring back and forth thru the marina has been GREAT. No wake/waves No noise. It really is a treat.

Everyone I have spoke to agrees. And have loved that it is a small quiet safe family area.

People appreciate a quiet corner of the lake. No Boats No Motorized anything. PLEASE!

I would agree having the creek repaired brought back to natural is necessary. Supporting mother nature is needed.

Protecting the fish, the birds and adding bat houses, allowing the geese the ducks Is all very necessary.

I cant imagine how building a 300 foot pier inviting in and creating a space for motorized vessels, adding buildings putting in parking lots and tearing out trees and the forest floor that it will keep it clean and clear. Please Think about it.

There are several piers and boat slips just 3 miles down the road in Homewood and then in Tahoe City 8 Miles down the road and so on.

My request would be

*Repair the creek area

*Correct the inlet from creek to lake

*Remove All Old Marina Debris

*No Pier

- *No Marina
- *No Boat Parking
- * Adding a pedestrian/bike bridge between Meeks Resort and Meeks Campground
- *Repair Existing parking area at the Resort side
- *Leave the existing kiosk as is at the Campground side.
- *Do not add Hooks Ups at Campground side. There are Hooks Up at the Resort Side.
- *Add a Concession for NON motorized rentals, Kyak, Canoe, Stand Up Paddle Boards, Paddle Boats at the Resort side

My Goal and Everyone I have spoken to is
To Please Leave Meeks Bay Campground as is nostalgic with Old Tahoe Charm. A NON Motorized vessels a swim camp beach area.

If a Pier and Marina is absolutely necessary I vote to have them both placed on the very North side of the Resort side.
This side already has more parking. Camping Hook Ups and More beach. A Bigger campground with RV sites and Cabins.

Adding all items to the camp ground side will just be mass take over of the small area.

I look forward to hearing from you and to being notified of the motion with this project.

Thank You,
Ruth L Dyer
530-525-5700
tahoeleann@sbcglobal.net

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Ruth

Last name: Dyer

Organization:

Title:

Comments:

Meeks Bat Retoration Projecr

Hi,

My name is Ruth Dyer, I have been a year round resident to Tahoma since 1984.

Myself friends and family go to Meeks Bay campground Beach ever summer as much as possible every summer. I have had a beach pass every year for as long as I can remember.

Have camped at the Meeks Bay Campground on several occasions throughout the last 34 years.

What I have noticed over the years. Is more and more people. Over crowding.

Now a days if your not in the parking lot by 10:00a.m. your not getting a parking spot. I wish to not bring more people to an already small area that is already over flowing with locals and vacationers.

Have to say the last few years WITHOUT Boats motoring back and forth thru the marina has been GREAT.

No wake/waves No noise. It really is a treat. A very safe quiet and friendly environment for family's

Everyone I have spoken to agrees. And have loved that it is a small quiet safe family area.

People appreciate a quiet corner of the lake. No Boats No Motorized anything. PLEASE!

I would agree having the creek repaired brought back to natural is necessary. Supporting mother nature is needed.

Protecting the fish, the birds and adding bat houses, allowing the geese the ducks Is all very necessary.

I cant imagine how building a 300 foot pier inviting in and creating a space for motorized vessels, adding buildings putting in parking lots and tearing out trees and the forest floor that it will keep it clean and clear and back to nature. Please Think about it.

There are several piers and boat slips just 3 miles down the road in Homewood and then in Tahoe City 8 Miles down the road and so on.

My request would be

*Repair the creek area

*Correct the inlet from creek to lake

*Remove All Old Marina Debris

*No Pier

*No Marina

*No Boat Parking

* Adding a pedestrian/bike bridge between Meeks Resort and Meeks Campground

*Repair Existing parking area at the Resort side

*Leave the existing kiosk as is at the Campground side.

*Create a new kiosk at the resort side.

*Do not add Hooks Ups at Campground side. There are Hooks Up at the Resort Side.

*Add a Concession rentals for NON motorized rentals, Kyak, Canoe, Stand Up Paddle Boards, Paddle Boats at the Resort side, sun umbrellas.

My Goal and Everyone I have spoken to is

To Please Leave Meeks Bay Campground as is nostalgic with Old Tahoe Charm. A NON Motorized vessels a swim camp beach area.

If a Pier and Marina is absolutely necessary (and it is not) I vote to have them both placed on the very North side of the Resort side.

This side already has more parking. Camping Hook Ups and More beach. A Bigger campground with RV sites and Cabins.

Adding all items to the camp ground side will just be mass take over of the small area.

I look forward to hearing from you and to being notified of the motion with this project.

Thank You,

Ruth L Dyer

530-525-5700

tahoeleann@sbcglobal.net

Date submitted (UTC-11): 10/23/2018 12:00:00 AM

First name: Frank

Last name: Elliott

Organization:

Title:

Comments:

Meeks Bay Restoration Project

Please see attached PDF letter for comments regarding the Meeks Bay Restoration project. Kindly acknowledge receipt of this email. Thanks,

Frank Elliott (owner of second home south of the site)

419 Jackson St, San Mateo, CA 94402

also: 8192 Meeks Bay Avenue

650 - 347 - 7006

Denise Downie

USFS, Lake Tahoe Basin Management Unit 35 College Drive

South Lake Tahoe, CA 96150

Dear Denise-

This letter is in response to the [ldquo]Proposed Action for the Meeks Bay Restoration Project[rdquo]. We are owners of the second house south of the proposed new pier and ramp. Accordingly, the proposed plans will have a direct impact on our enjoyment of Meeks Bay, and affect the value of our home.

The proposed pier installation and boat ramp interferes with an area where many swim, kayak, paddleboard, and scuba dive, sail, etc. Presumably, the Forest Service is pushing the pier and the ramp to the south to avoid interference with the rest of FS Meeks Bay Property. We hope you appreciate why homeowners would not welcome a facility adjacent to our properties. It will diminish views, increase boat and car traffic, increase noise, etc., and diminish the re-sale value of our homes. Operating a boat ramp adjacent to our homes, which will likely start in the early morning hours, transforms an essential residential setting to a commercial site.

Adding a 300-foot pier (and ramp) to the area is substantial, changes the character and look of the area, and is not consistent with maintaining the natural beauty of the lake. There are only 5 private homes to the South of Meeks Bay that are actually located on the Bay. Should the project proceed, it seems the USFS should offer compensation to the owners of those properties, for the expected decline in our property values. If not, the adjacent homeowners unfairly bear a portion of the project cost, without any corresponding benefit.

The proposed action does not include any estimates for the cost of the restoration project, nor any estimate for the ongoing costs of maintaining the improvements, including the boat ramp and pier. Upkeep at Meeks Bay Resort has lacked over the years, and what guarantees can be made that adequate funds will be available to manage and maintain the new proposed facilities? With the previous existing marina, stowage fees offered a revenue source. The new plan does not indicate any likely source of significant revenues. Does the project include a budget for compensating the adjacent homeowners for the adverse effect on our values? Is the plan to increase taxes on the local homeowners? If so, the very people who are most likely to object to the project are being asked to help fund it.

Prior to purchasing our home 11 years ago, we frequently rented at Meeks Bay Resort. The marina was integral to our enjoyment of the resort, as overnight boat storage is important for recreational activities, such as water skiing starting at 7am or before. Boat storage is severely limited on the lake. Boat ramps are not a solution (limited hours of operation, necessity of a trailer, storage of the trailer while the boat is in use, etc.). I believe the USFS should look at options for addressing the ecological system that would also include a marina at its previous location. While it would personally benefit me to have no marina, I think unfair to those who are

not lucky enough to own/rent properties with buoys. Who represents those stakeholders? Where are those boats coming from that wish to land at the Meeks Bay Pier? Eliminating the marina simply pushes the problem of boat storage to other portions of the lake.

The focus of this project seems primarily to restore the hydrologic function and process of the Meeks Bay lagoon and associated floodplain. Part of the cost of this improvement is to degrade the appearance of the Lake (large pier and boat ramp visible from afar), that will severely reduce the beauty/enjoyment of the lake for many. Who is the constituency that wants more wetlands, and more development on the lake? I would guess not many, and not many that are frequent users of the Lake. From your supporting documentation, it seems the supporting constituency is perhaps environmental groups, the FS itself, and a small Indian Tribe with limited presence on the Lake.

I do not feel qualified to comment on all the environmental goals of the project, and guess that is true for the majority of homeowners in the area, as well as the public. Here are some added questions that I would like addressed.

* Are the identified needs of the project quantifiable and measurable? Without quantifying the goals, and putting a dollar value on them, the USFS has no real accountability for measuring success. Can the goals be achieved through other means, such as pushing the flood plain to the west of HWY 89, or diverting the water around the marina location?

* Are the plans for new pier and boat ramps in conformance with TRPA guidelines for shore zone development?

* How many more fish are expected to pass through the SR 89 crossing as a result of the project? Are there other ways to accomplish this goal?

* To what extent do the current populations (in Meeks Bay) of terrestrial and aquatic invasive plant and animal species contribute to the overall problem for Lake Tahoe, and how much will this project contribute towards solving the problem? How will that be measured? Will this project make a significant dent in the overall problem or just a minor improvement? Will the FS also work to eliminate other marinas around the lake that bring pollution and other problems? If not, why unfairly single out Meeks Bay Marina?

Please re-consider the current direction of your project, and find a solution that has less impact on the adjacent neighbors, and less impact on the beauty of our Meeks Bay.

Frank Elliott

Frank Elliott 419 Jackson Street San Mateo, CA 94402-2224
FCElliott@gmail.com 650-347-7006

Denise Downie
USFS, Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150

Dear Denise-

This letter is in response to the "Proposed Action for the Meeks Bay Restoration Project". We are owners of the second house south of the proposed new pier and ramp. Accordingly, the proposed plans will have a direct impact on our enjoyment of Meeks Bay, and affect the value of our home.

The proposed pier installation and boat ramp interferes with an area where many swim, kayak, paddleboard, and scuba dive, sail, etc. Presumably, the Forest Service is pushing the pier and the ramp to the south to avoid interference with the rest of FS Meeks Bay Property. We hope you appreciate why homeowners would not welcome a facility adjacent to our properties. It will diminish views, increase boat and car traffic, increase noise, etc., and diminish the re-sale value of our homes. Operating a boat ramp adjacent to our homes, which will likely start in the early morning hours, transforms an essential residential setting to a commercial site.

Adding a 300-foot pier (and ramp) to the area is substantial, changes the character and look of the area, and is not consistent with maintaining the natural beauty of the lake. There are only 5 private homes to the South of Meeks Bay that are actually located on the Bay. Should the project proceed, it seems the USFS should offer compensation to the owners of those properties, for the expected decline in our property values. If not, the adjacent homeowners unfairly bear a portion of the project cost, without any corresponding benefit.

The proposed action does not include any estimates for the cost of the restoration project, nor any estimate for the ongoing costs of maintaining the improvements, including the boat ramp and pier. Upkeep at Meeks Bay Resort has lacked over the years, and what guarantees can be made that adequate funds will be available to manage and maintain the new proposed facilities? With the previous existing marina, stowage fees offered a revenue source. The new plan does not indicate any likely source of significant revenues. Does the project include a budget for compensating the adjacent homeowners for the adverse effect on our values? Is the plan to increase taxes on the local homeowners? If so, the very people who are most likely to object to the project are being asked to help fund it.

Prior to purchasing our home 11 years ago, we frequently rented at Meeks Bay Resort. The marina was integral to our enjoyment of the resort, as overnight boat storage is important for recreational activities, such as water skiing starting at 7am or before. Boat storage is severely limited on the lake. Boat ramps are not a solution (limited hours of operation, necessity of a trailer, storage of the trailer while the boat is in use, etc.). I believe the USFS should look at options for addressing the ecological system that would

Frank Elliott 419 Jackson Street San Mateo, CA 94402-2224

FCElliott@gmail.com 650-347-7006

also include a marina at its previous location. While it would personally benefit me to have no marina, I think unfair to those who are not lucky enough to own/rent properties with buoys. Who represents those stakeholders? Where are those boats coming from that wish to land at the Meeks Bay Pier? Eliminating the marina simply pushes the problem of boat storage to other portions of the lake.

The focus of this project seems primarily to restore the hydrologic function and process of the Meeks Bay lagoon and associated floodplain. Part of the cost of this improvement is to degrade the appearance of the Lake (large pier and boat ramp visible from afar), that will severely reduce the beauty/enjoyment of the lake for many. Who is the constituency that wants more wetlands, and more development on the lake? I would guess not many, and not many that are frequent users of the Lake. From your supporting documentation, it seems the supporting constituency is perhaps environmental groups, the FS itself, and a small Indian Tribe with limited presence on the Lake.

I do not feel qualified to comment on all the environmental goals of the project, and guess that is true for the majority of homeowners in the area, as well as the public. Here are some added questions that I would like addressed.

- Are the identified needs of the project quantifiable and measurable? Without quantifying the goals, and putting a dollar value on them, the USFS has no real accountability for measuring success. Can the goals be achieved through other means, such as pushing the flood plain to the west of HWY 89, or diverting the water around the marina location?
- Are the plans for new pier and boat ramps in conformance with TRPA guidelines for shore zone development?
- How many more fish are expected to pass through the SR 89 crossing as a result of the project? Are there other ways to accomplish this goal?
- To what extent do the current populations (in Meeks Bay) of terrestrial and aquatic invasive plant and animal species contribute to the overall problem for Lake Tahoe, and how much will this project contribute towards solving the problem? How will that be measured? Will this project make a significant dent in the overall problem or just a minor improvement? Will the FS also work to eliminate other marinas around the lake that bring pollution and other problems? If not, why unfairly single out Meeks Bay Marina?

Please re-consider the current direction of your project, and find a solution that has less impact on the adjacent neighbors, and less impact on the beauty of our Meeks Bay.



Frank Elliott

419 Jackson Street San Mateo, CA 94402-2224

650-347-7006

Or 8193 Meeks Bay Avenue

Date submitted (UTC-11): 10/27/2018 6:41:52 AM
First name: Travis
Last name: Falls
Organization:
Title:
Official Representative/Member Indicator:
Address1:
Address2:
City:
State:
Province/Region:
Zip/Postal Code:
Country:
Email: travisfalls@hotmail.com
Phone:
Comments:
Fw: Meeks Bay Restoration Project

From: Travis Falls
Sent: Friday, October 26, 2018 4:22 PM
To: comments-pacificsouthwest-itbmu@fs.fed.us
Subject: Meeks Bay Restoration Project

To whom it may concern,

My name is Travis Falls and I grew up in the Meeks Bay/Rubicon area. I have spent more time than most either at the resort or on boat in the bay. I worked at Action Water Sports at the marina for two years and many of my friends worked at the Washoe Resort. Suffice it to say, I have a vested interest in what happens to this area.

The new pier and launch ramp would be great for the resort. Since there are very few places to seek safe harbor during storms or emergencies on west shore, a pier would be beneficial for boater safety. However, putting the pier on the south end of the Forest Service side of the resort would change the entire dynamic of the beaches. The Washoe beach is typically the place where the younger, rowdy crowd sets up. The beach is larger and can handle more people. The Forest Service beach (we call it Ski Beach) is primarily for families and the older crowd. Putting a launch ramp and pier on this side would draw much more foot traffic, which would disrupt the family/party separation.

Building the launch ramp on the south side would also force customers to travel through both beaches to get to the concession stands on the Washoe side. The launch ramp would take up more space to allow trailers to be pulled in, which would limit the already very limited number of parking spots. This will force more families to park out on 89 and walk their kids into the resort from the highway.

Alternatively, putting the launch ramp just north of the marina's entrance channel make more sense. This way, customers could use the existing path (previously used for the launch ramp inside the marina) and launch their boats directly into the lake. This location of the pier will allow easier boat access and customers would be closer to the concession stands.

The addition of buoys in the bay concerns me. The bay is very small to begin with. Adding more obstacles that will cramp the bay will only promote reckless maneuvers by boats pulling tubes and others water sports by the beach.

Thank you for taking the time to consider my opinion. If I can give any more insight into the restoration of the resort, please feel free to reach out at (707) 694-6027.

-Travis Falls

8535 Alice Ln
Tahoma, Ca



Date submitted (UTC-11): 10/27/2018 6:41:52 AM
First name: Travis
Last name: Falls
Organization:
Title:
Official Representative/Member Indicator:
Address1:
Address2:
City:
State:
Province/Region:
Zip/Postal Code:
Country:
Email: travisfalls@hotmail.com
Phone:
Comments:
Fw: Meeks Bay Restoration Project

From: Travis Falls
Sent: Friday, October 26, 2018 4:22 PM
To: comments-pacificsouthwest-itbmu@fs.fed.us
Subject: Meeks Bay Restoration Project

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The addition of buoys in the bay concerns me. The bay is very small to begin with. Adding more obstacles that will cramp the bay will only promote reckless maneuvers by boats pulling tubes and others water sports by the beach.

Thank you for taking the time to consider my opinion. If I can give any more insight into the restoration of the resort, please feel free to reach out at (707) 694-6027.

-Travis Falls

8535 Alice Ln
Tahoma, Ca

Date submitted (UTC-11): 10/21/2018 11:29:48 AM

First name: Cindy

Last name: Ferrera

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: cindyf@sonic.net

Phone:

Comments:

Meeks Bay Restoration

Jeff Marsolais: Forest Supervisor

Thank you much for the informative walk through of Meeks Bay Resort, I attended on October 10th.

My family camped at Meeks every summer, all summer, beginning in the summer of 1948, until the resort was sold.

I've attached a photo of my family in a boat in the creek which one year later became the Marina. (I'm the baby in the photo). This was taken in 1957.

I love the Lake Tahoe and Meeks Resort more than I can describe. This is why I'm eager to be of any assistance I can with regard to its restoration.

I now own a cabin in Meeks Bay Vista. My family spends every summer (and some of the winter) there. We are fortunate to have a community pier and buoy for our boat. We know the area well, including the bay itself where we boat, ski etc. My boys had been employed for several years, by Action Water Sports and worked the boat rentals etc. in the once Marina.

My main interest is in keeping it environmentally healthy and protected. My second interest is in establishing, once again, a true family resort. My father worried that one day Lake Tahoe would only be accessible to the wealthy. I believe that without great expense and excessive structural development, the resort can again be what it was. A magical place for families.

I will list some of my thoughts after attending the meeting:

1. Pier

I love the idea of there being a pier. It is dangerous for our side of the lake to have no safe harbor for storms. We all know how quickly the weather can change and have many times, needed to get to safety. When the water was low, our small pier was inaccessible. We had a girl on board who broke her leg. We tried to dock and get her help at a private pier in Rubicon Bay. We were not allowed.

I'm not sure the placement proposed for the pier, south side of ski beach, is the best idea. I think it will be too congested with regard to launching boats, and all the traffic, parking etc. I'm also guessing the home owners next to it will have a problem with the noise.

My thought it to put the new pier where the old one used to be. That is directly in front of the snack shack on the other beach. That area can handle the traffic, parking and foot traffic. People can go from their boats to the lodge to buy groceries, ice etc. Buy food at snack shack. You can cordon off swim areas on each side and have boat docking only to second half of the pier to keep boat the required distance from shore. I think if possible, we should see if there is a way to keep the boat launch where it is now, in the "marina". I understand that there are environmental concerns with the marina so this may not be possible.

2. Campground

Expanding and sprucing up the campground would be great. Maybe put in Showers for camping quests. It would be great to have some organized events for campers. Perhaps an area where there could be talks on conservation, Washoe history etc. Perhaps movies at night on outdoor screen.

3. Bridge

Building a new bridge across the creek would be great for campers access to concessions on lodge side of resort

4. Marina

Having the marina was wonderful but I do understand there are environmental concerns. Its my hope that in time, rebuilding a marina would be possible. Once again, for safe harbor concerns. Also because if you don't own a lake front or a bouy, average families have to pull their boats out everyday after use. Seems that means more wear and tear on lake and more traffic, not to mention a huge expense and inconvenience for families.

5. Creek

I,m happy to see concern and bringing back the creek to it's natural state. Not sure how that coordinates with my hope for new marina.

6. Lodge

I would love to see the now "lodge" turned into an actual lodge that sold groceries, coffee, had internet.. I know this is beyond the scope of this meeting and has to do with concession contracts. I understand there could be changes in the future.

I'm excited about the potential for Meeks Bay during and after the restorations. Several of us met after the meeting and discussed additional ideas. We'd happy to share our thoughts with you when the time is right.

Sincerely,

Cindy Ferrera

441 Country Club Drive

Santa Rosa Ca 95401

8535 Alice Lane. Meeks Bay

707 5259067



Date submitted (UTC-11): 10/25/2018 12:46:43 PM

First name: Bertie

Last name: Freeberg

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: bertiefreeberg@comcast.net

Phone:

Comments:

Meeks Bay Restoration

Thank you for the opportunity to comment on the Meeks Bay Restoration Project. Unfortunately, I was unable to attend the public scoping session on 10/10/18.

I am a resident of Meeks Bay (8450 Meeks Bay Avenue) for 60 years. I am very familiar with the resort, forestry service campground and beaches.

I am pleased to learn that a new and improved pedestrian/bicycle pathway (bridge) is planned to be installed over Meeks Creek near the old Marina. This is important because access to and from the resort across the creek is a prescriptive easement which existed for many years before the Marina docks and pedestrian access were removed recently. Currently, the only access to the resort facilities from the forest service campground is via walking along Hwy 89. This is dangerous due to no sidewalk or bike path adjacent to the highway. Cars parked along the highway between the resort and forest service campground, especially during the summer, makes it very dangerous for pedestrians trying to travel from one facility to the other.

In accordance with your "How can I help shape the project", I will comment using this format to be most helpful by answering the questions you have provided regarding the proposed pier and boat ramp only:

1. What are the effects of the proposed pier & boat ramp on wildlife, plants, water quality, recreation, etc. Are the effects positive or negative?

Response:

Recreation/Safety: I have concerns regarding the public safety of both boaters and non-boaters recreating in close proximity. Over the years I have witnessed severe injuries and deaths from motor boats colliding into swimmers, paddle boarders, and other non-motorized water craft near the entrance to the Meeks Bay Marina. As you know, Meeks Bay Resort and Campers Beach has become overpopulated during the summer. Paddle boarding, swimming, kayaking and small children on floating devices is much more prominent within this calm bay within a bay.

Although TRPA's Shoreline Plan will require "a 200 ft no-wake zone around piers, buoy & other structures and a 100 no-wake zone around swimmers and non-motorized vehicles", I know as a fact that this regulation will not be followed by boat owners/renters due to inexperience, lack of consideration and/or intoxication. The "no-wake zones" will be difficult to enforce.

Water Quality: The proposed pier & boat ramp is close to the mouth of Meeks Creeks which is a water way to the lake. Extensive environmental improvements are proposed in this project to protect the creek and restore to it's natural condition and provide an improved ecosystem for native species and vegetation. Some of these environmental improvements are now completed, such as removal of the old Meeks Bay Marina). Installing a pier up to 300 ft. for motor boats and mooring seems contradictory to protecting the water quality, stream channel, lagoon, and native species habitat of Meeks Creek and the lake.

2. Does the proposed action adequately address the purpose and need for the project?

Response: No. A pier and boat ramp does not adequately address the purpose and need for the project -which is primarily to restore Meeks Creek to its natural state and make other environmental improvements and best management practices to the surrounding area.

3. Are there unintended consequences from the proposed action?

Response: See #1 above. The proposed pier & boat ramp is a danger to public safety and should not be located adjacent to two family recreational/swimmers beaches within a calm bay.

Also, the resort's lodging units and campsites (including Forest Service campground sites) are adjacent to the lake, unlike Camp Richardson and Sugar Pine Point whose campgrounds are located on the other side of Hwy 89. The proposed pier/boat ramp is too close to the existing campgrounds and resort's lodging units. Is there a noise ordinance with a public pier and boat ramp so close to public campgrounds and lodging units?

4. Are there alternatives to the proposed action that should be considered because they can better provide a positive benefit to one resource while not causing negative impacts on other resources (wildlife, plants, water quality, recreation and other social resources).

Response: The "alternative" measure

that would benefit all other resources is to not install a public pier and boat ramp. There is no "need" for this.

For many years the public has enjoyed the family recreational activities that the resort and Forest Service facilities provide along this calm bay. Taking the pier/boat ramp out of the project plans "provides a better solution that prevents unintended consequences" not only to the lake itself but to the health and safety of the public who come to enjoy Meeks Bay Resort and the U.S. Service campgrounds.

Please keep me informed on the status of this project.

Thank you,
Roberta ("Bertie") Freeberg
from my iPhone

Date submitted (UTC-11): 10/22/2018 12:06:58 PM

First name: Craig

Last name: French

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: craig@frenchrg.com

Phone:

Comments:

Meeks Bay Restoration Project

To: USFS Lake Tahoe Basin Mgmt Unit, Tahoe Regional Planning Agency, Lahontan Regional Water Quality Control Board:

We are property owners at 8274 Meeks Bay Avenue, just south of this proposed project.

My comments will be brief for emphasis:

We support the removal of the marina and restoration of the lagoon and associated environmental improvements.

We strongly oppose the two lane boat ramp, the 12-18' wide and 300' long pier as well as the boat trailer parking area.

What are you thinking? A 300' long pier? Where does this idea come from? The associated day use auto and boat traffic this will generate in this small pristine bay is excessive and unwarranted. Why do you propose degradation projects, the pier and ramp, when the objective should be environmental protection and restoration of the lagoon and surrounding area. If this ramp, pier and parking is intended to appease then you are mistaken. Remove the marina, restore the lagoon and leave it at that.

Thank you.

Craig and Mimi French
8274 Meeks Bay Avenue

Sent from my iPad

Date submitted (UTC-11): 10/22/2018 12:06:59 PM

First name: Craig

Last name: French

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: craig@frenchrg.com

Phone:

Comments:

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Thank you.

Craig and Mimi French
8274 Meeks Bay Avenue

Sent from my iPad

Date submitted (UTC-11): 10/26/2018 7:31:41 PM

First name: Lynn

Last name: Gallagher

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: lgallagher91@gmail.com

Phone:

Comments:

Meeks Bay Restoration - Please reconsider and stop this plan

Good evening,

Thank you for the opportunity to submit comments regarding the Meeks Bay Restoration plan. For nearly 50 years, my family and I have been part time and full time residents of Meeks Bay and we were shocked and saddened to hear of the proposed plan. Even on short notice, my husband and brother were able to join the October 10th tour to try to better understand the proposal, but sadly the tour was not as informative as we would had hoped.

Our perspective is that not only will this plan cause an irreversible loss of undeveloped and pristine beach area, it will forever change the face of the bay and the camp areas with more buildings and supporting structures and more pavement. Do we really need this? I think we can do better for our kids. Mine were lucky enough to have spent every summer growing up in Meeks Bay and playing on the beach and rocks with our dog Ginger, right where the proposed pier would sit. I'd like to think other generations and family's could enjoy the same for years to come if we can drop this plan.

Aside from my personal thoughts and the negative aesthetics of a 300 foot pier protruding out of the bay, there is a much bigger concern. And it's a big one that shouldn't be taken lightly.

The most critical loss with this plan will be the loss of the safe harbor. Over the years there have been untold numbers of boaters saved during east winds and lightning storms that, as I'm sure you know, can kick up with little or no warning. There are only a handful of safe harbors that allow boaters to get off the lake and there are none, other than Meeks Bay, all the way from Obexer's in Homewood down south to the Tahoe Keys. This is a tragic loss that could be avoided if alternative plans can be considered. And I believe there are options.

Within the proposal there is a section that talks about possible alternatives including reconstructing the existing marina and supporting infrastructure.

Questions on this:

*Is there an existing plan or proposal for this option? If so, can this be shared to the public as an alternative?

*Has there been a cost analysis and impact study done for reconstructing the existing marina as compared to the proposed restoration project?

*What is the cost for the pier proposal and from where will the funds be drawn?

Clearly, a lot of time, money and effort has been invested in the design of the proposed plan and I'm certain alternatives have been researched prior to publicizing this proposal so why not share that data? Sadly, and I hope I am wrong, but my hunch is this proposal is already in process and perhaps the welcoming of feedback is only to allay opposition.

Another question I have is how does a new pier, visible from the road and from the lake, fit in with the TRPA's "Scenic Regulations" as compared to the option of having the launch and moorings housed within the protected view of the existing marina? Why are the rules different for a homeowner who wants to build a new pier or disrupt the scenic corridor? <http://www.trpa.org/permitting/scenic-regulations/> A 300-foot pier with room for "10 to 20 boats" seems to be outside the lines of what would be best for Lake Tahoe's future.

At the following link, there is a Capital Public Radio story from May 7th, 2018 that talks about the Tahoe Shoreline Plan which adds 10 public piers, but it also says existing marinas could become categorized as "clean marinas" if steps to control invasive species and pollution are taken. Is this a possible option for Meeks

Bay? If not, why? <http://www.cpradio.org/articles/2018/05/07/lake-tahoeshoreswouldchangeincludingmorepiersundernewproposal/>

The language in the proposal suggest a massive amount of construction and years of disruption including rerouting the stream. Language like, "Marina office and restrooms designed for the capacity of both the pier and boat launch use" are very vague. I would like to be provided with more specifics on just how much of the resort will be paved over instead of non-specific word choices such as "sized to meet the capacity of the pier and boat ramp".

Section 11 talks about a waste dump station. Where will this be? I don't see it highlighted on the map. That would be good to know.

My vote is to restore the marina including the boat slips, many of which were rented year after year by non-Tahoe residents who come to the lake to enjoy it for the summer. We belong to the Meeks Bay Yacht club which has had a charter for nearly 20 years and many of the members are sailors like ourselves.

Unfortunately, there are no options with no other slips available anywhere on Lake Tahoe.

If I could leave you with just one most important vision, it is this. I was a lifeguard for several summers in Meeks Bay. I watched the storms role in and the boaters flee to the safety of the marina. I watched the marina rental boats go out and save kayakers, paddle boarders, boaters and sailors and tow them in to safety. It's not only about opinions, it could be about lives. Will you please consider this as you move forward with plans for our bay?

Respectfully yours,
Lynn (Dunkel) Gallagher
916-768-0231

Date submitted (UTC-11): 10/26/2018 7:31:42 PM

First name: Lynn

Last name: Gallagher

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: lgallagher91@gmail.com

Phone:

Comments:

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Respectfully yours,
Lynn (Dunkel) Gallagher
916-768-0231

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Abigail

Last name: Gallup

Organization:

Title:

Comments:

Meeks Bay Restoration Project

From:

Abigail Gallup

PO Box 382

Tahoma CA 96142

abigailgallup@hotmail.com

To:

USDA Forest Service Pacific Southwest Region

Lake Tahoe Basin Management Unit,

El Dorado Co., California

Re: Meeks Bay Restoration Project

I'm writing to express my concern and support for the Meeks Bay Restoration Project.

I attended the tour of the proposal and was very pleased to learn of the restoration efforts surrounding the stream zone and marina as well as the increased pedestrian connectivity between the beaches. I believe these projects are in line with most of the area plans for the basin to increase bike/pedestrian accessibility and ensure water clarity and wildlife habitat. The marina restoration and treatment of invasive species plan is commendable and I'm glad to see it happening.

My concerns for this proposal are about the pier and boat launch plans for the south side of Meeks Bay. As a local Tahoma resident, Meeks Bay is not only my family's go-to beach for summer recreation, but is for almost all of our local, year-round neighbors as well. My 4-year-old son is learning to swim there. With the recent closure of the marina, and without the threat of wake-waves, Meeks Bay recreation has evolved into a swimming beach for people of all ages and is considered safe for swimmers and users of human-powered watercraft. It is one of the only beaches on the West Shore that does not have an inlet or incentive for power boats and this very premise is now exalted amongst its users.

The addition of a 300' pier, boat launch, boat traffic and the infringement on already limited parking will change the nature of Meeks Bay forever. It is my opinion that this plan is simply too large for this more secluded, smaller bay. Parking at Meeks Bay is already limited and compacted. Roadside parking is problematic already. Adding power boat amenities will only add to the roadside parking congestion, unsafe traffic conditions, impede mobility of the neighboring emergency response at the fire station, and create a greater noise nuisance to the campground, beachgoers, residents and newly restored habitat in the marina area.

I understand the desire to increase recreational amenities and improve infrastructure to the campground and beach. I believe there are ways to do this without opening up a fantastic nature experience to power boats. With less investment I believe the campground and beach could add needed improvements and uses that will be revenue generating.

What if the watercraft use at Meeks Bay was restricted to human-powered watercraft? What if all that space designated for the boat launch, roads and pier could be appropriated for more uses than just the needs of boaters? My family and my neighbors have a greater use for more BBQ/picnic areas, a playground, and/or a

volleyball court. We would rent rack space seasonally to store and lock our own kayaks and paddleboards (and so would campers) like offered at Skylandia beach on the North Shore. Then we could use the new bike path to ride to the beach every weekend. Small sailboat, kayak, paddleboard and bike rentals could be major revenue sources. A snack shack and gathering space for field trips, environmental education experiences, or group reservations have more multi-use capabilities than a boat launch. All of these could increase the day use fee, create revenue and would be desired campground amenities with far less investment and upheaval of the natural landscape.

Please also consider that Meeks Bay campground is full every year from open to close precisely because it does offer a more rustic lakeside camping experience. Please consider that aspect as a commodity in Lake Tahoe rather than a failure to keep up with trends. Please respect that there will always be people that prefer a more authentic camping experience and a quieter swimming beach and there will always be consumers that seek that out. And that there are probably more people like that than there are people with boats. There aren't too many places left on the Lake that cater to and encourage a quieter, slower experience and that are open publicly for families. Its experiences like that that make people come back again and again. Its why I live here.

Thank you for your consideration and for allowing public comment to be a part of this process.

Date submitted (UTC-11): 10/26/2018 12:35:18 PM

First name: Sierra

Last name: George

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: haps4fun@sbcglobal.net

Phone:

Comments:

Meeks Bay Marina Proposal

Hello - I am writing on behalf of saving the Marina at Meeks Bay.

My family and I (3 generations) have been visiting Meeks Bay for over 50 years. The marina has been a huge part of our enjoyment at the resort. And it is sorely missed!

While I appreciate the wanting to return the whole area to a natural wetland - that is not what it is anymore. It is now a resort, marina & campground on two sides and has been for many years that visitors love to enjoy.

My idea is to: 1) eradicate the invasive species in the marina, 2) pave the parking lot, 3) return the marina and launch to a usable, viable marina, and 4) bypass the marina if that is still workable to have Meeks creek go past the marina on the south side, even taking the one row of slips if need be. This could allow the marina to be enclosed - similar to Obexers, or High & Dry, for better control of invasive species in the future. There could still be a beautiful natural creek running into Meeks Bay, not into & through the marina.

This would of course be the best of both worlds but isn't that what this is all about? Making the resort on the north and the campground on the south a great place for visitors to enjoy the beauty of Lake Tahoe, while still allowing Meeks creek to run naturally.

The proposed idea of having a new launch and pier put in on the south side is too expensive, and also invasive on its own. This idea would eliminate the swim area on the south side, create more parking hassles with the trailers there, and reduce the day use people on both sides.

I am sure the rebuild of the current marina would be less expensive and still bring in revenue in the future.

The Marina at Meeks Bay could be a viable working marina again with concessions for kayaks etc. as well as having slips for many boat users in the area. Meeks Bay is the only public marina from Obexers to Camp Richardson. Meeks Bay Marina is much needed for the public to continue enjoy boating on Lake Tahoe.

Meeks Bay brings in thousands of visitors each year, so this is a time when we need to step up our game, not reduce use!

Thank You!

Sierra George

Date submitted (UTC-11): 10/26/2018 12:35:18 PM

First name: Sierra

Last name: George

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

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Comments:

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Meeks Bay brings in thousands of visitors each year, so this is a time when we need to step up our game, not reduce use!

Thank You!

Sierra George

Date submitted (UTC-11): 10/20/2018 12:00:00 AM

First name: Rod

Last name: Gibson

Organization:

Title:

Comments:

Meeks Bay Restoration

Please accept the attached file with our comments to the subject project

Date: October 20, 2018

Subject: Comments to the Meeks Bay Restoration Proposal

We are members of the Meeks Bay Vista Property Owners Association (MBVPOA). Our family has been property owners since the 1920s. We support restoring Meeks Creek stream channel and wetland/lagoon below SR 89 to a more natural condition. Of the proposed Actions, we support #1,2,3,4,5,6,7, 12, 13, 15, and 16. We see no reason to destroy the beauty of Meeks Bay with a 300 foot pier, boat launching, and parking within the existing FS land.

The campground has good access from SR89. There would be no camping advantage in providing boat-in access for camping. Anyone wanting to camp has access to SR89. Additionally there are sufficient boat launching facilities in Homewood and other existing Tahoe marinas. Meeks bay does not need its own boat launching facilities. Additional pollution into the Meeks Bay will be an obvious result from boats and trailers going into and out of Meeks Bay water. Anyone who has observed the effects of the Marina will certainly know this. Providing pier moorings will only increase the opportunity for pollution.

We applaud The Lake Tahoe Basin Management Unit desire to return shoreline zone at Meeks Bay to a condition which supports historic habitat for a variety of Threatened Endangered species.

Thank you for considering our comments in deciding what is the best course of action.

Rod and Nancy Gibson

Date: October 20, 2018

Subject: Comments to the Meeks Bay Restoration Proposal

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We applaud The Lake Tahoe Basin Management Unit desire to return shoreline zone at Meeks Bay to a condition which supports historic habitat for a variety of Threatened Endangered species.

Thank you for considering our comments in deciding what is the best course of action.

Rod and Nancy Gibson

Date submitted (UTC-11): 10/25/2018 1:16:15 PM

First name: Ron

Last name: Grassi

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: ronsallygrassi@mac.com

Phone:

Comments:

Meeks Bay Marina list of prior renters

Hi Denise: I would like to insure the former Marina slip renters are given notice and a chance to voice their views about loosing the Marina forever, as looks to be the direction the FS is heading. Can you supply me with the list? Thank you, Ron Grassi

Date submitted (UTC-11): 9/11/2018 6:08:40 AM

First name: Ron

Last name: Grassi

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: ronsallygrassi@mac.com

Phone:

Comments:

Meeks Bay Restoration

Dear Sir: I understand what you have in mind concerning the Meeks Bay Marina. The former operators caused their own, and the marina's, demise. Unfortunately for boaters, who did nothing wrong from an environmental or any other perspective, they are suffering. How? There is a total lack of affordable boat slips on the North Shore. I stress affordable. And giving up on finding a non-affordable slip is, in itself, an extreme challenge with most of us having to fall back on moorings (with some of their obvious disadvantages like trying to return from a beach BBQ in the dark, rowing to or from the boat in rough conditions, etc).

So what is the Forest Service doing to encourage a better run marina with reasonably priced slips on the North Shore?

Sincerely, Ron Grassi (Tahoe City)

Date submitted (UTC-11): 10/3/2018 2:51:15 AM

First name: Ron

Last name: Grassi

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: ronsallygrassi@mac.com

Phone:

Comments:

Meeks Bay proposal comments

Good morning: I have owned my home here on the North Shore for over 40 years and have been going to Meeks Marina and beach for decades. I understand the background relating to the environmental failure of the former resort operator of the Marina which was home to 40+ boats.

(1) But that doesn't mean there's no need for a boat marina on the North Shore. The former marina was "sold out" each year before the Summer boating season would even begin and would have a waiting list of boat owners desperate for a slip on the North Shore. Your proposal is to ignore this fact, esp. when the Tahoe Tourist Bureau and a dozen other agencies tout the boating experience on the Lake.

So please answer this question: what are you doing to provide more badly needed slips on the North Shore? Anything? Please answer this question as opposed to burying a reply in a 2000 page FEIR. Thank you.

Apart from the above concern, I have 2 others:

(2). Please do not shrink the campground. We lost Sandy Beach 5 years ago, and I believe other campgrounds over the past 10 years as their land became too valuable (think "condos") to service campers. But camping at the Lake is how many of us got started here at the Lake many years ago. And not everyone can afford condos at \$200/night. Frankly, having campgrounds and enhancing the camping experience undeniably brings 100s if not 1000s of people closer to nature than condos. Your language in your proposal masks this reality. Let's not just talk the environmental talk, but also walk it. That means, if anything: enhance the camping experience not decrease it.

(3). Please don't shrink the parking lot. I know from personal experience that during the summer the parking lot fills up by early afternoon. Then those wanting to reach the beach have to park on the highway and dodge the cars speeding in both directions on Hwy 89. And then, after that wonderful environmental experience, they get to carry all their beach stuff (chairs, umbrellas, towels, food containers, etc) and herd their children on foot all the way in. Does that make any sense? Of course not, so don't force more cars to park on the highway.

I await your response. Thank you

Ron Grassi

Tahoe City

Date submitted (UTC-11): 9/11/2018 6:08:40 AM

First name: Ron

Last name: Grassi

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So what is the Forest Service doing to encourage a better run marina with reasonably priced slips on the North Shore?

Sincerely, Ron Grassi (Tahoe City)

Date submitted (UTC-11): 10/26/2018 12:55:44 PM

First name: Geoffrey

Last name: Griffin

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: ggriffin406twb@gmail.com

Phone:

Comments:

Comments - Meeks Bay Restoration Project

Dear Ms Downie

I have reviewed the Proposed Action for the Meeks Bay Restoration Project and, first of all, want to thank you, your colleagues at the Forest Service, TRPA, and the Lahontan Regional Water Quality Control Board for the thoughtful input that has gone into the Proposed Action. I strongly agree and would support appropriate actions to restore one of the most environmentally sensitive areas on the West Shore and enhance the recreational opportunities that the Bay provides.

However, I strongly disagree with aspects of the Proposed Actions that involve construction of a pier and a launch ramp for power boats, and the implications of those proposed actions on the Campground and parking for the Campground. I live in Tahoe City and use aspects of the Project Area frequently for hiking, kayaking/paddle boarding, and wildlife viewing throughout the year. With the imminent completion of the new section of the bike trail from Sugar Pine Point SP to Meeks Bay, cycling will be added to my list.

In my view, introduction of facilities for power boats in the Project Area would have a very detrimental impact on the public's enjoyment of the beach and camping areas. The construction and operational cost of those facilities must be considerable and that cost benefits a population of power boaters that is considerably smaller than those that use the beach areas for non-motorized enjoyment. On busy summer days, swimmers, kayakers, paddle boarders, and visitors with various inflatable water toys, are literally all over the bay. Introducing power boats in that environment creates a meaningful public safety risk that cannot be ameliorated by identifying "areas of allowable boating traffic". In addition, the noise, wave action, and other aspects of power boating seriously detract from what is now a relatively quiet, family-oriented experience. I am, by the way, a power boat owner and operator. I also find the potential 20% reduction in sites in the Meeks Bay Campground and day use parking spaces to be unnecessary and is unacceptable to me.

All other aspects of the Proposed Action are to me well-thought out and address both environmental and public recreation issues with the existing situation.

Thank you for your consideration of these comments. I look forward to the next steps with the Restoration Project.

Sincerely yours,

Geoffrey Griffin

--

Geoff Griffin
Home: 530-581-5711
Mobile: 925-997-8524

Date submitted (UTC-11): 10/26/2018 12:55:44 PM

First name: Geoffrey

Last name: Griffin

Organization:

Title:

Official Representative/Member Indicator:

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--

Geoff Griffin
Home: 530-581-5711
Mobile: 925-997-8524

Date submitted (UTC-11): 10/26/2018 12:00:00 AM

First name: Abby

Last name: Groman

Organization:

Title:

Comments:

Meeks Bay Restoration 10/26/18 comments

To Whom it May Concern,

Please review my comments and concerns for the Meek's Bay Restoration Project in the attached document.

If you find you have any additional questions or issues with the documents, please do not hesitate to contact me. Thank you for your time and attention to this matter.

Abby Groman

530-318-9818

abby.groman@gmail.com

10/25/2018

To the Meeks Bay Restoration and Contemporary Planning Team,

I attended your presentation and walk about regarding the Meeks Bay restoration project and have some comments, opinions, and suggestions to submit for review by your team. I will be discussing the installation of the new access bridge, the stream realignment and ecological restoration, the redesign of the USFS camp ground, the marina commerce and its economic impacts on the West Shore, and the involvement of the Washoe Tribe managed / Resort side. I would like to Thank the USFS for taking the time to include the community and allow us to speak up about this project and to be a part of the planning process.

I would agree to the installation of a small footbridge over the channel that would accommodate foot and bicycle traffic, but do not see the need to allow anything over the size of golf cart to be able to access the bridge. Emergency vehicles can access the south side beach as they have been currently utilizing HWY 89. There is no need to build a large, and costly bridge to accommodate larger vehicles when they already have access to get across. Building a bridge that large would be detrimental to the landscape/area and views. I suggest a smaller walking/biking type bridge that could possibly accommodate pedestrians and non-motorized vehicles (bikes, scooters, etc) as well as small maintenance vehicles such as a golf cart and nothing larger.

I would agree there should be some realignment of the stream near the Cal Trans Bridge to allow a healthier environment for forest and fish habitats to regenerate. However, I disagree with a realignment of the 'marina area' in general. While evidence of realignment of the stream may be evident near the Cal Trans Bridge, I really cannot see the justification to 'shrink' the marina back to pre 1950's configuration as a lagoon. More on that later.

A more 'modern design' approach to the campground area on the south side would be beneficial and there is a definite a need for upgrades. Any 'plan' drawn up should be reviewed by ongoing patrons via survey at the site, or via general surveys in close surrounding campground areas and then subsequently designed and implemented. There is a great need for expanded parking for day use on the USFS side. This needs to be assessed in more detail as the project is planned as it will greatly affect the usage of the area. Likewise, there was only talk of removing parking, without any plans to extend street parking. This is extremely concerning for day use access, safety of patrons accessing the site, and for the preservation of the highway side vegetation areas and shoulders. (Currently) Emerald bay in the summer is a perfect example of poorly planned parking areas. Many tourists do not park in designated areas and contribute to erosion and degradation of the highway shoulder by parking along the side of the hwy in that area. I do not want to see Meek's Bay end up as poorly planned as Emerald Bay regarding parking, as this would ruin the experience of the Meek's Bay area overall.

When presenting the proposal for the new 300-foot pier and boat ramp on the south side, many people participating in the walking presentation spoke up in disfavor to allow this. Their concerns were because of increased traffic, noise, and parking facilities hampered by the size of the area and scope of the proposed project. In general, I would agree. As a boater however, and there were many of us there that day, I was intimidated by the comments of others in the tour group that were vehemently opposed to the building of a pier on the south side corner. I would have been in a difficult position to voice any approval based upon their back lash, so during the walking presentation I did not speak up for fear of retaliation from the tour group. But in giving this some afterthought, as mentioned, I tend to agree with many of their sentiments. After revisiting the area again this past weekend and walking the entire horseshoe, I agree the Kehlet Mansion side of the bay is not an alternative at all for a pier or boat ramp. Due to these issues, I propose this alternative.

Instead of possibly spending untold millions of dollars on a new study and pier etc., retain the current boat ramps. Go ahead and 'clean up' the marina's 'under water' and hydrology problems (milfoil, proper water flow, etc.). Shore up the shoreline within the marina with rock walls to prevent further erosion. Dredge the channel for better usage in low water years and for better water flow for animal and water habitat if necessary. Give the marina a chance of 2-3 years to recover and keep your evaluations going each year. If a positive ecological result begins to appear, then allow a concessionaire to operate the marina on a smaller basis to start - for example allow launching only, and/or perhaps 20-40 slips the first year. Evaluate the economic and ecological impacts of the marina's operations.

If a positive outcome and turnaround is evident through evaluation, allow a small additional amount of slips each year to increase and continually study the ecological impacts on a long-range ongoing basis. Rebuild the existing concessionaire building and install bathrooms within it. Given the fact that the water and sewer lines already exist, minimal engineering and planning becomes easier and less expensive. Install all BMP's as needed - keep in mind ALL infrastructure is basically there already - in place - but obviously needs to be redesigned and engineered for future year's usage.

The boat ramps are already in place and in good condition. Why should we discard these if they are in good working order? Trailer parking could be accommodated by placing more designated trailer parking areas already available on the north side (resort side) of the channel. This alternative would not only satisfy the pristine beach view on the south side, it would accommodate all boaters and provide a very generous revenue stream/income to the Forest Service per a new concessionaire contract.

There was very little discussed during the walking presentation regarding the [positive] economic impact of the marina's operation to the West Shore. I suggest that the marina could fund (a portion of) its own water restoration projects/maintenance and act as an example to all Lake Tahoe Marinas as to how water stewardship can be maintained for all to enjoy; boaters, beach goers, animals, and proper water flows. I worked for the Meeks Bay Marina as a dock hand from 2010-2014 and saw firsthand the extremely large amount of business commerce that the marina operations brought to the West Shore area. I think the economic impact of opening marina operations has not been studied thoroughly enough as the marina business heavily impacted other local West Shore businesses and created a recreational area for boaters and beach goers to enjoy.

Lastly, the question of the Washoe Tribe's renewal of their lease of the north side was not brought up in the conversation at all. This can and is a major area of discussion. Are they good stewards of the property? Are they willing to make improvements to accommodate the public in a way the public would receive a 'more' satisfying experience? Are they willing to work with the USFS in planning and execution of this proposed plan? In the past 20 years of their lease, very few improvements at all have come about or are visible to the general public. How the Tribe is approached, their input, and compromise to improve this area is paramount to any portion of this project the Forest Service may explore.

This 'compromise approach' by the Forest Service while accommodating ALL parties involved, should become a model for all marinas within the Tahoe basin for years to come and could continue to provide major additional funds to the Forest Service as general income, and to also provide ongoing funding toward/for monitoring and maintenance of this delicate and beautiful area.

I am available for future input if desired, and please reach out should you find you have additional questions. Thank you for your time.

Abby Groman
PO Box 387
Tahoma CA 96142
530-318-9818
Abby.groman@gmail.com

Meeks Bay Restoration 10/26/18 comments

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The boat ramps are already in place and in good condition. Why should we discard these if they are in good working order? Trailer parking could be accommodated by placing more designated trailer parking areas already available on the north side (resort side) of the channel. This alternative would not only satisfy the pristine beach view on the south side, it would accommodate all boaters and provide a very generous revenue stream/income to the Forest Service per a new concessionaire contract.

There was very little discussed during the walking presentation regarding the [positive] economic impact of the marina's operation to the West Shore. I suggest that the marina could fund (a portion of) its own water restoration projects/maintenance and act as an example to all Lake Tahoe Marinas as to how water stewardship can be maintained for all to enjoy; boaters, beach goers, animals, and proper water flows. I worked for the Meeks Bay Marina as a dock hand from 2010-2014 and saw firsthand the extremely large amount of business commerce that the marina operations brought to the West Shore area. I think the economic impact of opening marina operations has not been studied thoroughly enough as the marina business heavily impacted other local West Shore businesses and created a recreational area for boaters and beach goers to enjoy.

Lastly, the question of the Washoe Tribe's renewal of their lease of the north side was not brought up in the conversation at all. This can and is a major area of discussion. Are they good stewards of the property? Are they willing to make improvements to accommodate the public in a way the public would receive a 'more' satisfying experience? Are they willing to work with the USFS in planning and execution of this proposed plan? In the past 20 years of their lease, very few improvements at all have come about or are visible to the general public. How the Tribe is approached, their input, and compromise to improve this area is paramount to any portion of this project the Forest Service may explore.

This 'compromise approach' by the Forest Service while accommodating ALL parties involved, should become a model for all marinas within the Tahoe basin for years to come and could continue to provide major additional funds to the Forest Service as general income, and to also provide ongoing funding toward/for monitoring and maintenance of this delicate and beautiful area.

I am available for future input if desired, and please reach out should you find you have additional questions. Thank you for your time.

Abby Groman

10/25/2018

To the Meeks Bay Restoration and Contemporary Planning Team,

I attended your presentation and walk about regarding the Meeks Bay restoration project and have some comments, opinions, and suggestions to submit for review by your team. I will be discussing the installation of the new access bridge, the stream realignment and ecological restoration, the redesign of the USFS camp ground, the marina commerce and its economic impacts on the West Shore, and the involvement of the Washoe Tribe managed / Resort side. I would like to Thank the USFS for taking the time to include the community and allow us to speak up about this project and to be a part of the planning process.

I would agree to the installation of a *small* footbridge over the channel that would accommodate foot and bicycle traffic, but do not see the need to allow anything over the size of golf cart to be able to access the bridge. Emergency vehicles can access the south side beach as they have been currently utilizing HWY 89. There is no need to build a large, and costly bridge to accommodate larger vehicles when they already have access to get across. Building a bridge that large would be detrimental to the landscape/area and views. I suggest a smaller walking/biking type bridge that could possibly accommodate pedestrians and non-motorized vehicles (bikes, scooters, etc) as well as small maintenance vehicles such as a golf cart and nothing larger.

I would agree there should be some realignment of the stream near the Cal Trans Bridge to allow a healthier environment for forest and fish habitats to regenerate. However, I disagree with a realignment of the 'marina area' in general. While evidence of realignment of the stream may be evident near the Cal Trans Bridge, I really cannot see the justification to 'shrink' the marina back to pre 1950's configuration as a lagoon. More on that later.

A more 'modern design' approach to the campground area on the south side would be beneficial and there is a definite a need for upgrades. Any 'plan' drawn up should be reviewed by ongoing patrons via survey at the site, or via general surveys in close surrounding campground areas and then subsequently designed and implemented. There is a great need for expanded parking for day use on the USFS side. This needs to be assessed in more detail as the project is planned as it will greatly affect the usage of the area. Likewise, there was only talk of removing parking, without any plans to extend street parking. This is extremely concerning for day use access, safety of patrons accessing the site, and for the preservation of the highway side vegetation areas and shoulders. (Currently) Emerald bay in the summer is a perfect example of poorly planned parking areas. Many tourists do not park in designated areas and contribute to erosion and degradation of the highway shoulder by parking along the side of the hwy in that area. I do not want to see Meek's Bay end up as poorly planned as Emerald Bay regarding parking, as this would ruin the experience of the Meek's Bay area overall.

When presenting the proposal for the new 300-foot pier and boat ramp on the south side, many people participating in the walking presentation spoke up in disfavor to allow this. Their concerns were because of increased traffic, noise, and parking facilities hampered by the size of the area and scope of the proposed project. In general, I would agree. As a boater however, and there were many of us there that day, I was intimidated by the comments of others in the tour group that were vehemently opposed to the building of a pier on the south side corner. I would have been in a difficult position to voice any approval based upon their back lash, so during the walking presentation I did not speak up for fear of retaliation from the tour group. But in giving this some afterthought, as mentioned, I tend to agree with many of their sentiments. After revisiting the area again this past weekend and walking the entire horseshoe, I agree the Kehlet Mansion side of the bay is not an alternative at all for a pier or boat ramp. Due to these issues, I propose this alternative.

Instead of possibly spending untold millions of dollars on a new study and pier etc., retain the current boat ramps. Go ahead and 'clean up' the marina's 'under water' and hydrology problems (milfoil, proper water flow, etc.). Shore up the shoreline within the marina with rock walls to prevent further erosion. Dredge the channel for better usage in low water years and for better water flow for animal and water habitat if necessary. Give the marina a chance of 2-3 years to recover and keep your evaluations going each year. If a positive ecological result begins to appear, then allow a concessionaire to operate the marina on a smaller basis to start – for example allow launching only, and/or perhaps 20-40 slips the first year. Evaluate the *economic and ecological* impacts of the marina's operations.

If a positive outcome and turnaround is evident through evaluation, allow a small additional amount of slips each year to increase and continually study the ecological impacts on a long-range ongoing basis. Rebuild the existing concessionaire building and install bathrooms within it. Given the fact that the water and sewer lines already exist, minimal engineering and planning becomes easier and less expensive. Install all BMP's as needed – keep in mind ALL infrastructure is basically there already – in place – but obviously needs to be redesigned and engineered for future year's usage.

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Lastly, the question of the Washoe Tribe's renewal of their lease of the north side was not brought up in the conversation at all. This can and is a major area of discussion. Are they good stewards of the property? Are they willing to make improvements to accommodate the public in a way the public would receive a 'more' satisfying experience? Are they willing to work with the USFS in planning and execution of this proposed plan? In the past 20 years of their lease, very few improvements at all have come about or are visible to the general public. How the Tribe is approached, their input, and compromise to improve this area is paramount to any portion of this project the Forest Service may explore.

This 'compromise approach' by the Forest Service while accommodating ALL parties involved, should become a model for all marinas within the Tahoe basin for years to come and could continue to provide major additional funds to the Forest Service as general income, and to also provide ongoing funding toward/for monitoring and maintenance of this delicate and beautiful area.

I am available for future input if desired, and please reach out should you find you have additional questions. Thank you for your time.

Abby Groman

PO Box 387

Tahoma CA 96142

530-318-9818

Abby.groman@gmail.com

Date submitted (UTC-11): 10/21/2018 12:00:00 AM

First name: Paul

Last name: Groman

Organization:

Title:

Comments:

meeks bay restoration project

Please see the and consider the attached memo as constructive criticism.

Please respond if any portion of the memo is not readable.

Thanks

Paul Groman

10/20/2018

I attended your presentation regarding the Meeks Bay restoration project and would like to comment on my assumptions and recommendations.

I would agree there should be some realignment of the stream near the Cal Trans Bridge in order to allow a healthier environment for forest and fish habitat to regenerate. However I disagree with a realignment of the [lsquo]marina area[rsquo] in general. While evidence of realignment of the stream may be evident near the Cal Trans Bridge, I really cannot see the justification to 'shrink' the marina back to pre 1950[rsquo]s configuration. What is really the point of doing that? More on that later.

I would agree to the installation of a small footbridge over the channel that would accommodate foot and bicycle traffic but do not see the need to allow anything over the size of golf cart to be able to access the bridge. Emergency vehicles can access the south side as is now and there is no need to build the bridge to accommodate larger vehicles at all not to mention the size of a large bridge would be detrimental to the landscape/area.

A more [lsquo]modern design[rsquo] approach to the campground area on the south side would be a benefit and there is a definite a need for upgrades. Any [lsquo]plan[rsquo] drawn up should be reviewed by ongoing patrons via survey at the site or via general surveys in close surrounding campground areas and then subsequently designed and implemented.

When presenting the proposal for the pier and ramp on the south side, many of outspoken comments were to not allow this, because of increased traffic, noise, and parking facilities hampered by the size of the area and scope of the proposed project. In general I would agree. But unfortunately as a boater and there were many of us there that day, we were intimidated by the comments of others in our tour group that were vehemently opposed to the building of a pier on the south side corner. We would have been in a difficult position to voice any approval based upon their back lash. But in giving this some afterthought, as mentioned, I tend to agree with their many of their sentiments. And I agree after revisiting the area again this past weekend and walking the entire horseshoe, I agree the Kehlet Mansion side of the bay is not an alternative at all.

So I propose this alternative. Instead of possibly spending untold millions of dollars on a new study and pier etc, retain the current ramps. Go ahead and [lsquo]clean up[rsquo] the marina [lsquo]under water[rsquo] problems. Shore up the shoreline within the marina with rock walls to prevent further erosion. Dredge the channel for better usage in low water years and for better water flow for habitat if necessary. Give the marina a chance of 2-3 years to recover and keep your evaluations going each year. If a positive result begins to appear, then allow a concessionaire to operate the marina on a smaller basis to start [ndash] for example allow 30-40 slips the first year. Evaluate the economic and ecological impacts. If a positive outcome and turnaround is evident through evaluation, allow a small additional amount of slips each year to increase and base your ecological impacts on an ongoing basis. Rebuild the existing concessionaire building. Install bathrooms within it. Given the fact that the water and sewer lines already exist, minimal engineering and planning becomes easier. Install all BMP[rsquo]s as needed [ndash] keep in mind ALL infrastructure is basically there already [ndash] in place [ndash] but obviously needs to be redesigned and engineered for future year[rsquo]s usage.

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Thanks for listening. I would be available for future input if desired.

Paul Groman

PO Box387

Tahoma CA 96142

530-525-5952

pgtahoe@gmail.com

Date submitted (UTC-11): 10/23/2018 12:00:00 AM
First name: Fred
Last name: Grosser
Organization:
Title:
Comments:
Meeks Bay Restoration Project

USDA Forest Service

Please find attached my comments regarding the Meeks Bay Restoration Project.

Please confirm receipt of this email. Thank you.

Fred Grosser

October 23, 2018

LTBMU

USDA FOREST SERVICE 35 COLLEGE DRIVE

SOUTH LAKE TAHOE, CA 96150

RE: MEEKS BAY RESTORATION PROJECT

LTBMU,

As the senior member of four generations of family members that have been either living at Meeks Bay or coming to Meeks Bay for the recreational activities including boating, I am submitting this letter in response to the Proposed Action for the Meeks Bay Restoration Project.

After attending the Proposed Acton Site Tour on October 10, 2018, some of my assumptions regarding the Project are:

1. There is no way the Meeks Bay Marina will be restored in its prior location, even though the water quality issues that lead to the closure of the marina were not caused specifically by the marina operation or the boats in the marina. If the invasive species in the marina waters originated from Tahoe Keys at South Lake Tahoe, it is a shame that the users of Meeks Bay Marina are suffering the consequences.
2. The mandate and objective of the Forest Service is to provide public access to public lands for, among other things, recreational activities including boating.

Regarding the specific project activities:

#8. Construct a Pier

We fully support a new pier as an alternative to the original marina. After 50 years of providing recreational boating access to the West Shore, it was a terrible loss to remove the marina. Assuming that there is no chance of restoring the marina, a new pier and boat launch would be the next best alternative to ensure continued recreational access to the lake for boaters on the West Shore.

However, we see no need or use for "boat-in campers" access from the lake as proposed. Emerald Bay has boat-in camping because the campground is otherwise not accessible. However, Meeks Bay Campground is already fully accessible by road, so why provide additional facilities for boat-in campers at additional cost and possible negative impacts such as going way beyond its capacity.

This objection also applies to "day use boat-in access from the lake" for the same reasons. While restoring recreational boating access TO THE LAKE should be the objective of mitigating the loss of the marina, the

Proposed Action should be careful not to increase access FROM THE LAKE and thus negatively impacting the existing facilities by over crowding. See item #10 regarding the location of the pier.

#9 Construct a Boat Launch

The aquatic invasive species (AIA) inspector facilities should be limited to verification of inspection only and not remediation facilities such as washout facilities for eradication. The remediation facilities require extensive land area and infrastructure that would have significant negative impacts on the limited space available and also significant added costs. These remediation facilities should only be located at strategic manageable locations around the lake. See item #10 regarding the boat launch location.

The boat launch should also be designed to accommodate non-motorized watercraft such as kayaks, canoes and paddleboards.

#10 Reconstruct Trailer Parking and Vehicular Circulation Routes

As proposed, reconstructing and realigning day use parking areas would have negative impacts on both the land use and capacity of the existing campground facilities. While this could be mitigated at some cost, locating the boat launch and trailer parking on the other side of the creek near the existing marina boat launch and parking area would have much fewer significant negative impacts.

Please consider the alternative of constructing the pier and boat launch directly into the lake from the vicinity of the existing marina boat launch for the following reasons:

1. The land area available at the alternate pier location is larger and already open, thus less negative impact and lower cost.
2. The parking area for the existing marina at the alternate pier location is already large enough to accommodate the needed parking for both boat trailers and cars, and only would need water runoff mitigation.
3. Sewer, water and electric utilities are already available at the alternate location.
4. The pier at the alternate location would provide a boundary barrier between the resort swim area on the north side and the boat launch on the south side. A split-level pier with the boating side at water level would further accomplish the division between swimmers and boats.
5. The pier on the resort side of the creek at the alternate location would allow the resort concessioner to easily manage the parking, boat launch, pier and non-motorized watercraft rentals.
6. Constructing the new pier diagonally into the lake at the "corner" of the south end of Meeks Bay would require a longer pier than the alternate location to reach an acceptable depth of water.
7. From south to north would be the campground swimming area, then a buffer zone, then the outfall from the restored lagoon, then a buffer zone, then the boat zone with launch, then the alternate new split-level pier location with the lower level on the boating side and the high side on the north side, then the non-motorized watercraft launch, and finally the resort swim area.

Please consider the alternative location of the new proposed pier for the Meeks Bay Restoration Project as a means to fulfill the USDA Forest Service commitment to restoring recreational boating access to West Shore of Lake Tahoe at Meeks Bay.

Sincerely,

Fred Grosser

Cc: family members: Jamie Grosser, Jason Grosser, Katie Baldi, Bryan Baldi, Carson Baldi, Ava Baldi, Blake Baldi

FRED GROSSER
(305 CEDAR RIDGE DRIVE, MEEKS BAY)
180 NEVADA ST
REDWOOD CITY, CA 94062
650 222-4939

October 23, 2018

LTBMU
USDA FOREST SERVICE
35 COLLEGE DRIVE
SOUTH LAKE TAHOE, CA 96150

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Please consider the alternative location of the new proposed pier for the Meeks Bay Restoration Project as a means to fulfill the USDA Forest Service commitment to restoring recreational boating access to West Shore of Lake Tahoe at Meeks Bay.

Sincerely,

Fred Grosser

Cc: family members: Jamie Grosser, Jason Grosser, Katie Baldi, Bryan Baldi, Carson Baldi, Ava Baldi, Blake Baldi

Date submitted (UTC-11): 10/26/2018 10:27:35 AM

First name: victoria

Last name: gustafson

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: gustafson.victoria@gmail.com

Phone:

Comments:

Meeks Bay Project Comments

Hope they are not too late....

1. Aquatic invasive Species Eradication

* Have alternative methods for controlling the bullfrog and warm water population been reviewed, electro-shocking is cruel..

2. Remove Marina Infrastructure

* Has the forest service done any investigation on the alternative of combining the restoration of the stream channel / lagoon restoration efforts and repairing / improving the existing marina infrastructure? This could greatly reduce costs along with accomplishing the restoration of the habitat and restoring the recreational function of the site. It would allow for greater boating access and reduce impact on the swim beach area while still addressing the problems at the site.

* An approach that leaves the existing marina intact would also accommodate a greater number of boaters trying to use the facilities.

5. Install utility Infrastructure

* The proposed action mentions that utilities will be designed for year-round use - what is the driving need for this? Will the site begin to operate on a year round basis?

* I also disagree with the need to install full hookups at all camp sites. We should strive to maintain the authentic tahoe experience. If visitors need full hookups, they can reserve space on the resort side or go to another facility. Development of the Tahoe Basin to accommodate high maintenance visitors is ruining the area.

8. Construct a Pier

* In the proposed location, it will reduce available swimming beach access. The Meeks Bay beach area is the best public access on the West shore due to it beautiful white sand beaches and turquoise waters. As noted in your proposal, the site is a favorite swimming beach for locals and visitors alike. The Forest Service should strive to maintain or increase the footprint and access to the lake, not decrease it.

* Allowing boats to tie up to the pier, will increase congestion at the site and increase the potential for human / boat injuries. Have appropriate measures and coordinations been included in the plan to increase available emergency response teams and service?

* If a pier is truly needed, has the forest service considered using the old location - it provides more centralized access to the site.

* 300 feet - 3 football fields - is obscene

* Why does the pier need water and electrical hookups? What purpose does this serve. There are solr applications that would accomplish any lighting needs. Not sure what the water would be used for.

9. Construct a Boat Launch

* Again, construction of a boat launch will reduce access to one of the best swimming beaches on the west shore, please reconsider this need.

* Regarding the need for emergency egress from the lake, boaters can exit the lake ANYWHERE (public or private) in an emergency.

- * Tahoe has plenty of marinas that support inspection and launching services. Visitors and locals can launch 10 minutes up the road at 3 different sites.

- * Adding a boat launch facility will add additional traffic and vehicles to an already overloaded public swimming beach effectively reducing access for a few.

- * There are existing bathrooms very nearby the proposed site, seems wasteful to build new.

- * The existence of a boat launch or pier will increase the likelihood that boat traffic will carry new aquatic invasive weeds to the bay.

10. Reconstruct boat Trailer parking and Vehicular Circulation Routes

- * Reducing access to the site by decreasing already overloaded day use parking areas. The number of annual visitors has more than doubled in the last 10 years, decreasing the available parking does not make sense.

- * The existing day use parking on the south end of the property is very close to the beach and allows for disabled and elderly to have easier access.

- * Has the forest service considered moving the boat trailer parking to where the proposed day use parking is?

Why should they have easy access, but pedestrians not?

11. Reconstruct meeks Bay Campground

- * The proposal will reduce the number of available sites, directly opposite of one of the primary goals of the project - recreation and access. Leaving the existing site intact will allow more visitors to enjoy the natural wonders of meeks bay.

- * Leaving the existing site as is will also maintain the old world charm of the site. If visitors want full hook ups, go to the resort or somewhere else.

- * If the goal is to extend site use into shoulder seasons, upgrade existing bathrooms.

14. Construct Day Use Parking Areas

- * Please use this for trailer parking.

- * Additional day use parking is welcome, but don't remove the current south side day use, it provides critical access to the beautiful beach.

Would be great to include on-site storage for paddle boards and kayaks allowing visitors to leave vehicles at home.

Regards,
Victoria Gustafson
530.448.0164

Date submitted (UTC-11): 10/26/2018 10:27:35 AM

First name: victoria

Last name: gustafson

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: gustafson.victoria@gmail.com

Phone:

Comments:

Meeks Bay Project Comments

Hope they are not too late....

1. Aquatic invasive Species Eradication

* Have alternative methods for controlling the bullfrog and warm water population been reviewed, electro-shocking is cruel..

2. Remove Marina Infrastructure

* Has the forest service done any investigation on the alternative of combining the restoration of the stream channel / lagoon restoration efforts and repairing / improving the existing marina infrastructure? This could greatly reduce costs along with accomplishing the restoration of the habitat and restoring the recreational function of the site. It would allow for greater boating access and reduce impact on the swim beach area while still addressing the problems at the site.

* An approach that leaves the existing marina intact would also accommodate a greater number of boaters trying to use the facilities.

5. Install utility Infrastructure

* The proposed action mentions that utilities will be designed for year-round use - what is the driving need for this? Will the site begin to operate on a year round basis?

* I also disagree with the need to install full hookups at all camp sites. We should strive to maintain the authentic tahoe experience. If visitors need full hookups, they can reserve space on the resort side or go to another facility. Development of the Tahoe Basin to accommodate high maintenance visitors is ruining the area.

8. Construct a Pier

* In the proposed location, it will reduce available swimming beach access. The Meeks Bay beach area is the best public access on the West shore due to it beautiful white sand beaches and turquoise waters. As noted in your proposal, the site is a favorite swimming beach for locals and visitors alike. The Forest Service should strive to maintain or increase the footprint and access to the lake, not decrease it.

* Allowing boats to tie up to the pier, will increase congestion at the site and increase the potential for human / boat injuries. Have appropriate measures and coordinations been included in the plan to increase available emergency response teams and service?

* If a pier is truly needed, has the forest service considered using the old location - it provides more centralized access to the site.

* 300 feet - 3 football fields - is obscene

* Why does the pier need water and electrical hookups? What purpose does this serve. There are solr applications that would accomplish any lighting needs. Not sure what the water would be used for.

9. Construct a Boat Launch

* Again, construction of a boat launch will reduce access to one of the best swimming beaches on the west shore, please reconsider this need.

* Regarding the need for emergency egress from the lake, boaters can exit the lake ANYWHERE (public or private) in an emergency.

- * Tahoe has plenty of marinas that support inspection and launching services. Visitors and locals can launch 10 minutes up the road at 3 different sites.

- * Adding a boat launch facility will add additional traffic and vehicles to an already overloaded public swimming beach effectively reducing access for a few.

- * There are existing bathrooms very nearby the proposed site, seems wasteful to build new.

- * The existence of a boat launch or pier will increase the likelihood that boat traffic will carry new aquatic invasive weeds to the bay.

10. Reconstruct boat Trailer parking and Vehicular Circulation Routes

- * Reducing access to the site by decreasing already overloaded day use parking areas. The number of annual visitors has more than doubled in the last 10 years, decreasing the available parking does not make sense.

- * The existing day use parking on the south end of the property is very close to the beach and allows for disabled and elderly to have easier access.

- * Has the forest service considered moving the boat trailer parking to where the proposed day use parking is?

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Regards,
Victoria Gustafson
530.448.0164

Date submitted (UTC-11): 10/28/2018 10:11:37 PM

First name: Mike

Last name: Hacker

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: supracker@gmail.com

Phone:

Comments:

Meeks Bay Restoration Project

My family and friends have lived in and enjoyed the Meeks Bay area since the 1980's. We wanted you to know that we completely support items 1 through 7 and 15 and 16 of the project summary activities. Over the past 20 years, 100's of millions of dollars have been spent to stabilize or restore 50 plus years of past human caused devastation. For that reason and others, we vehemently oppose project activity number's 8 through 14. Any new develop is destructive to the natural environment and will cause future dollars to be spent to try and restore. Restoration activities never get close to the complex processes that existed prior to human caused devastation.

Under the heading "Need For Action", is listed Provide sustainable recreation opportunities consistent with a functioning ecosystem. Power boats do not meet this mandate, they pollute the air, water and land. The vast majority of people enjoying Lake Tahoe do it from the shore or near shore, not from power boats. For various reasons their opinions are not heard to the extent that boating enthusiasts are heard. (Something like 24 million visitors a year with 1 to 2% using internal combustion engines in their boats, which should be banned and allow only electric motors, so that leaves over 23 million visitors that need to have amenities to enhance their experiences). All these folks have a right to clean air and water and to enjoy their time at the lake listening to the sounds of nature, not power boats that can be heard for miles. We should do something completely progressive and forward thinking and mandate all of Meeks Bay power boat free zone. I have seen numerous instances of boats coming into the swim areas, buzzing paddle craft and other very dangerous activities. There have been times that I have been afraid for my and my children's life while swimming or paddling in Meeks Bay. There is no enforcement of current boating laws and regulations. Lets create a safe, family oriented area for human powered recreation that is environmentally responsible. This would be very unique and a one of a kind experience at Lake Tahoe!

The beach and campground on the south side of the creek has been the quieter, family oriented side, it should stay that way. Do not reduce campsites or parking.

The past couple of years have seen a very large increase of visitors, I have seen significant deterioration of this area with not enough resources put toward maintaining or improving the damage caused, 'humans are loving it to death', which when seeing the devastation caused does not seem to be an accurate statement. I don't believe providing year round access to this area is a benefit. The land and its ecosystem needs time to recover. We should embrace and encourage the truly historic use of this area, which would include the Washoe peoples culture of living one with the land, which they have done for thousands of years with a thousand times less impact than what has been caused in the last 50. Lets learn from history and save hard earned tax payer dollars from creating development that only a few use to further degrade the environment.

Thank you, please don't take this lightly and take into consideration the unrepresented stakeholder, the natural environment.

Mike

Date submitted (UTC-11): 10/28/2018 10:11:37 PM

First name: Mike

Last name: Hacker

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: supracker@gmail.com

Phone:

Comments:

Meeks Bay Restoration Project

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Thank you, please don't take this lightly and take into consideration the unrepresented stakeholder, the natural environment.

Mike

Date submitted (UTC-11): 10/28/2018 12:00:00 AM

First name: Sue

Last name: Hacker

Organization:

Title:

Comments:

Meeks Bay Restoration comments

Attached please find my comments.

Thank you,

Sue Hacker

1. Aquatic Invasive Species Eradication

Agree that this should be done as proposed.

2. Remove the existing marina infrastructure

Agree that this should be done as proposed.

3. Restore Meeks Lagoon in the location of the existing marina

Agree that this should be done as proposed.

4. Restore Meeks Creek from the SR 89 crossing to the confluence of

Lake Tahoe

Agree that this should be done as proposed.

5. Install Utility Infrastructure

Agree that this should be done as proposed.

6. Implement Resource Protection Barriers

Agree that this should be done as proposed.

7. Wildlife Enhancement Actions

Agree that this should be done as proposed.

8. Construct a Pier

I strongly oppose constructing a pier for temporary mooring. I believe it would take up a large share of the beautiful beach that many currently enjoy. I think it would result in boats coming and going and would disrupt the enjoyment for those that currently enjoy kayaking, paddle boarding, swimming and just playing in the water. Meeks Bay Campground beach is one of the few places on the West Shore available to the public that is a wonderful place for non-boating activity. I've been to Zephyr Cove, Tahoe City, and Camp Richardson and have seen the motor boating activity there and the negative impact it has on non-motor boating activities.

9. Construct a Boat Launch

I object to the boat launch for the same reasons as stated in #8. In addition, a boat launch would result in even more reduction to the current beach so that vehicles could get their boats in the water. A boat launch will bring in more and larger vehicles in an already congested parking area. If there is any backup waiting to launch boats, large vehicles and trailers might be backed up on Hwy. 89. This could be a very dangerous situation

since Meeks Bay Fire is located directly in front of the campground. I have volunteered there for 20 years and my observation especially during the summer months is that people are already stopping on the highway directly in front of the fire station when they have to wait to turn to get into the beach parking lot or to fight for a parking spot on the highway. This is a huge problem when there is an emergency and the fire engine needs to respond and cannot immediately do so. Creating something that could make this more of an issue does not seem like a prudent idea.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes

As stated earlier, I object to the proposed pier and boat launch. I live less than a mile from the beach and drive by it on a daily basis and I can see that the parking lot is full almost every day in the summer months and that there are more and more cars parked dangerously close to the highway. If short term parking spots are going to be reduced, that will result in more and more vehicles parked on Hwy. 89. As stated in #9 having a boat launch could also cause back-ups on Hwy. 89 and make it difficult for Meeks Bay Fire to get onto the highway and respond to life threatening calls. I realize there is supposed to be traffic flow built into the plans, but the reality is likely to be backup on the highway.

11. Reconstruct Meeks Bay Campground

I am not in favor reducing the availability of tent sites on the Campground side. This is one of a few campgrounds on the West Shore on the lake side where there are tents sites available and where you do not have to have huge RV[rsquo]s and noise to contend with.

12. Install Pedestrian Connectivity Routes

Since this is just a [ldquo]nice to have[rdquo] for bikers to get a few more yards to the other side I am opposed to doing something that puts more paved surfaces near the lake since fine sediment run-off from paved surfaces is one of the top reasons that Lake Tahoe is losing clarity.

13. Install Interpretation Opportunities

Agree that this should be done as proposed.

14. Construct Day Use Parking Areas

15. Implement Shoreline Stabilization Measures

16. Install Best Management Practices

Agree that this should be done as proposed.

Additional comments:

-With regard to heritage and culture there has always been a difference for at least the past 20 years in the beach areas and ambiance at Meeks Bay Resort which tends to be busier with the snacks and food availability, rentals and the marina in years past versus Meeks Bay Campground which is a more quiet and more natural beach experience. Having spent a great deal of time at the campground beach for the last 20 years I feel it would be a shame if that pristine beach experience was no longer available to the public at Meeks Bay. The proposed actions seem to have much more impact on the campground beach and changing the current atmosphere there versus the Resort areas.

Sincerely,

Sue Hacker

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Sincerely,

Sue Hacker

P.O. Box 390

Tahoma, CA 96142

Date submitted (UTC-11): 10/31/2018 8:34:13 AM

First name: Silver

Last name: Hartman

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: silvertree12@sbcglobal.net

Phone:

Comments:

Lake Tahoe Basin Management Unit; CA; Meeks Bay Restoration Project-COMMENT

Hello,

I apologize for the tardiness of my comments. I appreciate your time and attention to my email. My comments are summarized below, I hope you will be able to include them even though they are late.

I am in full support of:

- * Thorough AIS removal
- * Meeks Creek Restoration
- * Marina Removal
- * Pedestrian bridge
- * Interpretive Panels

I believe Cal Trans should replace the bridge over Meeks Creek at the same time as the creek restoration. The creek channels ability to fully restore is in part reliant to the constriction under the bridge. It just makes sense to collaborate. I also believe wildlife crossing should be taken into account with both the creek restoration and bridge design. This location could be a perfect opportunity to create a wildlife crossing that connects the upper creek/meadow, with the creek mouth/lake.

I am NOT in support of:

- * A new pier
- * New boat launch

- * Reduced parking
- * Increased boat/trailer parking on the hwy
- * Reduced beach area (sand and swimming due to pier, launch and associated infrastructure)

I am a local resident and boat owner. My family and I enjoy the maritime opportunities that Lake Tahoe offers. However, an additional pier and boat launch are not necessary. There is an existing boat launch less than five (5) north in Homewood. As it is, there is an extremely high demand for beach access and parking throughout the week (not just weekends) all summer at Meeks Bay. Reducing parking and beach space should not be a priority. In addition, it has been very nice to have less boat traffic in Meeks Bay over the last few years. It has opened the bay up to more non-motorized boat activities.

Thank you for your time,
Silver Hartman

Date submitted (UTC-11): 10/20/2018 12:00:00 AM
First name: David and Judith
Last name: Havlik
Organization:
Title:
Comments:
October 20, 2018

LTBMU

US Forest Service 35 College Drive

So. Lake Tahoe, CA 96150

Re: Meeks Bay Restoration Project

Dear Sirs:

The purpose of this message is to provide comments concerning the proposed Meeks Bay Restoration Project. My wife and I are homeowners in the Glenridge area, approximately half a mile from the Meeks Bay recreation area. We have maintained and used a second home there for nearly 16 years and have been frequent users of the Meeks Bay facilities. We were recipients of your detailed proposal and would have attended your presentation on October 10th had it not been for out of town guests at our home in the Bay area.

Our comments center on two major issues. The first issue is the overall Restoration Project itself; the second is operation of the Meeks Bay concessions. We understand that comments on the second issue should be addressed to Mr. Bob Becker of your office and I am providing those to him under separate cover. However, for completeness, I am also including our concession comments in this letter.

First, we strongly support restoration of the Meeks Bay marina rather than construction of a day use pier as featured in your initial proposal. Before its closure, the marina was a valued and well-used facility, providing berthing space for approximately 150 boat owners and their families. We most certainly agree that the improvements cited are necessary. The existing boat ramps absolutely need to be rebuilt, the channel providing access to the lake needs to be useable on a more reliable basis, the service buildings (and toilets) should be replaced, and the access roads and parking area would be much better for all if they were paved. Once these improvements are completed, and any invasive plant species are eliminated, the resulting marina would be a facility that is compatible with the environmental goals of the Forest Service and that provides recreational opportunities for a significant number of families in the surrounding area.

This reconstructed marina could also be a compact and relatively quiet operation. During twelve years of use of the Meeks Bay marina, we almost never saw a need for more than five or six boat trailer parking spaces and, with the exception of the beginning and end of the season and holiday weekends, only a handful of boat launches a day. In fact, during the week, I would estimate that no more than 10% of the boats berthed in the marina were used on any given day. This level of traffic, combined with the proposed marina improvements, should result in a relatively quiet, compact facility that creates very little dust, introduces almost no foreign material to the lake, and could be entirely compatible with restoration of the associated creek.

Conversely, a day-use pier, if fully utilized, would require a large parking area for boat trailers and towing vehicles, and the need to launch and pull boats out of the water on an almost daily basis would create significantly more vehicle traffic than a marina, especially every morning and evening. An additional concern is increased contamination of the lake. Even with the required inspections there is a risk of introducing foreign material to the lake every time a boat is launched. In a marina, most of the boats are launched once at the beginning of the season.

With a day-use pier, the number of launches would be increased by as much as a 100-fold.

Second, we believe that the current operator of the Meeks Bay facilities needs to be replaced. Our experience with the present facilities does not extend to the campground, except by observation. However, we have been frequent users of the beach and concession store, and have friends who stay in the 'lodge' or 'motel' for a week

every summer. We have found that the beach is often dirty and littered, and the trash cans and dumpsters are overflowing. The snack concession is open when convenient for the operator, it is expensive, and often out of stock of various items. We would also note that, although we have never used it, the campground is extremely dusty. If dust is a lake contaminant, the existing campground has to be a much bigger concern than the marina ever was.

We have never stayed at the lodge but have friends who, with others they know, have stayed there for a week each summer for many years now. On several occasions we have visited with them at their accommodations and met with the others in their group. In the past few years the main topic of conversation is the deteriorating condition of the lodge and how poorly it is maintained. In fact, one of the regular visitors now brings a large box of tools with him and spends part of the first two days making repairs to their unit so it will be inhabitable. The crowning blow this summer was an accident in which our friend tripped over loose boards in the doorway to their unit and broke her wrist in several places.

Nearly four months later she is just regaining use of this wrist.

Thank you for your interest in Meeks Bay and for the opportunity to comment on your proposal. We hope our comments will help lead to a much improved facility.

Sincerely,

David J. and Judith A. Havlik

Michael & Janet Wright
2532 Westgate Ave.
San Jose, CA 95125

LTBMU US Forest Service
Attn: Jeff Marsolais, Forest Supervisor
35 College Drive
South Lake Tahoe, CA 96150

Re: Meeks Bay Restoration Project

Thank you for providing us with the opportunity to comment on this proposed project.

A Little Background

Meeks Bay is a special place for many people, both local families and regular visitors. My wife Janet and I have been regular visitors for more than 45 years and are life-long friends with several local families. We are fortunate to have access to the Glenridge neighborhood during the summer, which has a nice view of Meeks from the north looking south to Heavenly Valley. Our children and now our grandchildren also spend summer vacations with us at Meeks. It has become a special place for them as well. We have been spending the winter months in Truckee the last five years.

We think it is one of the most beautiful places on Lake Tahoe, maybe one of the most beautiful places anywhere in the country. We have always spent our time on the south section (south of the former marina entrance) of Meeks because of the sandy beach that is perfect for small children; swimming; paddle board, canoe, and kayak launching; and most of all relaxation. We have never used the Resort (north) section of the beach (other than paddling offshore) because it is much more crowded during peak vacation times.

As a member of the following organizations: Sierra Club, California Trout, Trout Unlimited, The Ocean Conservancy and Save the Bay, I consider myself somewhat of a conservationist. With that in mind, I am submitting my comments on the proposed restoration project as follows:

Overall Project

In general, I would agree that the Meeks Creek stream channel and wetland/lagoon should be restored to a more natural condition that supports a functioning ecosystem while continuing to support sustainable recreation opportunities.

1. Aquatic Invasive Species Eradication – needs to be completed.
2. Remove Marina Infrastructure – necessary whether it is restored or not.

3. Restore Meeks Lagoon – this objective should be completed such that it minimizes the potential for reduced beach access while allowing for a more natural opening and closing of the mouth of Meeks Creek.
4. Restore Meeks Creek from 89 to the confluence of Lake Tahoe – not sure why this needs to include any tree removal under 30in.
5. Install Utility Infrastructure – necessary part of the project
6. Implement Resource Protection Barriers – natural barriers would be preferred
7. Wildlife Enhancement Actions – not sure this is entirely needed
8. Construct a Pier – totally opposed to this action. There is no reason to construct a 300-foot long pier at the south end of the property. This proposal is in direct conflict with the concept of restoring Meeks Bay to a “more natural condition”. Construction of a pier this size and a boat ramp to accommodate “10-20 boats” would be a major detraction to the beauty of Meeks Bay, particularly the southern section. The south beach is only about 425 ft. long from the existing marina entrance to the point at which the proposed boat ramp/pier would start. Beach users would then be forced to look at this structure and its attendant boat traffic rather than having an unobstructed view to the east shore that is currently provided.

Encouraging boat traffic will only detract from the enjoyment that people find when using this beach. During the past few years since the marina has been closed, it has been nice not to have a parade of noisy boats and boaters (e.g. stereos blasting). Despite the closure, boaters routinely beached their boats and jet skis on the sand on either side of the entrance. If you look at the current aerial photo of Meeks on Google, you will see a boat on the beach and another parked inside the swim area. This will only become worse in my opinion if the pier and attendant facilities are constructed.

On the other hand, the north section of beach is about 1200 ft. long (3x the size of the south) from the marina opening to the point past the concrete wall where the rental units sit. It would seem to me that, if a pier and a boat ramp was really necessary, this area might be more suitable. The pier would have direct access to the deeper water and would not be so much of an encroachment into the current south end swim area, boat traffic would much further away from designated swim areas.

Constructing a new pier would not be environmentally friendly as vehicles, boats, boat trailers, and boaters have the potential to bring pollutants (gas, oil, bilge water, trash, noise) to what is prized as a relatively quiet, one of a kind spot. Additionally, with increased boat traffic comes an increased likelihood of injury accidents due to the close proximity of the pier/boat ramp to a heavily used swimming and non-powered watercraft area.

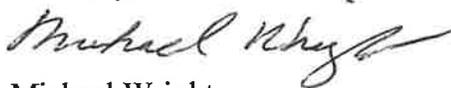
9. Construct a Boat Launch – totally opposed to this action for reasons stated above. There are three other existing boat launches between Meeks and Sunnyside.
10. Reconstruct Trailer Parking and Vehicular Circulation Routes- this action reduces the number of day use parking spaces and would not be needed if no pier were

constructed, other than some resurfacing and relocation of entrance kiosk. If the number of day use spaces is reduced, parking on the shoulder of 89 outside the campground entrance will only increase. This parking lot is full early in the morning on most summer days.

11. Reconstruct Meeks Bay Campground – this facility is due for an upgrade, but without a reduction in the number of sites if possible.
12. Install Pedestrian Connectivity Routes – as needed without the south end pier component.
13. Install Interpretation Opportunities – good idea
14. Construct Day Use Parking Areas in Meeks Resort – good idea unless master plan alternatives dictate something else.
15. Implement Shoreline Stabilization Measures – this needs to be done, wire mesh used for gabion wall needs to be removed, not sure if the sand beach area would be expanded however, because the wave action generated by boats outside the swim area is directed straight into this corner; probably the reason the concrete and gabion wall is there now. (I could have surfed it a few times this summer !)
16. Install Best Management Practices – necessary to enhance long term clarity of the Lake.

If there were a real necessity to provide another boat launch facility, reconstructing the existing marina and making it smaller (10-20 boats) along with its attendant infrastructure would be the lesser of two evils in my opinion. Additional off shore buoys should also be considered as should a far north location. Otherwise, leave it alone and complete the other pieces of the restoration proposal, the majority of the longtime users of Meeks Bay would be grateful.

Sincerely,



Michael Wright

Cc: L. Sevison

Date submitted (UTC-11): 10/4/2018 6:40:40 AM

First name: John

Last name: Healy

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: scrum7@att.net

Phone:

Comments:

Meeks Bay Proposed changes

My name is John Healy. Our family summer residence is 8230 Meeks Bay Ave. My grandfather, George Thomas Murphy, and his brother, James Murphy, owned Section 29 (Meeks Bay including the meadow) from 1882 to the 1920's). Our families now own six cabins and seven acres of land near the entrance to the lake. We are looking forward to the proposed improvements at Meeks Bay. In particular, we look forward to having a pedestrian bridge over the creek and a pier at the location you have placed at the south end of Meeks Bay. The bridge would be a safety and convince matter for those camping and living on the South side of the creek. On a related matter, I have always been concerned about the fire hazard we live with because the poor condition of the Meeks Bay meadow. Isn't it an irony that we have two fire stations, Federal and Local, within a stone's throw of quite a fire hazard. Every year the retired fire chief would speak at our local home owners meetings and tell us that the meadow is a disaster ready to happen. I j wonder how you and others living in the Meeks Bay Area feel about spending money on the proposed improvements before cleaning up the fire hazard in our meadow? Sincerely, John Healy, 3844 Fairway Dr., Cameron Park, CA., 530-676-4617

Date submitted (UTC-11): 10/13/2018 8:03:57 AM

First name: John

Last name: Healy

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: scrum7@att.net

Phone:

Comments:

Meeks Bay Proposed Plan

Dear Ms Downie.

I am generally in favor of the Proposed Plan for Meeks Bay.

I am particularly interested that a footbridge across the creek be built for safety, ecology, and convenience. We go from our home on Meeks Bay Ave to north historic Meeks Bay beach, the gathering place of our long time friends and family during the summer several times a week in the summer months.

The bridge would give us safety so that we do not have to walk on the highway particularly with children as we did this past summer or use our other option to take cars due to distance around for little ones which is not as ecologically sound.

We purchased our Meeks Bay Ave home many years ago for its convenience to "our Meeks Bay family beach" and it worked well for so many years when we could walk across creek through the marina or before that on a footbridge long gone. With original bridge and marina gone, and the creek fenced off completely this past summer, we mostly resorted to driving with only a few persons opting to walk the only way possible, longer and on the highway. Also inconvenient for people running home for something or going at different times from one another.

So whatever you do, I ask you please to keep the footbridge across the creek in the plan.

Thank you,

Renee Healy
8230 Meeks Bay Ave
Meeks Bay, Lake Tahoe

3844 Fairway Dr.
Cameron Park, CA, 95682

Date submitted (UTC-11): 10/30/2018 4:53:35 AM

First name: Joann

Last name: Helmus

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: joann.helmus@gmail.com

Phone:

Comments:

Meeks Bay Restoration Project

Dear Ms. Downie - My husband and I are owners of the cabin at 537 Log Cabin Road, located at the end of the dirt road that begins at the the Meeks Bay Trailhead. We are excited to hear about this extensive project and, hopefully, the resulting restoration of Meeks Bay to improve water quality, native forestation, and wildlife sustainability.

Please add our email addresses to any list you may have on updates about this project.

Thank you for your help.

Sincerely,

Joann and Mark Helmus

--

Cell 530-902-1149

Date submitted (UTC-11): 10/15/2018 12:00:00 AM

First name: Alexander

Last name: Heng

Organization:

Title:

Comments:

Meeks Bay Restoration Project

Submission of comments by Alexander Heng

My very first experience of Tahoe was at Meeks Bay. I liked how quiet and welcoming it was compared to the rest of the lake. I've been to many other lakes and the constant movement of boats was a major distraction. However, Meeks Bay was a hidden gem that I could always seek refuge from the crowds.

With this new project, my concern is that all that we come to love about Tahoe would be gone. I know the proposal states that an alternate space would be allocated from swimming, but what about space to do other activities, like BBQs and sand sports? In addition, the addition of a pier and dock seems counter intuitive to the goals of the project. How does allowing more boats into the marina positively affect wildlife? There was a docking area already established, why not just renovate and open that area?

I feel the shift is an unnecessary shift from what makes Meeks Bay appealing to visitors like me. It's difficult to imagine that the proposed changes will ultimately change things for the better. Granted, some of the proposed changes, such as the reconstruction of the campground, are beneficial and are welcome changes. But it feels like the project aims to increase foot traffic to Meeks Bay and that isn't a good enough reason to throw it all away.

Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

My very first experience of Tahoe was at Meeks Bay. I liked how quiet and welcoming it was compared to the rest of the lake . I've been to many other lakes and the constant movement of boats was a major distraction. However, Meeks Bay was a hidden gem that I could always seek refuge from the crowds.

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(You may attach additional pages if desired)

Name Alexander Heng

Mailing Address 222 Semples Crossing Benicia, CA 94510

Email heng.alexander@gmail.com

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/ltbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-ltbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

Comments are most helpful if submitted by the close of business on October 26, 2018.

USDA is an equal opportunity provider, employer, and lender.



Date submitted (UTC-11): 10/22/2018 12:00:00 AM

First name: Nancy

Last name: Hennings

Organization:

Title:

Comments:

Meeks Bay Restoration

Please find an attached letter concerning Meeks Bay Restoration.

Thanks!

October 22, 2018

LTBMU [ndash] Meeks Bay Restoration Project:

I just wanted to share a few thoughts on the Meeks Bay Restoration Project. I am a lucky recipient of the generosity of a Meeks Bay property owner and have been enjoying the beach and beautiful natural beauty of the immediate area as a guest to the property. I am very excited to see the old marina area return to its natural state as a lovely alcove for flora, fauna and people to enjoy. I know in previous eras the needs of developing recreation and business ventures outweighed the needs of the natural habitat. I know that Lake Tahoe is still recovering from those eras. Whenever there is a chance to step the footprint backward, within reason, what an opportunity for the community!

As I understand, there are plenty of boating opportunities around the shoreline of Lake Tahoe. Meeks Bay offers human powered recreation, such as paddle boards, kayaks, canoes and swimmers without fear of injury by motorized boats and jet skis. The sounds we hear from the lake is that of wildlife, lapping water, wind through the trees and people enjoying nature, rather than the ripping-whine of the motorized craft. It[rsquo]s hard to relinquish serenity.

During this pause between the old and the new, I just ask that you consider the opportunity restore an original environment[mdash]one that is prime for enjoyment by Lake Tahoe lovers!

Sincerely,

Nancy Hennings

October 22, 2018

LTBMU – Meeks Bay Restoration Project:

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During this pause between the old and the new, I just ask that you consider the opportunity restore an original environment—one that is prime for enjoyment by Lake Tahoe lovers!

Sincerely,

Nancy Hennings

Date submitted (UTC-11): 10/30/2018 7:14:50 AM

First name: Jon

Last name: Hoefer

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: jtahoefer@aol.com

Phone:

Comments:

Meeks Bay Restoration Project

I have reviewed the Proposed Action for the Meeks Bay Restoration Project. For the most part I think this is a good proposal and would result in improvements to the valuable Lake shore federal land. I do have a concern regarding the scope of the project. It would seem that the project should be inclusive of all the recreation facilities in that area. It should include the trailhead for Meeks Creek Trail to Desolation Wilderness. Although the trailhead is west of Highway 89 and not a part of the resort or Forest Service Campground, it is nearby and certainly an integral part of the improvements in Meeks Bay. The trailhead, such as it is, drains to Meeks Creek and may influence water quality and creek stabilization in the current project area.

I recommend that the trailhead parking area be included in this project.

Sincerely,

Jon Hoefer
1331 Northampton Circle
Gardnerville, NV89410
775-392-0413

jtahoefer@aol.com

Date submitted (UTC-11): 10/26/2018 12:00:00 AM

First name: Harryette

Last name: Hughes

Organization:

Title:

Comments:

Date submitted (UTC-11): 10/28/2018 12:00:00 AM
First name: Gregory
Last name: Hull
Organization:
Title:
Comments:
To:

Jeff Marsolais, LTBMU Forest Supervisor Comment.-pacificsouthwest-ltmu@fs.fed.us

From:

Gregory Hull

Re:

Meeks Bay Restoration Project

Date:

October 26, 2018

So that my comments may be easily be incorporated in a summary of responses, I am following the project outline provided by USDA Forest Service Lake Tahoe Basin Management Unit. I did not comment on all proposals.

[comment:48-1]Background

Correction: Meeks Bay was purchased in 1921 by Oswald Kehlet not 1938.[comment end]

Proposed Action

2.Remove Marina infrastructure

[comment:48-2]Instead of removing the boat ramp, it should be improved and 20- 30 slips made available for campers and summer home and year round residents.

The loss of the marina and boat ramp has created several unintended consequences. Marina slips are expensive and difficult to find. The closest boat ramp and marina is Obexer's in Homewood. All day long during the summer, the boat ramp traffic is constant, exposing the lake to car traffic pollution, possible oil and/or gas leaks when launching and the cost is \$40 per day. If boaters had the option of launching at Meeks Bay and using overnight slips for their boats, it would be beneficial to recreational and environmental concerns alike. [comment end][comment:48-4]Should the limited number of slips idea prevent the necessary environmental actions, a buoy field may be established as an alternative. Demand will most certainly exceed availability. Perhaps rental should be limited to 2 weeks, which is the same limit for campers.[comment end]

[comment:48-5]Location of the ramp in close proximity to the pier is a bad idea. There are many vehicles, trailers and people moving around.

It should be located away from swimming areas.[comment end]

[comment:48-6]The boathouse should not be torn down. Please do not remove the boathouse office. So many of the old buildings are gone. Perhaps the existing bathrooms in the building could be improved and made available to visiting boaters.[comment end]

[comment:48-14]6.Implement Resource Protection Barriers

The current 'barrier' is a wire fence that is falling down, so this is an excellent idea. A better explanation for its purpose would be welcomed. I have seen children on the beach trying to figure out why there is a fence at the end of the beach.[comment end]

8. Construct a Pier

[comment:48-7]When my family operated the resort, the pier was a focal point and hub of activity. People docked at the pier to use the beach, pick up family and friends, get a burger at the beach fountain or make purchases at the grocery store. Currently, there is no way for boaters and those on shore to connect. Often adults and children paddle out to their boats. Although it is unsafe and probably illegal, boats come into the beach to pick up people.

A pier is great idea for all Meeks Bay. However, it should be located where the old pier was. Locating the pier at the south end of the bay would ruin the beach experience for day use visitors, local residents and campers.[comment end]

[comment:48-8]A pier would also serve as a safe harbor in dangerous and sudden afternoon storms, a disabled vessel or medical emergencies.

Several summers ago when the lake level rendered our HOA pier useless, my brother in law had heat stroke. We needed to get him out of the sun and off the boat immediately. We pulled into longer HOA pier in Rubicon Bay. Members on the pier immediately told us that we could not use their pier. Despite their protests and accusations that he was drunk, we were able to bring him safely to shore.[comment end]

[comment:48-9]9. Construct a Boat Launch

Regarding the marina office and restroom, if the boat launch were to remain at its current location, the cost of construction of an office would be avoided.

10. Reconstruction Trailer Parking and Vehicle Circulation Routes Again, if the launch ramp is left where it is, no trailer parking would be necessary as there is plenty of space for trailer parking on the north side of the marina.[comment end]

[comment:48-10]Reducing parking on the south side of the marina is the opposite of what is needed. On a busy beach day (guessing [auto-markup:Request for Comment Extension]30 days[auto-markup end] cumulatively), the lot is full and day use visitors are forced to park on the highway. This is dangerous for pedestrians crossing the highway and drivers trying to avoid them. Perhaps a cross walk could be installed if expansion of the parking lot is not possible.[comment end]

12. Install Pedestrian Connectivity Routes

[comment:48-11]I am very much in favor of a foot and bike bridge across the creek. Currently, people cross the highway bridge to get to the other side. It is always dangerous to walk on a highway shoulder.[comment end]

13.[comment:48-12]Install Interpretation Opportunities

When we were children, we would usually arrive at the Lake late at night. When saying hello to the resort in the morning, one of our first destinations was the [auto-markup:Tribal-Related]Native American[auto-markup end] grinding rocks.

How wonderful to have children today do the same, but with an explanation of their use and context in the Washoe's history of the Lake.[comment end]

[comment:48-13]As year-round residents, we learned of the FS's plan for Meeks Bay from an article in the local newspaper. Neighbors in Meeks Bay Vista, including the home owner association board members, did not have advanced notice and joined us on the October 10 tour. For this reason, I would request that the comment deadline be extended.[comment end]

For over 50 years, our family, friends and countless Meeks Bay Resort visitor enjoyed a special place in time. The Resort was more than a business enterprise. It was a village of sorts - with employees and guests alike - sharing in family activities, enjoying the lake and the beach, going to the movies, lunch at beach fountain, dances, fishing, horseback riding, boat rides in our grandfather, Fred Kehlet's famous boat, Star Dust. I hope one day, with FS improvements and the right concessionaire, a little bit of that magic may be brought back to Meeks Bay Resort.

To: Jeff Marsolais, LTBMU Forest Supervisor
Comment.-pacificsouthwest-ltmu@fs.fed.us

From: Gregory Hull

Re: Meeks Bay Restoration Project

Date: October 26, 2018

So that my comments may be easily be incorporated in a summary of responses, I am following the project outline provided by USDA Forest Service Lake Tahoe Basin Management Unit. I did not comment on all proposals.

Background

Correction: Meeks Bay was purchased in 1921 by Oswald Kehlet not 1938.

Proposed Action

2. Remove Marina infrastructure

Instead of removing the boat ramp, it should be improved and 20-30 slips made available for campers and summer home and year round residents.

The loss of the marina and boat ramp has created several unintended consequences. Marina slips are expensive and difficult to find. The closest boat ramp and marina is Obexer's in Homewood. All day long during the summer, the boat ramp traffic is constant, exposing the lake to car traffic pollution, possible oil and/or gas leaks when launching and the cost is \$40 per day. If boaters had the option of launching at Meeks Bay and using overnight slips for their boats, it would be beneficial to recreational and environmental concerns alike. Should the limited number of slips idea prevent the necessary environmental actions, a buoy field may be established as an alternative. Demand will most certainly exceed availability. Perhaps rental should be limited to 2 weeks, which is the same limit for campers.

Location of the ramp in close proximity to the pier is a bad idea. There are many vehicles, trailers and people moving around. It should be located away from swimming areas. And please do not remove the boathouse office. So many of the old buildings are gone. Perhaps the existing bathrooms in the building could be improved and made available to visiting boaters.

6. **Implement Resource Protection Barriers**

The current 'barrier' is a wire fence that is falling down, so this is an excellent idea. A better explanation for its purpose would be welcomed. I have seen children on the beach trying to figure out why there is a fence at the end of the beach.

8. **Construct a Pier**

When my family operated the resort, the pier was a focal point and hub of activity. People docked at the pier to use the beach, pick up family and friends, get a burger at the beach fountain or make purchases at the grocery store. Currently, there is no way for boaters and those on shore to connect. Often adults and children paddle out to their boats. Although it is unsafe and probably illegal, boats come into the beach to pick up people.

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To: Jeff Marsolais, LTBMU Forest Supervisor
Comment.-pacificsouthwest-ltmu@fs.fed.us

From: Gregory Hull

Re: Meeks Bay Restoration Project

Date: October 26, 2018

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Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Linnea
Last name: Hull
Organization:
Title:
Comments:
To: Jeff Marsolais, LTBMU Forest Supervisor
Comment.-pacificsouthwest-ltmu@fs.fed.us
From: Linnea Kehlet Hull
Re: Meeks Bay Restoration Project
Date: October 22, 2018

So that my comments may be easily be incorporated in a summary of responses, I am following the project outline provided by USDA Forest Service Lake Tahoe Basin Management Unit. I did not comment on all proposals.

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Comment.-pacificsouthwest-ltmu@fs.fed.us

From: Linnea Kehlet Hull

Re: Meeks Bay Restoration Project

Date: October 22, 2018

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Date submitted (UTC-11): 10/26/2018 12:00:00 AM

First name: Linnea

Last name: Hull

Organization:

Title:

Comments:

Meeksbay

To:

Jeff Marsolais, LTBMU Forest Supervisor Comment.-pacificsouthwest-ltmu@fs.fed.us

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Re:

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Date submitted (UTC-11): 10/25/2018 8:17:52 PM

First name: Julie

Last name: Hutchinson

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: juliehutch3182@aol.com

Phone:

Comments:

Public Comment - Scoping for the Proposed Action for the Meeks Bay Restoration Project

Dear Mr. Jeff Marsolais,

Please find the attached Public Comment Letter regarding the Scoping of the Proposed Action for the Meeks Bay Restoration Project. Please confirm receipt of this letter.

Thank you,

Julie & Dale Hutchinson

Julie & Dale Hutchinson
43350 Dunlap Street
Banning, CA 92220
Juliehutch3182@aol.com

October 25, 2018

Jeff Marsolais, Forest Supervisor
USFS- Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150

Sent via email and Fax

**Re: Public Comments on Scoping of the
Proposed Action for the Meeks Bay Restoration Project**

Dear Mr. Marsolais,

Thank you for the opportunity to submit our thoughts on the scope of the Proposed Action for the Meeks Bay Restoration Project which includes significant new activities not clearly related to the proposed restoration. As background, my family has owned property in Tahoma since the early 1950s. We have all grown up spending our summers on this beautiful lake and at Meeks Bay. We look forward to enjoying this place with our future generations. We care very much about protecting the lake and its resources and we are concerned about this project as it seems intent on drawing larger crowds and more people to this area. We hope that the thoughtful, reasonable, and well-intended comments of the residents and locals provide you with a more focused scope and consideration for what is really needed, and what is not necessary, for this treasured and special area.

The proposed action is focused on Restoration yet a whole new project is included within this proposal which is very misleading and concerning. While I support protecting the lake, its clarity, views, its resources, and I can see the benefit of rehabilitating the creek and watershed across the highway (separate project), but there is much to be considered. New project items such as a 300 foot pier, boat ramps, changes to connectivity of the two very different and very distinct beach areas does not tie into the priority of restoration of the creek. These proposed changes really are a completely new project which will forever alter Meeks Bay and affect the communities, local property owners, residents, and visitors who have recreated here for years. It is a bit disingenuous that the project scope has far exceeded restoration of the creek which most of the public supports, but has added entire new project components that should be considered as a separate project. The Assumptions and Project Summary Narrative don't fully support all the all the proposed actions or the Purpose and Needs for this project.

A need for "Recreation Enhancement" has not been proven or validated to even be necessary at either of the resort or campground, especially since both areas are already at capacity throughout the summer. The proposed actions, which I consider above and beyond restoration, are excessive, unnecessary, and

Letter to USFS- LTBMU
Public Comments on Scope of
Proposed Action Meeks Bay Restoration Project
October 25, 2018

are environmentally and fiscally irresponsible. Alternatives which incorporate existing infrastructure must be considered as a superior alternative with taking “No action” considered as well.

Meeks Bay is a special and unique place on what has become a very crowded and overused Lake and Basin resource. This proposal and alternatives must take a very thoughtful process which considers alternatives that use existing infrastructure and holds the land management agency accountable for managing the property and not letting problems exist for years before taking action. USFS records show that the marina was identified as having significant problems with Aquatic Invasive Species as early as 2004 yet NO remediation efforts have taken place even though studies have been done since that time. Why would the forest allow the marina to degrade further and do damage to the lake? Why wasn't action taken sooner? This proposal and alternatives must hold the agency responsible to properly manage the infrastructure, not grant a do-over by allowing new infrastructure to further environmentally impact the lake. It is our opinion that this proposal, without significant reduction in scope, will allow the land management agency to further put the public and lake at risk. Manage what is already there without altering Meeks Bay.

I am further concerned that the TRPA is participating in this and has recently passed their shoreline plan which is clearly developed to increase development and the influx of people to the Tahoe basin which is direct contrast to what is best for the lake. The goals of the TRPA should not determine the appropriate scope of this project.

I agree that an EIS on this specific project, this specific location in Meeks Bay, and especially for all the enhancements and new projects being considered including the pier, ramps, reconfigure parking, and environmental impacts of these new projects. Only with a full EIS can the forest service properly evaluate all of the interconnected and cumulative impacts and threats, unintended consequences, and off site impacts of this unnecessary and expansive project which is well beyond restoration of Meeks Creek.

The following impacts, connected actions, cumulative effects, benefits, and superior alternatives must be studied and considered:

1. The scope of the project should stick to the restoration of a portion of Meeks Creek as this directly impacts the health of Lake Tahoe. This restoration is dependent upon the CalTrans approval of a new bridge and infrastructure for the creek crossing under highway and the feasibility of this must be considered. An alternative should include a modified restoration of the creek or no change if the bridge is not reconstructed.
2. Eradicate the Aquatic Invasive Species: The USFS has allowed this situation to become significant since at least 2004 by not doing anything to manage the problem. The two acre marina/lagoon will need to be treated for the Eurasian Milfoil and other Invasive species which is estimated to take at least 2 years and at significant cost of over \$500,000. A far superior alternative that should be considered is to complete the treatment to eradicate the Invasive Species and then rehab the marina as in #3 below.

3. Most of the Marina infrastructure has already been removed and gone since fall of 2017. A far superior alternative to constructing a new boat ramp and pier would be to rehabilitate the existing marina area, structures, boat ramp, downsize or discontinue any consideration for boat storage slips, pave and secure vehicle and boat trailer parking, install appropriate restroom and trash facilities, repair seawalls, rip/rap, and other infrastructure. The few remaining items could be rehabilitated and restored while the Aquatic Invasive Species is being eradicated. The existing location of the boat ramp is screened from the lake and highway and doesn't detract from the beautiful vistas of the lake from the shore or from the water. It is neatly tucked away and provides noise reduction, traffic patterns, separates the two distinct beach areas, and has limited impacts to the existing beach recreation activities. The access to the lake has been dredged and the ground already disturbed and resettled. Institute and manage a comprehensive Aquatic Invasive Species Management Plan which could include an alternative of alternative years of use and opportunity to control Aquatic Invasive Species in already established and controlled area versus exposing and threatening the entire bay with occupying new areas with boats. Boats seem to be the carrier of the Invasive Species, why spread them to other areas that are equally susceptible to growth of this Aquatic Invasive Species? Keep them where they can be contained with good and proactive management which in this case is the existing marina area and ramp.
4. Construct a pier: This is clearly a new use and new project that has nothing to do with restoration and must be considered as new and be evaluated by a full EIS to fully understand the impacts and make appropriate decisions. This proposed pier in combination with a new boat launch on the southern end of the bay (on the campground side) is what disturbs me the most. One only needs to stand where this pier and ramp are proposed to see how it is not well thought out or a necessary project. This area of the shoreline and bay is very shallow and the pier would have to be 300 feet to reach deep water. One must ask if a 300 foot pier is even necessary. The amount of water disturbance, habitat destruction, shoreline damage that would have to occur to put this new infrastructure in, for just a few month of use a year is not reasonable. To gain ample access to this area for the proposed new pier and ramp, which is very close to the highway (which sits significantly above grade of the lake) would include removal of significant number trees which not only screen the lake area but absorbs the ambient noise of the traffic on the highway and grade area. The view at the beach will change to include seeing the highway and increase in noise. This area also has a flood control basin from the highway that would need rerouted and changed and space is limited. The pier and boat ramp would likely remove recreational use by existing locals and visitors by probably 1/3 of the swimming, kayaking, stand up paddle boarding, diving, sunbathing, and dog area of the southern campground beach. This is the only way you could even think to safely allow all recreational activities to happen in the same area including introducing motorized watercraft. These boats pose dangerous and inherent risks to all the other recreational activities that currently occur at this beach. The far superior alternative that must be considered is that NO new project pier or boat ramp be added in Meeks Bay.

As an alternative to insure motorized watercraft activities are still accommodated without overlapping or reducing other recreational uses is to utilize the existing boat ramp and marina on

the resort side. The resort has more amenities and a ramp already exists which can be rehabilitated to meet the motorized watercraft needs. Many boaters have already adapted to not having the ramp and marina and downsizing it from present size would still meet the needs. The marina can be treated for Aquatic Invasive Species (AIS) and even size of marina reduced to allow for proper AIS management in a contained and controlled area that doesn't alter the existing and at capacity uses of Meeks Bay.

We are completely opposed to putting in 300 foot pier and new boat ramp which is completely not necessary in Meeks Bay. Safe harbor can be obtained with existing marina and boat launch without a whole new and unnecessary development of the Southern beach area of the bay. I do not even support a pier or ramp on the Northern end of the resort area as was discussed at the tour. Existing infrastructure can effectively meet the motorized watercraft needs without significantly altering the bay. This part of the proposed action is not consistent with the Purpose and Needs, Assumptions or intent of the restoration proposal and should not be included in the scope of the proposed action.

5. Construct a Boat Launch: First of all there is already a boat launch that has served the needs of boaters in this area for years. In fact, the boaters have been successful at finding alternatives since the marina has been closed since 2015 so we question how necessary is a new boat ramp? As stated above in #4 a boat ramp already exists which is by far a more superior alternative and financially more feasible for the short duration of summer use. The existing boat ramp could be rehabilitated to meet the needs and would have to be better managed. The prevention of Aquatic Invasive Species must be part of a robust and annual program similar to what is being done in Emerald Bay.

The number of buoys and piers on the west shore as well as public ramps meets the need of boaters. Meeks Bay is not an area that can only be accessed by the water and by making boating a priority you diminish the recreational opportunities for the locals and visitors who already fill both the resort and FS campground side of beach to capacity. The noise of a new ramp and boats coming and going would ruin the quiet atmosphere of the beach and campground. The existing marina and ramp area is behind the beach and the ambient noise is absorbed and rarely impacts the beach activities. Most of the boats that have frequented the area want to go to more secluded areas of the lake then stay at the bay. Meeks Bay is accessible to boats with minimal impacts if the existing marina and ramp remain. This action does not support the purpose and needs or assumptions.

6. An increase in motorized watercraft and people will substantially change the character and existing recreational experiences of this already at capacity bay. Alternatives that increase traffic, boats, vehicles, and people into the area and diminish the existing recreational opportunities for locals, families, and visitors must be considered. There are health issues with increased boat traffic and proximity to public beach and swimming areas if the new launch and pier are approved. Boating increases threat of water contamination from fuel and hydrocarbons released in the

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7. In an effort to enhance recreation I would recommend some Kayak, paddleboard, bicycle storage at both the resort and the campground side for storage of private non-motorized equipment. Encourage non-motorized recreation that is much more compatible with swimmers and beach goers. Impact is lighter on the land and protects the homeowners, reduces noise, and protects the pristine waters of the bay.
8. Protection of existing Tahoe Yellow Cress which is found on the Campground side of the lake and is well protected. Any alteration would remove or destroy this healthy stand of Yellow Cress which is protected.
9. Leave existing beach areas separate to allow for multiple and different uses. Both beaches have very unique and special characteristics. Combining the two distinct beaches environments would significantly limit the enjoyment of the equally unique users of each beach area. The resort side is very busy, has more amenities, is very crowded, noisy, and is affectionately called "Coney Island". It is difficult to get to the water to swim or kayak. The Campground beach is a crowd made of more locals, campers, and visitors. The day use parking lot is full and beach is busy, yet a quieter crowd, easier handicap access, more relaxing, and has limited amenities (only bathrooms). In the hustle and bustle of a Lake Tahoe summer, having a nice accessible swimming, kayaking, stand up paddle board, diving, and even small dog beach that locals and visitors alike can enjoy cannot be replaced. Any modification of the Southern beach area that limits beach area, access to the water, and less parking will severely limit the space that someone who lives at the lake can enjoy. It is easy for locals to get pushed out of their community and lake areas in the summer. Meeks Bay has always been a haven to enjoy the lake and our home. The Campground beach has accommodated both locals and visitors in a very manageable way.
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11. One of the safety and offsite impacts we are most concerned about is the intended (or unintended) consequence of drawing more people to the area and the constant threat of a major wildfire or emergency. The west shore and especially Rubicon, Meeks Bay and even Tahoma are like a cul-de-sac with limited emergency exits. In the summer you cannot even get out to the south with all the Emerald Bay and tourist traffic via the highway to South Shore and especially with motorhomes, trailers or boat trailers. The traffic to Tahoe City and safe exit corridors is also very challenging. Some of the Tahoe City traffic might be mitigated when the by-pass is finished but likely traffic will increase. There are no other safe exit corridors from the West Shore and with numerous visitor and tourists we are already compromised with safe exit out of the area in the event of an emergency. Other lake areas have multiple highways that will provide opportunities to get out of the area. The West Shore does not have the ability to get away from a fire.

As property owners and summer residents in the area for more than 50 years, and career firefighters, we are keenly aware of the problems we would have evacuating the West Shore. Any effort to bring more people and vehicles to this area puts the locals and general public at risk. You cannot mitigate how people will react in an emergency that will occur, and the West Shore is already compromised with limited ways out to safety. Care must be taken to think about how increasing activities and traffic will further compromise the public's safety including residents and visitors. By drawing more people to this cul-de-sac you put residents, homeowners, campers, visitors at an increased risk. Both areas of Meeks Bay are already at capacity during the summer even on weekdays and roads north and south are two lane, slow travel, and already congested.

12. Motorized watercraft and boating recreation should not have priority over existing recreation and enjoyment of the lake. The overall proposed action places significant benefits to motorized watercraft users while diminishing opportunities and safety of existing recreational uses swimming, kayaking, stand up paddle boarding, diving, sun bathing, and dog beach. The project should consider alternatives that utilize the existing marina and boat ramps without further degrading or limiting access to the beach, bay, existing recreation, safety, and impacting water quality.
13. Regarding trailer parking and circulation routes, this should be an option for both the resort and campground areas. Proper paving of roads at the resort side would help protect the creek, small lagoon and reuse of marina and boat ramp. The traffic patterns should all flow smoothly and limit traffic backing up on the roadway. A significant consideration should be for proper staffing of a kiosk for day use that does not impact the camp hosts except for a few hours a day. The hosts should have more time for the campground and to patrol beach and bathrooms. A simple fix would be hiring a kiosk person for 8 hours a day during the summer. The Camp Hosts are often working 16 or more hours a day and it gets exhausting. If the superior alternatives of Not constructing a pier and boat launch are not considered and removed from the scope of this project, then significant staffing increase must occur as significant safety problem and overcrowding will occur at ramp, swim area, and pier that must be supervised. Ideally this

proposed pier and ramp will be removed as not consistent with the purpose and needs of restoration.

14. Reconstructing the Meeks Bay Campground to accommodate SOME larger recreational vehicles could be accomplished with minimal impact to the day use and beach uses. I don't think tent and small RV users should be pushed out for the large RV motorhomes. There should be consideration of both uses. I wouldn't want to see many more than a few camping sites added as that impacts traffic, removal of trees, increases noise, and impacts beach recreational use which is fairly balanced now with day use at capacity during the summer. Updating the campground has benefits as long as existing users still have opportunity to use the campground. We recommend that if power hookups are proposed that appropriate septic system is also installed as it seems large RV'ers tend to need to dump their tanks more frequently and often use the dark of night to run grey water onto the ground which would be a serious threat to the lake and an unintended consequence. Every effort must be made to contain any run off from camping activities. The campground will not be properly screened or separated from the beach area if day use parking or campground enlarged and additional trees removed.
15. We would support a small walking bridge roughly as shown in Figure 4 where foot traffic to campground and beach can be filtered and slowed as not a steady flow. This will allow people to walk safely to resort side for amenities such as store and small food vendor. We would not support the pedestrian crossing area being closer to the beach area as it's in the way of parking area and already congested. Bicycles, scooters, razers, electric scooters and the like should not be allowed on the beach or blocking walkways. Appropriate bike racks should be installed away from the beach.
16. We support interpretive opportunities that include historical information on both the Washoe tribe, habitat/environmental education, and the Meeks Bay Resort history as well. The rich history of this area for the Washoe and the Resort should all be equally displayed as all part of the history of this beautiful place. There should also be appropriate signage for no littering, no open fires, and emergency evacuation information.
17. As stated before we recommend the existing Marina, boat ramp, trailer and vehicle parking remain for the continued use of the marina and boat launch. This area should not be converted to day use parking as it will compress the crowds and create significant noise and disruptions for beach goers. Using this area for vehicle and boat trailer parking is an existing use and is a far superior parking area for vehicles and boat trailers allowing use of superior alternative of using existing infrastructure for a properly managed, screened appropriate, and responsible marina and boat launch. Set reasonable and restricted hours for boating activities at ramp and marina.

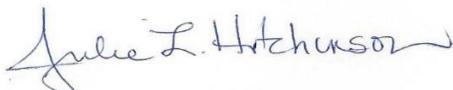
18. We do not have a clear understanding of what gabion and concrete walls you propose removing and replacing as it was not discussed at tour. If natural retaining structures can provide the same protection and it does not take away beach area it may be an acceptable opportunity. If it includes removing structures or limiting beach access we don't think it is necessary.
19. The Best Management Practices (BMP's) should always be used as that is part of effective managing of the resource. A concessioner should have responsibility to maintain these BMP's as a condition of their authorization to operate on federal lands. New and emerging issues should be addressed immediately and not corrections or modifications not delayed. If Marina and boat ramp are reutilized, which we find as a superior alternative, then an annual maintenance plan should be put into place to manage Aquatic Invasive Species.
20. The Meeks Bay Fire Department which the residents and property owners pay for in special taxes should not be impacted by any reconfiguration or activities without receiving additional funding from the forest or appropriate concessionaire as off-site impacts of increased activities, people, traffic, and emergency and non-emergency call volume.
21. The proposed action seems to increase noise, pollution, aquatic invasive species infiltration to other areas of the bay, traffic impacts both on highway, roadside parking, camping and in parking areas. Downsizing the proposed action to only what is necessary and manageable must be an alternative. Don't forever alter Meeks Bay with an unnecessary pier, new boat ramp, when existing infrastructure already exists, and if properly managed is a far superior alternative that effectively balances recreational needs to protect Lake Tahoe, meets environmental needs recreation activities, and is fiscally responsible. The "wants" for new infrastructure and projects that diminish the Meeks Bays unique and distinctly different beach areas, historic cabins, resort amenities, existing and at capacity recreational uses including swimming, kayaking, paddle boarding, diving, dog area, picnicking, camping areas, views, and enjoyment of Meeks Bay should be removed from the scope of the project as not consistent with the purpose and needs and appropriate existing alternatives considered.
22. Restore Meeks Lagoon: We have concerns about a lagoon being a dangerous and very attractive nuisance for kids without safety constraint and access limited to the lagoon. The stream can be restored (if CalTrans is willing to install new bridge) with a small protected lagoon area which will then merge with a downsized marina and existing boat launch or breech lake separately. Efforts to pave the access to the ramp and marina will eliminate sediment and help with environmental effects. A lagoon and stagnant or standing water or muck in low water flow seasons will significantly increase the existence of mosquitos, meat bees, and other insects that will impact people safely recreating.

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Public Comments on Scope of
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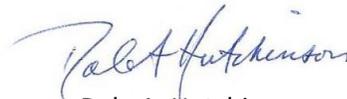
Overall our thoughts on the restoration plan remain mixed, as new infrastructure and projects seem inconsistent with the "Purpose and Needs", Assumptions, and Project Summary Narrative of this proposed action. As to the restoration of the creek and possibly the lagoon we can see value to protecting and preserving the lake with minimal impacts to existing uses if alternatives and technology are used to implement only that part of the restoration. As to all the new infrastructure being proposed we are completely opposed to a 300 foot pier and new boat launch and ramp, as they are completely unnecessary and would just move a environmental problem to another part of the bay and restrict existing uses and create significant noise, traffic, environmental issues and safety hazards. An alternative that considers use of the existing boat ramp and portion of existing Marina area must be considered as a better alternative and scope both environmentally, in support of all existing recreation uses, and fiscally sound. If Meeks Bay was undeveloped and did not already have recreational opportunities that are already at capacity all this new proposal might make sense. That is not the case, and it would be irresponsible and environmentally detrimental to put in a 300 foot pier and new boat launch. This "new project" would limit existing recreational uses and forever alter and ruin Meeks Bay and this pristine and special place. The uses by motorized water craft should not be a priority over other existing uses....a balance must be found and the existing boat ramp and marina can meet that balance without changing the entire vista of Meeks Bay.

We are also concerned that the TRPA is exerting pressure to push their Shoreline Plan which may not be appropriate for Meeks Bay. A thoughtful and very detailed and specific EIS must be completed to consider specific needs and conditions in Meeks Bay. Any decision made will impact us forever and will alter uses for the community, visitors, and neighboring homes. Our recommendation is to consider alternatives that limit the scope to the purpose and needs, and take no action on any new infrastructure that is not required or necessary, while utilizing existing infrastructure to meet the recreational needs with appropriate management and mitigation. The whole goal of this is restoration and protection of the lake. We cannot see how these new activities of a pier, boat launch, and other non-essential activities are environmentally sound as a significant disruption of the lake, shoreline, trees, noise, traffic, safety, and existing recreation will all occur. Downsize the scope of this project to be consistent with the Purpose and Needs and to properly mitigate environmental issues and preserve existing recreational activities without altering Meeks Bay forever.

Sincerely,



Julie L. Hutchinson



Dale A. Hutchinson

Julie & Dale Hutchinson
43350 Dunlap Street
Banning, CA 92220
Juliehutch3182@aol.com

October 25, 2018

Jeff Marsolais, Forest Supervisor
USFS- Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150

Sent via email and Fax

**Re: Public Comments on Scoping of the
Proposed Action for the Meeks Bay Restoration Project**

Dear Mr. Marsolais,

Thank you for the opportunity to submit our thoughts on the scope of the Proposed Action for the Meeks Bay Restoration Project which includes significant new activities not clearly related to the proposed restoration. As background, my family has owned property in Tahoma since the early 1950s. We have all grown up spending our summers on this beautiful lake and at Meeks Bay. We look forward to enjoying this place with our future generations. We care very much about protecting the lake and its resources and we are concerned about this project as it seems intent on drawing larger crowds and more people to this area. We hope that the thoughtful, reasonable, and well-intended comments of the residents and locals provide you with a more focused scope and consideration for what is really needed, and what is not necessary, for this treasured and special area.

The proposed action is focused on Restoration yet a whole new project is included within this proposal which is very misleading and concerning. While I support protecting the lake, its clarity, views, its resources, and I can see the benefit of rehabilitating the creek and watershed across the highway (separate project), but there is much to be considered. New project items such as a 300 foot pier, boat ramps, changes to connectivity of the two very different and very distinct beach areas does not tie into the priority of restoration of the creek. These proposed changes really are a completely new project which will forever alter Meeks Bay and affect the communities, local property owners, residents, and visitors who have recreated here for years. It is a bit disingenuous that the project scope has far exceeded restoration of the creek which most of the public supports, but has added entire new project components that should be considered as a separate project. The Assumptions and Project Summary Narrative don't fully support all the all the proposed actions or the Purpose and Needs for this project.

A need for "Recreation Enhancement" has not been proven or validated to even be necessary at either of the resort or campground, especially since both areas are already at capacity throughout the summer. The proposed actions, which I consider above and beyond restoration, are excessive, unnecessary, and

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are environmentally and fiscally irresponsible. Alternatives which incorporate existing infrastructure must be considered as a superior alternative with taking “No action” considered as well.

Meeks Bay is a special and unique place on what has become a very crowded and overused Lake and Basin resource. This proposal and alternatives must take a very thoughtful process which considers alternatives that use existing infrastructure and holds the land management agency accountable for managing the property and not letting problems exist for years before taking action. USFS records show that the marina was identified as having significant problems with Aquatic Invasive Species as early as 2004 yet NO remediation efforts have taken place even though studies have been done since that time. Why would the forest allow the marina to degrade further and do damage to the lake? Why wasn't action taken sooner? This proposal and alternatives must hold the agency responsible to properly manage the infrastructure, not grant a do-over by allowing new infrastructure to further environmentally impact the lake. It is our opinion that this proposal, without significant reduction in scope, will allow the land management agency to further put the public and lake at risk. Manage what is already there without altering Meeks Bay.

I am further concerned that the TRPA is participating in this and has recently passed their shoreline plan which is clearly developed to increase development and the influx of people to the Tahoe basin which is direct contrast to what is best for the lake. The goals of the TRPA should not determine the appropriate scope of this project.

I agree that an EIS on this specific project, this specific location in Meeks Bay, and especially for all the enhancements and new projects being considered including the pier, ramps, reconfigure parking, and environmental impacts of these new projects. Only with a full EIS can the forest service properly evaluate all of the interconnected and cumulative impacts and threats, unintended consequences, and off site impacts of this unnecessary and expansive project which is well beyond restoration of Meeks Creek.

The following impacts, connected actions, cumulative effects, benefits, and superior alternatives must be studied and considered:

1. The scope of the project should stick to the restoration of a portion of Meeks Creek as this directly impacts the health of Lake Tahoe. This restoration is dependent upon the CalTrans approval of a new bridge and infrastructure for the creek crossing under highway and the feasibility of this must be considered. An alternative should include a modified restoration of the creek or no change if the bridge is not reconstructed.
2. Eradicate the Aquatic Invasive Species: The USFS has allowed this situation to become significant since at least 2004 by not doing anything to manage the problem. The two acre marina/lagoon will need to be treated for the Eurasian Milfoil and other Invasive species which is estimated to take at least 2 years and at significant cost of over \$500,000. A far superior alternative that should be considered is to complete the treatment to eradicate the Invasive Species and then rehab the marina as in #3 below.

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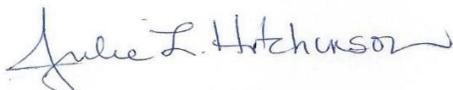
18. We do not have a clear understanding of what gabion and concrete walls you propose removing and replacing as it was not discussed at tour. If natural retaining structures can provide the same protection and it does not take away beach area it may be an acceptable opportunity. If it includes removing structures or limiting beach access we don't think it is necessary.
19. The Best Management Practices (BMP's) should always be used as that is part of effective managing of the resource. A concessioner should have responsibility to maintain these BMP's as a condition of their authorization to operate on federal lands. New and emerging issues should be addressed immediately and not corrections or modifications not delayed. If Marina and boat ramp are reutilized, which we find as a superior alternative, then an annual maintenance plan should be put into place to manage Aquatic Invasive Species.
20. The Meeks Bay Fire Department which the residents and property owners pay for in special taxes should not be impacted by any reconfiguration or activities without receiving additional funding from the forest or appropriate concessionaire as off-site impacts of increased activities, people, traffic, and emergency and non-emergency call volume.
21. The proposed action seems to increase noise, pollution, aquatic invasive species infiltration to other areas of the bay, traffic impacts both on highway, roadside parking, camping and in parking areas. Downsizing the proposed action to only what is necessary and manageable must be an alternative. Don't forever alter Meeks Bay with an unnecessary pier, new boat ramp, when existing infrastructure already exists, and if properly managed is a far superior alternative that effectively balances recreational needs to protect Lake Tahoe, meets environmental needs recreation activities, and is fiscally responsible. The "wants" for new infrastructure and projects that diminish the Meeks Bays unique and distinctly different beach areas, historic cabins, resort amenities, existing and at capacity recreational uses including swimming, kayaking, paddle boarding, diving, dog area, picnicking, camping areas, views, and enjoyment of Meeks Bay should be removed from the scope of the project as not consistent with the purpose and needs and appropriate existing alternatives considered.
22. Restore Meeks Lagoon: We have concerns about a lagoon being a dangerous and very attractive nuisance for kids without safety constraint and access limited to the lagoon. The stream can be restored (if CalTrans is willing to install new bridge) with a small protected lagoon area which will then merge with a downsized marina and existing boat launch or breech lake separately. Efforts to pave the access to the ramp and marina will eliminate sediment and help with environmental effects. A lagoon and stagnant or standing water or muck in low water flow seasons will significantly increase the existence of mosquitos, meat bees, and other insects that will impact people safely recreating.

Letter to USFS- LTBMU
Public Comments on Scope of
Proposed Action Meeks Bay Restoration Project
October 25, 2018

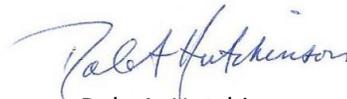
Overall our thoughts on the restoration plan remain mixed, as new infrastructure and projects seem inconsistent with the "Purpose and Needs", Assumptions, and Project Summary Narrative of this proposed action. As to the restoration of the creek and possibly the lagoon we can see value to protecting and preserving the lake with minimal impacts to existing uses if alternatives and technology are used to implement only that part of the restoration. As to all the new infrastructure being proposed we are completely opposed to a 300 foot pier and new boat launch and ramp, as they are completely unnecessary and would just move a environmental problem to another part of the bay and restrict existing uses and create significant noise, traffic, environmental issues and safety hazards. An alternative that considers use of the existing boat ramp and portion of existing Marina area must be considered as a better alternative and scope both environmentally, in support of all existing recreation uses, and fiscally sound. If Meeks Bay was undeveloped and did not already have recreational opportunities that are already at capacity all this new proposal might make sense. That is not the case, and it would be irresponsible and environmentally detrimental to put in a 300 foot pier and new boat launch. This "new project" would limit existing recreational uses and forever alter and ruin Meeks Bay and this pristine and special place. The uses by motorized water craft should not be a priority over other existing uses....a balance must be found and the existing boat ramp and marina can meet that balance without changing the entire vista of Meeks Bay.

We are also concerned that the TRPA is exerting pressure to push their Shoreline Plan which may not be appropriate for Meeks Bay. A thoughtful and very detailed and specific EIS must be completed to consider specific needs and conditions in Meeks Bay. Any decision made will impact us forever and will alter uses for the community, visitors, and neighboring homes. Our recommendation is to consider alternatives that limit the scope to the purpose and needs, and take no action on any new infrastructure that is not required or necessary, while utilizing existing infrastructure to meet the recreational needs with appropriate management and mitigation. The whole goal of this is restoration and protection of the lake. We cannot see how these new activities of a pier, boat launch, and other non-essential activities are environmentally sound as a significant disruption of the lake, shoreline, trees, noise, traffic, safety, and existing recreation will all occur. Downsize the scope of this project to be consistent with the Purpose and Needs and to properly mitigate environmental issues and preserve existing recreational activities without altering Meeks Bay forever.

Sincerely,



Julie L. Hutchinson



Dale A. Hutchinson

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Julie

Last name: Hutchinson

Organization:

Title:

Comments:

Public Comment - Scoping for the Proposed Action for the Meeks Bay Restoration Project

Dear Mr. Jeff Marsolais,

Please find the attached Public Comment Letter regarding the Scoping of the Proposed Action for the Meeks Bay Restoration Project. Please confirm receipt of this letter.

Thank you,

Julie & Dale Hutchinson

Julie & Dale Hutchinson

43350 Dunlap Street

Banning, CA 92220 Juliehutch3182@aol.com

October 25, 2018

Jeff Marsolais, Forest Supervisor

USFS- Lake Tahoe Basin Management Unit 35 College Drive

South Lake Tahoe, CA 96150

Sent via email and Fax

Re: Public Comments on Scoping of the

Proposed Action for the Meeks Bay Restoration Project

Dear Mr. Marsolais,

Thank you for the opportunity to submit our thoughts on the scope of the Proposed Action for the Meeks

Bay Restoration Project which includes significant new activities not clearly related to the proposed restoration. As background, my family has owned property in Tahoma since the early 1950s. We have all grown up spending our summers on this beautiful lake and at Meeks Bay. We look forward to enjoying this place with our future generations. We care very much about protecting the lake and its resources and we are concerned about this project as it seems intent on drawing larger crowds and more people to this area. We hope that the thoughtful, reasonable, and well-intended comments of the residents and locals provide you with a more focused scope and consideration for what is really needed, and what is not necessary, for this treasured and special area.

The proposed action is focused on Restoration yet a whole new project is included within this proposal which is very misleading and concerning. While I support protecting the lake, its clarity, views, its resources, and I can see the benefit of rehabilitating the creek and watershed across the highway (separate project), but there is much to be considered. New project items such as a 300 foot pier, boat ramps, changes to connectivity of the two very different and very distinct beach areas does not tie into the priority of restoration of the creek. These proposed changes really are a completely new project which will forever alter Meeks Bay and affect the communities, local property owners, residents, and visitors who have recreated here for years. It is a bit disingenuous that the project scope has far exceeded restoration of the creek which most of the public supports, but has added entire new project components that should be considered as a separate project. The

Assumptions and Project Summary Narrative don't fully support all the all the proposed actions or the Purpose and Needs for this project.

A need for "Recreation Enhancement" has not been proven or validated to even be necessary at either of the resort or campground, especially since both areas are already at capacity throughout the summer. The proposed actions, which I consider above and beyond restoration, are excessive, unnecessary, and are environmentally and fiscally irresponsible. Alternatives which incorporate existing infrastructure must be considered as a superior alternative with taking "No action" considered as well.

Meeks Bay is a special and unique place on what has become a very crowded and overused Lake and Basin resource. This proposal and alternatives must take a very thoughtful process which considers alternatives that use existing infrastructure and holds the land management agency accountable for managing the property and not letting problems exist for years before taking action. USFS records show that the marina was identified as having significant problems with Aquatic Invasive Species as early as 2004 yet NO remediation efforts have taken place even though studies have been done since that time. Why would the forest allow the marina to degrade further and do damage to the lake? Why wasn't action taken sooner? This proposal and alternatives must hold the agency responsible to properly manage the infrastructure, not grant a do-over by allowing new infrastructure to further environmentally impact the lake. It is our opinion that this proposal, without significant reduction in scope, will allow the land management agency to further put the public and lake at risk. Manage what is already there without altering Meeks Bay.

I am further concerned that the TRPA is participating in this and has recently passed their shoreline plan which is clearly developed to increase development and the influx of people to the Tahoe basin which is direct contrast to what is best for the lake. The goals of the TRPA should not determine the appropriate scope of this project.

I agree that an EIS on this specific project, this specific location in Meeks Bay, and especially for all the enhancements and new projects being considered including the pier, ramps, reconfigure parking, and environmental impacts of these new projects. Only with a full EIS can the forest service properly evaluate all of the interconnected and cumulative impacts and threats, unintended consequences, and off site impacts of this unnecessary and expansive project which is well beyond restoration of Meeks Creek.

The following impacts, connected actions, cumulative effects, benefits, and superior alternatives must be studied and considered:

1. The scope of the project should stick to the restoration of a portion of Meeks Creek as this directly impacts the health of Lake Tahoe. This restoration is dependent upon the CalTrans approval of a new bridge and infrastructure for the creek crossing under highway and the feasibility of this must be considered. An alternative should include a modified restoration of the creek or no change if the bridge is not reconstructed.
2. Eradicate the Aquatic Invasive Species: The USFS has allowed this situation to become significant since at least 2004 by not doing anything to manage the problem. The two acre marina/lagoon will need to be treated for the Eurasian Milfoil and other Invasive species which is estimated to take at least 2 years and at significant cost of over \$500,000. A far superior alternative that should be considered is to complete the treatment to eradicate the Invasive Species and then rehab the marina as in #3 below.
3. Most of the Marina infrastructure has already been removed and gone since fall of 2017. A far superior alternative to constructing a new boat ramp and pier would be to rehabilitate the existing marina area , structures, boat ramp, downsize or discontinue any consideration for boat storage slips, pave and secure vehicle and boat trailer parking, install appropriate restroom and trash facilities, repair seawalls, rip/rap, and other infrastructure. The few remaining items could be rehabilitated and restored while the Aquatic Invasive Species is being eradicated. The existing location of the boat ramp is screened from the lake and highway and doesn't detract from the beautiful vistas of the lake from the shore or from the water. It is neatly tucked away and provides noise reduction, traffic patterns, separates the two distinct beach areas, and has limited impacts to the existing beach recreation activities. The access to the lake has been dredged and the ground already disturbed and resettled. Institute and manage a comprehensive Aquatic Invasive Species Management Plan which could include an alternative of alternative years of use and opportunity to control Aquatic Invasive Species in already established and controlled area versus exposing and threatening the entire bay with occupying new areas with boats. Boats seem to be the carrier of the Invasive Species, why spread them to

other areas that are equally susceptible to growth of this Aquatic Invasive Species? Keep them where they can be contained with good and proactive management which in this case is the existing marina area and ramp.

4. Construct a pier: This is clearly a new use and new project that has nothing to do with restoration and must be considered as new and be evaluated by a full EIS to fully understand the impacts and make appropriate decisions. This proposed pier in combination with a new boat launch on the southern end of the bay (on the campground side) is what disturbs me the most. One only needs to stand where this pier and ramp are proposed to see how it is not well thought out or a necessary project. This area of the shoreline and bay is very shallow and the pier would have to be 300 feet to reach deep water. One must ask if a 300 foot pier is even necessary. The amount of water disturbance, habitat destruction, shoreline damage that would have to occur to put this new infrastructure in, for just a few month of use a year is not reasonable. To gain ample access to this area for the proposed new pier and ramp, which is very close to the highway (which sits significantly above grade of the lake) would include removal of significant number trees which not only screen the lake area but absorbs the ambient noise of the traffic on the highway and grade area. The view at the beach will change to include seeing the highway and increase in noise. This area also has a flood control basin from the highway that would need rerouted and changed and space is limited. The pier and boat ramp would likely remove recreational use by existing locals and visitors by probably 1/3 of the swimming, kayaking, stand up paddle boarding, diving, sunbathing, and dog area of the southern campground beach. This is the only way you could even think to safely allow all recreational activities to happen in the same area including introducing motorized watercraft. These boats pose dangerous and inherent risks to all the other recreational activities that currently occur at this beach. The far superior alternative that must be considered is that NO new project pier or boat ramp be added in Meeks Bay.

As an alternative to insure motorized watercraft activities are still accommodated without overlapping or reducing other recreational uses is to utilize the existing boat ramp and marina on the resort side. The resort has more amenities and a ramp already exists which can be rehabilitated to meet the motorized watercraft needs. Many boaters have already adapted to not having the ramp and marina and downsizing it from present size would still meet the needs. The marina can be treated for Aquatic Invasive Species (AIS) and even size of marina reduced to allow for proper AIS management in a contained and controlled area that doesn't alter the existing and at capacity uses of Meeks Bay.

We are completely opposed to putting in 300 foot pier and new boat ramp which is completely not necessary in Meeks Bay. Safe harbor can be obtained with existing marina and boat launch without a whole new and unnecessary development of the Southern beach area of the bay. I do not even support a pier or ramp on the Northern end of the resort area as was discussed at the tour. Existing infrastructure can effectively meet the motorized watercraft needs without significantly altering the bay. This part of the proposed action is not consistent with the Purpose and Needs, Assumptions or intent of the restoration proposal and should not be included in the scope of the proposed action.

5. Construct a Boat Launch: First of all there is already a boat launch that has served the needs of boaters in this area for years. In fact, the boaters have been successful at finding alternatives since the marina has been closed since 2015 so we question how necessary is a new boat ramp? As stated above in #4 a boat ramp already exists which is by far a more superior alternative and financially more feasible for the short duration of summer use. The existing boat ramp could be rehabilitated to meet the needs and would have to be better managed. The prevention of Aquatic Invasive Species must be part of a robust and annual program similar to what is being done in Emerald Bay.

The number of buoys and piers on the west shore as well as public ramps meets the need of boaters. Meeks Bay is not an area that can only be accessed by the water and by making boating a priority you diminish the recreational opportunities for the locals and visitors who already fill both the resort and FS campground side of beach to capacity. The noise of a new ramp and boats coming and going would ruin the quiet atmosphere of the beach and campground. The existing marina and ramp area is behind the beach and the ambient noise is absorbed and rarely impacts the beach activities. Most of the boats that have frequented the area want to go to more secluded areas of the lake then stay at the bay. Meeks Bay is accessible to boats with minimal impacts if the existing marina and ramp remain. This action does not support the purpose and needs or assumptions.

6. An increase in motorized watercraft and people will substantially change the character and existing recreational experiences of this already at capacity bay. Alternatives that increase traffic, boats, vehicles, and people into the area and diminish the existing recreational opportunities for locals, families, and visitors must be

considered. There are health issues with increased boat traffic and proximity to public beach and swimming areas if the new launch and pier are approved. Boating increases threat of water contamination from fuel and hydrocarbons released in the water not to mention emissions which affect air quality, water quality, and noise. Boat wakes and turbulence will impact the protected area of the Southern end of bay as areas are shallow and sand will be constantly disturbed with boat traffic. It is recommended to keep boating contained to existing Marina and ramp area with appropriate reductions in size and capacity to allow for recreation access to lake without disturbing and disrupting existing flow and use of entire bay and beach, swim, and dog area. This alternative to use existing infrastructure is more environmentally feasible as well.

7. In an effort to enhance recreation I would recommend some Kayak, paddleboard, bicycle storage at both the resort and the campground side for storage of private non-motorized equipment. Encourage non-motorized recreation that is much more compatible with swimmers and beach goers. Impact is lighter on the land and protects the homeowners, reduces noise, and protects the pristine waters of the bay.

8. Protection of existing Tahoe Yellow Cress which is found on the Campground side of the lake and is well protected. Any alteration would remove or destroy this healthy stand of Yellow Cress which is protected.

9. Leave existing beach areas separate to allow for multiple and different uses. Both beaches have very unique and special characteristics. Combining the two distinct beaches environments would significantly limit the enjoyment of the equally unique users of each beach area. The resort side is very busy, has more amenities, is very crowded, noisy, and is affectionately called "Coney Island". It is difficult to get to the water to swim or kayak. The Campground beach is a crowd made of more locals, campers, and visitors. The day use parking lot is full and beach is busy, yet a quieter crowd, easier handicap access, more relaxing, and has limited amenities (only bathrooms). In the hustle and bustle of a Lake Tahoe summer, having a nice accessible swimming, kayaking, stand up paddle board, diving, and even small dog beach that locals and visitors alike can enjoy cannot be replaced. Any modification of the Southern beach area that limits beach area, access to the water, and less parking will severely limit the space that someone who lives at the lake can enjoy. It is easy for locals to get pushed out of their community and lake areas in the summer. Meeks Bay has always been a haven to enjoy the lake and our home. The Campground beach has accommodated both locals and visitors in a very manageable way.

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Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Julie

Last name: Hutchinson

Organization:

Title:

Comments:

Public Comment - Scoping for the Proposed Action for the Meeks Bay Restoration Project

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Thank you,

Julie & Dale Hutchinson

Julie & Dale Hutchinson

43350 Dunlap Street

Banning, CA 92220 Juliehutch3182@aol.com

October 25, 2018

Jeff Marsolais, Forest Supervisor

USFS- Lake Tahoe Basin Management Unit 35 College Drive

South Lake Tahoe, CA 96150

Sent via email and Fax

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The proposed action is focused on Restoration yet a whole new project is included within this proposal which is very misleading and concerning. While I support protecting the lake, its clarity, views, its resources, and I can see the benefit of rehabilitating the creek and watershed across the highway (separate project), but there is much to be considered. New project items such as a 300 foot pier, boat ramps, changes to connectivity of the two very different and very distinct beach areas does not tie into the priority of restoration of the creek. These proposed changes really are a completely new project which will forever alter Meeks Bay and affect the communities, local property owners, residents, and visitors who have recreated here for years. It is a bit disingenuous that the project scope has far exceeded restoration of the creek which most of the public supports, but has added entire new project components that should be considered as a separate project. The

Assumptions and Project Summary Narrative don't fully support all the all the proposed actions or the Purpose and Needs for this project.

A need for [ldquo]Recreation Enhancement[rdquo] has not been proven or validated to even be necessary at either of the resort or campground, especially since both areas are already at capacity throughout the summer. The proposed actions, which I consider above and beyond restoration, are excessive, unnecessary, and are environmentally and fiscally irresponsible. Alternatives which incorporate existing infrastructure must be considered as a superior alternative with taking [ldquo]No action[rdquo] considered as well.

Meeks Bay is a special and unique place on what has become a very crowded and overused Lake and Basin resource. This proposal and alternatives must take a very thoughtful process which considers alternatives that use existing infrastructure and holds the land management agency accountable for managing the property and not letting problems exist for years before taking action. USFS records show that the marina was identified as having significant problems with Aquatic Invasive Species as early as 2004 yet NO remediation efforts have taken place even though studies have been done since that time. Why would the forest allow the marina to degrade further and do damage to the lake? Why wasn't action taken sooner? This proposal and alternatives must hold the agency responsible to properly manage the infrastructure, not grant a do-over by allowing new infrastructure to further environmentally impact the lake. It is our opinion that this proposal, without significant reduction in scope, will allow the land management agency to further put the public and lake at risk. Manage what is already there without altering Meeks Bay.

I am further concerned that the TRPA is participating in this and has recently passed their shoreline plan which is clearly developed to increase development and the influx of people to the Tahoe basin which is direct contrast to what is best for the lake. The goals of the TRPA should not determine the appropriate scope of this project.

I agree that an EIS on this specific project, this specific location in Meeks Bay, and especially for all the enhancements and new projects being considered including the pier, ramps, reconfigure parking, and environmental impacts of these new projects. Only with a full EIS can the forest service properly evaluate all of the interconnected and cumulative impacts and threats, unintended consequences, and off site impacts of this unnecessary and expansive project which is well beyond restoration of Meeks Creek.

The following impacts, connected actions, cumulative effects, benefits, and superior alternatives must be studied and considered:

1. The scope of the project should stick to the restoration of a portion of Meeks Creek as this directly impacts the health of Lake Tahoe. This restoration is dependent upon the CalTrans approval of a new bridge and infrastructure for the creek crossing under highway and the feasibility of this must be considered. An alternative should include a modified restoration of the creek or no change if the bridge is not reconstructed.
2. Eradicate the Aquatic Invasive Species: The USFS has allowed this situation to become significant since at least 2004 by not doing anything to manage the problem. The two acre marina/lagoon will need to be treated for the Eurasian Milfoil and other Invasive species which is estimated to take at least 2 years and at significant cost of over \$500,000. A far superior alternative that should be considered is to complete the treatment to eradicate the Invasive Species and then rehab the marina as in #3 below.
3. Most of the Marina infrastructure has already been removed and gone since fall of 2017. A far superior alternative to constructing a new boat ramp and pier would be to rehabilitate the existing marina area , structures, boat ramp, downsize or discontinue any consideration for boat storage slips, pave and secure vehicle and boat trailer parking, install appropriate restroom and trash facilities, repair seawalls, rip/rap, and other infrastructure. The few remaining items could be rehabilitated and restored while the Aquatic Invasive Species is being eradicated. The existing location of the boat ramp is screened from the lake and highway and doesn't detract from the beautiful vistas of the lake from the shore or from the water. It is neatly tucked away and provides noise reduction, traffic patterns, separates the two distinct beach areas, and has limited impacts to the existing beach recreation activities. The access to the lake has been dredged and the ground already disturbed and resettled. Institute and manage a comprehensive Aquatic Invasive Species Management Plan which could include an alternative of alternative years of use and opportunity to control Aquatic Invasive Species in already established and controlled area versus exposing and threatening the entire bay with occupying new areas with boats. Boats seem to be the carrier of the Invasive Species, why spread them to

other areas that are equally susceptible to growth of this Aquatic Invasive Species? Keep them where they can be contained with good and proactive management which in this case is the existing marina area and ramp.

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Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Julie

Last name: Hutchinson

Organization:

Title:

Comments:

Public Comment - Scoping for the Proposed Action for the Meeks Bay Restoration Project

Dear Mr. Jeff Marsolais,

Please find the attached Public Comment Letter regarding the Scoping of the Proposed Action for the Meeks Bay Restoration Project. Please confirm receipt of this letter.

Thank you,

Julie & Dale Hutchinson

Julie & Dale Hutchinson

43350 Dunlap Street

Banning, CA 92220 Juliehutch3182@aol.com

October 25, 2018

Jeff Marsolais, Forest Supervisor

USFS- Lake Tahoe Basin Management Unit 35 College Drive

South Lake Tahoe, CA 96150

Sent via email and Fax

Re: Public Comments on Scoping of the

Proposed Action for the Meeks Bay Restoration Project

Dear Mr. Marsolais,

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Bay Restoration Project which includes significant new activities not clearly related to the proposed restoration. As background, my family has owned property in Tahoma since the early 1950s. We have all grown up spending our summers on this beautiful lake and at Meeks Bay. We look forward to enjoying this place with our future generations. We care very much about protecting the lake and its resources and we are concerned about this project as it seems intent on drawing larger crowds and more people to this area. We hope that the thoughtful, reasonable, and well-intended comments of the residents and locals provide you with a more focused scope and consideration for what is really needed, and what is not necessary, for this treasured and special area.

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As an alternative to insure motorized watercraft activities are still accommodated without overlapping or reducing other recreational uses is to utilize the existing boat ramp and marina on the resort side. The resort has more amenities and a ramp already exists which can be rehabilitated to meet the motorized watercraft needs. Many boaters have already adapted to not having the ramp and marina and downsizing it from present size would still meet the needs. The marina can be treated for Aquatic Invasive Species (AIS) and even size of marina reduced to allow for proper AIS management in a contained and controlled area that doesn't alter the existing and at capacity uses of Meeks Bay.

We are completely opposed to putting in 300 foot pier and new boat ramp which is completely not necessary in Meeks Bay. Safe harbor can be obtained with existing marina and boat launch without a whole new and unnecessary development of the Southern beach area of the bay. I do not even support a pier or ramp on the Northern end of the resort area as was discussed at the tour. Existing infrastructure can effectively meet the motorized watercraft needs without significantly altering the bay. This part of the proposed action is not consistent with the Purpose and Needs, Assumptions or intent of the restoration proposal and should not be included in the scope of the proposed action.

5. Construct a Boat Launch: First of all there is already a boat launch that has served the needs of boaters in this area for years. In fact, the boaters have been successful at finding alternatives since the marina has been closed since 2015 so we question how necessary is a new boat ramp? As stated above in #4 a boat ramp already exists which is by far a more superior alternative and financially more feasible for the short duration of summer use. The existing boat ramp could be rehabilitated to meet the needs and would have to be better managed. The prevention of Aquatic Invasive Species must be part of a robust and annual program similar to what is being done in Emerald Bay.

The number of buoys and piers on the west shore as well as public ramps meets the need of boaters. Meeks Bay is not an area that can only be accessed by the water and by making boating a priority you diminish the recreational opportunities for the locals and visitors who already fill both the resort and FS campground side of beach to capacity. The noise of a new ramp and boats coming and going would ruin the quiet atmosphere of the beach and campground. The existing marina and ramp area is behind the beach and the ambient noise is absorbed and rarely impacts the beach activities. Most of the boats that have frequented the area want to go to more secluded areas of the lake then stay at the bay. Meeks Bay is accessible to boats with minimal impacts if the existing marina and ramp remain. This action does not support the purpose and needs or assumptions.

6. An increase in motorized watercraft and people will substantially change the character and existing recreational experiences of this already at capacity bay. Alternatives that increase traffic, boats, vehicles, and people into the area and diminish the existing recreational opportunities for locals, families, and visitors must be

considered. There are health issues with increased boat traffic and proximity to public beach and swimming areas if the new launch and pier are approved. Boating increases threat of water contamination from fuel and hydrocarbons released in the water not to mention emissions which affect air quality, water quality, and noise. Boat wakes and turbulence will impact the protected area of the Southern end of bay as areas are shallow and sand will be constantly disturbed with boat traffic. It is recommended to keep boating contained to existing Marina and ramp area with appropriate reductions in size and capacity to allow for recreation access to lake without disturbing and disrupting existing flow and use of entire bay and beach, swim, and dog area. This alternative to use existing infrastructure is more environmentally feasible as well.

7. In an effort to enhance recreation I would recommend some Kayak, paddleboard, bicycle storage at both the resort and the campground side for storage of private non-motorized equipment. Encourage non-motorized recreation that is much more compatible with swimmers and beach goers. Impact is lighter on the land and protects the homeowners, reduces noise, and protects the pristine waters of the bay.

8. Protection of existing Tahoe Yellow Cress which is found on the Campground side of the lake and is well protected. Any alteration would remove or destroy this healthy stand of Yellow Cress which is protected.

9. Leave existing beach areas separate to allow for multiple and different uses. Both beaches have very unique and special characteristics. Combining the two distinct beaches environments would significantly limit the enjoyment of the equally unique users of each beach area. The resort side is very busy, has more amenities, is very crowded, noisy, and is affectionately called [ldquo]Coney Island[rdquo]. It is difficult to get to the water to swim or kayak. The Campground beach is a crowd made of more locals, campers, and visitors. The day use parking lot is full and beach is busy, yet a quieter crowd, easier handicap access, more relaxing, and has limited amenities (only bathrooms). In the hustle and bustle of a Lake Tahoe summer, having a nice accessible swimming, kayaking, stand up paddle board, diving, and even small dog beach that locals and visitors alike can enjoy cannot be replaced. Any modification of the Southern beach area that limits beach area, access to the water, and less parking will severely limit the space that someone who lives at the lake can enjoy. It is easy for locals to get pushed out of their community and lake areas in the summer. Meeks Bay has always been a haven to enjoy the lake and our home. The Campground beach has accommodated both locals and visitors in a very manageable way.

10. Offsite impacts and appropriate funding from increased recreation opportunities to pay for those impacts and mitigations must be considered. Impacts will include increased traffic and noise on highway through communities, traffic delays, traffic accidents, increased boat trailers and large motorhomes/travel trailers impeding traffic on mountain roads, parking along highway as both parking areas and beaches already at capacity in summer months, increased foot traffic, emergency responses by fire department and sheriff to manage increased vehicles, boats and people, which is funded by the tax payers and homeowners in the county which should be offset by the increased opportunities and fees.

11. One of the safety and offsite impacts we are most concerned about is the intended (or unintended) consequence of drawing more people to the area and the constant threat of a major wildfire or emergency. The west shore and especially Rubicon, Meeks Bay and even Tahoma are like a cul-de-sac with limited emergency exits. In the summer you cannot even get out to the south with all the Emerald Bay and tourist traffic via the highway to South Shore and especially with motorhomes, trailers or boat trailers. The traffic to Tahoe City and safe exit corridors is also very challenging. Some of the Tahoe City traffic might be mitigated when the by-pass is finished but likely traffic will increase. There are no other safe exit corridors from the West Shore and with numerous visitor and tourists we are already compromised with safe exit out of the area in the event of an emergency. Other lake areas have multiple highways that will provide opportunities to get out of the area. The West Shore does not have the ability to get away from a fire.

As property owners and summer residents in the area for more than 50 years, and career firefighters, we are keenly aware of the problems we would have evacuating the West Shore. Any effort to bring more people and vehicles to this area puts the locals and general public at risk. You cannot mitigate how people will react in an emergency that will occur, and the West Shore is already compromised with limited ways out to safety. Care must be taken to think about how increasing activities and traffic will further compromise the public[rsquo]s safety including residents and visitors. By drawing more people to this cul-de-sac you put residents, homeowners, campers, visitors at an increased risk. Both areas of Meeks Bay are already at capacity during the summer even on weekdays and roads north and south are two lane, slow travel, and already congested.

12. Motorized watercraft and boating recreation should not have priority over existing recreation and enjoyment of the lake. The overall proposed action places significant benefits to motorized watercraft users while diminishing opportunities and safety of existing recreational uses swimming, kayaking, stand up paddle boarding, diving, sun bathing, and dog beach. The project should consider alternatives that utilize the existing marina and boat ramps without further degrading or limiting access to the beach, bay, existing recreation, safety, and impacting water quality.

13. Regarding trailer parking and circulation routes, this should be an option for both the resort and campground areas. Proper paving of roads at the resort side would help protect the creek, small lagoon and reuse of marina and boat ramp. The traffic patterns should all flow smoothly and limit traffic backing up on the roadway. A significant consideration should be for proper staffing of a kiosk for day use that does not impact the camp hosts except for a few hours a day. The hosts should have more time for the campground and to patrol beach and bathrooms. A simple fix would be hiring a kiosk person for 8 hours a day during the summer. The Camp Hosts are often working 16 or more hours a day and it gets exhausting. If the superior alternatives of Not constructing a pier and boat launch are not considered and removed from the scope of this project, then significant staffing increase must occur as significant safety problem and overcrowding will occur at ramp, swim area, and pier that must be supervised. Ideally this

Date submitted (UTC-11): 10/24/2018 6:06:48 AM

First name: carrie

Last name: jacobs

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: carriejacobs@sbcglobal.net

Phone:

Comments:

Meeks Bay restoration

October, 23, 2018

To Whom it may concern,

This letter is in regards to Meeks Bay. My family has been vacationing at the resort for 15 years. We love that area of Lake Tahoe. It is beautiful and family friendly. We plan to keep going back. However, I would like to express a few concerns.

1) Parking lot: It looks as if there are plans to cut trees down and make a parking lot between the lodges and the main road. I am concerned that additional parking will increase traffic and noise to those staying in the lodges. Head lights at night wake the people who have rooms facing that area. Even more concerning is that increasing the number of parking spaces will increase the amount of beach goers Meeks Bay is already crowded during the summer months. I say keep the parking small, limit the people at the beach, and keep the beauty of the trees!

2) Retaining wall: I am in agreement that the chicken wire is not safe, nor attractive and the wall likely needs to be reinforced. A natural rock wall would greatly enhance that end of the beach. However, I am worried that this may cut into the above lodge space. We use that dirt area above the retaining wall for picnicking and BBQ'ing when staying at those lodges. Please keep this dirt area as large as it already is. There is great value in being able to gather as multiple families in that space. Also please consider replacing the metal fence/ guard rail. The spaces between the fence posts are too wide and there is significant danger of young ones falling through those cracks.

In closing, I just would like to see Meeks Bay keep its rustic charm while maintaining a safe environment for the patrons that return year after year.

Thank you,
Carrie Jacobs

Sent from my iPhone

Date submitted (UTC-11): 10/21/2018 5:01:02 AM

First name: Anon

Last name: jkcbs

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: jkcbs@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration Project

Dear LTBMU,

I am writing this letter to express my concerns regarding the Meeks Bay Restoration Project plans. While I understand the need for restoring the natural water flow into the lake and welcome that change for the sake of the long term health of the lake, I am deeply concerned about unnecessarily changing the essence of what Meeks Bay Campground Beach has been for a lot of folks for a long time. I and my family and friends have been coming to Meeks Bay Campground Beach for 35 years, some of them longer. It has always been the local place to go to the beach that is for families to relax and enjoy the lake without all the commercialization that has taken place on most of the rest of the lake. We have had season passes for years and hope to be able to come in the summer for years to come. My biggest concern about the proposal is the boat launch and pier. This would fundamentally change our relatively quiet beach into a place dominated by boaters, not to mention changing the view of the lake from the bay. Meeks bay resort has always been the place for boats with the snack bar and all for folks who want that. Those of us who go to Meeks Bay Campground Beach go there to avoid that scene. It is also true that the campground beach has gotten very popular over the last few years, especially during peak times in the summer. The boat pier and the reduced parking will only exasperate this issue, making it a less desirable place to go. If the proposal proceeds as is, I feel like you would be abandoning the desire of all of us who love this beach in favor of the boaters. And while the boaters do have several other options on the west shore, us folks looking for the relatively quiet beach that we love do not. I also don't understand why a proposal to increase the health of Lake Tahoe would include more access to gas powered boats that surely can't be helping the health of the lake. We probably don't have as much money as the boat owners but I beg you to consider us folks that look forward every year to just sit and enjoy a relatively quiet beach to

Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: David
Last name: Jonsson
Organization:
Title:
Comments:
FW: WWW Mail: Meeks Bay Restoration Project

Hi Denise!

Please include the comment below in the project record.

Thank you!!

Lisa A. Herron

Public Affairs Specialist

Forest Service

Lake Tahoe Basin Management Unit

desk: 530-543-2815 mobile: 530-721-3898

laherron@fs.fed.us

laherron@usda.gov

35 College Drive

South Lake Tahoe, CA 96150

www.fs.usda.gov/ltbmu

Caring for the land and serving people

-----Original Message-----

From: dmjonsson@aol.com [mailto:dmjonsson@aol.com]

Sent: Friday, October 26, 2018 10:26 AM

To: FS-PA LTBMU <pa_ltbmu@fs.fed.us>

Subject: WWW Mail: Meeks Bay Restoration Project

Our family has owned property in Meeks Bay since 1960. We are located on the North side of the Bay adjacent to Sugar Pine Point State Park. We understand the need to improve water quality, but feel the loss of the boat launching and mooring facilities has had a significant negative impact. It is now far more difficult and time consuming for boat owners to launch and retrieve their boats on the west shore. Many recreational activities in Meeks Bay have now ceased, and access to the lake can only occur from the beach. Losing the Meeks Bay ramp limits the options for rescue boats to get into the water, or for boat owners to more quickly remove boats from the lake if weather conditions deteriorate. Winds consistently blow from the West in the afternoons pushing paddle boarders, inflatable boats, innertubes, and others out towards the middle of the lake where they face hypothermia and drowning. We have rescued many people over the years and brought them back to the marina. Now there is no place for a boat to dock and no-way for a boat to rescue them from Meeks Bay Resort.

Building a new pier, and providing a new boat launching ramp will benefit the entire west shore and bring back the safety and recreational opportunities that used to exist. We fully support the concept. David Jonsson

Date submitted (UTC-11): 10/23/2018 12:00:00 AM

First name: Wendy

Last name: Jordan

Organization:

Title:

Comments:

Meeks Bay Restoration Project

Oct. 23, 2018

Subject: Meeks Bay Restoration Project

I'm a West Shore resident of 45 years and have heard stories of the wonderful times that family's enjoyed at Meeks Bay Resort in its hay day. Some of the proposed restoration "improvements" make absolutely no sense, in fact, they are not in any way, improving or restoring this sweet spot on the LAKE.

I. Boat Launch

- a. A public boat launch is a terrible idea degrading this amazing beach with cement and asphalt structures, (roads and turnarounds) to access the lake.
- b. The amount of boat trailer parking necessary would be huge
- c. The amount of added congestion on the highway and exit to the ramp would degrade Meeks Bay not help it!
- d. It seems that in order to restore the lagoon, you will be sacrificing the BAY!

II. Reconfigure Parking

- a. Why add more parking for LARGE/RV TRAILERS? Meeks Bay has always appealed to the small or tent style camper. There are plenty of not-so-fragile environments for them to use.
- b. Meeks Bay is a very limited area; it cannot accommodate EVERYBODY!
- c. Why would TRAILER parking be placed closer to the beach blocking tents' views?
- d. Access from highway would be dangerously congested.

III. Pier

- a. Why propose a 300 ft pier for this small bay?
- b. Why can't boats pull into a (roped off) area and anchor off shore?
- c. A pier creates a huge liability for the state.

Sincerely,

Wendy E. Jordan

Oct. 23, 2018

Subject: Meeks Bay Restoration Project

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- d. It seems that in order to restore the lagoon, you will be sacrificing the BAY!

II. Reconfigure Parking

- a. Why add more parking for LARGE/RV TRAILERS? Meeks Bay has always appealed to the small or tent style camper. There are plenty of not-so-fragile environments for them to use.
- b. Meeks Bay is a very limited area; it cannot accommodate EVERYBODY!
- c. Why would TRAILER parking be placed closer to the beach...blocking tenters' views?
- d. Access from highway would be dangerously congested.

III. Pier

- a. Why propose a 300 ft pier for this small bay?
- b. Why can't boats pull into a (roped off) area and anchor off shore?
- c. A pier creates a huge liability for the state.

Sincerely,

Wendy E. Jordan

Oct. 23, 2018

Subject: Meeks Bay Restoration Project

I'm a West Shore resident of 45 years and have heard stories of the wonderful times that family's enjoyed at Meeks Bay Resort in its hay day. Some of the proposed restoration "improvements" make absolutely no sense, in fact, they are not in any way, improving or restoring this sweet spot on the LAKE.

I. Boat Launch

- a. A public boat launch is a terrible idea...degrading this amazing beach with cement and asphalt structures, (roads and turnarounds) to access the lake.
- b. The amount of boat trailer parking necessary would be huge...
- c. The amount of added congestion on the highway and exit to the ramp would degrade Meeks Bay - not help it!
- d. It seems that in order to restore the lagoon, you will be sacrificing the BAY!

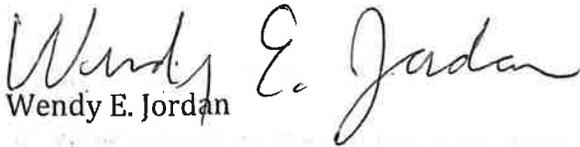
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III. Pier

- a. Why propose a 300 ft pier for this small bay?
- b. Why can't boats pull into a (roped off) area and anchor off shore?
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Sincerely,


Wendy E. Jordan

Date submitted (UTC-11): 10/23/2018 12:00:00 AM

First name: Wendy

Last name: Jordan

Organization:

Title:

Comments:

Date submitted (UTC-11): 10/23/2018 9:34:40 AM

First name: Wendy

Last name: Jordan

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: wendywendyj@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration Project

Date submitted (UTC-11): 10/22/2018 1:35:12 PM

First name: Kurt

Last name: Kautz

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: kkautz@kautzfarms.com

Phone:

Comments:

Denise, I would like to comment on the Meeks Bay Restoration Project. My objection is to the location of the Pier and Boat Launch area. I believe it should be located on the North end of Meeks Bay for the following reasons.

There already exists a wide entry with two lanes at the existing Meeks Bay campground entrance, another entrance off the highway will create additional traffic problems, additionally the people in the area are already somewhat used to the boat launch traffic from the old Meeks Bay launch site.

If located on the north end, the pier and boat launch will be located next to the proposed Day use parking area which will be the largest customer of the launch and pier, it will also be located near the existing buildings that would provide services and food etc for the customers of the boat launch.

It would reduce the walking distance for the users of the pier and boat launch, which might be important for ADA issues and convenience of the day use customers. The time it would take for someone to park in the day use area and walk to the pier would slow down efficient use of the pier and boat launch.

It would remove the need for a new road around the camping area, it would be detrimental to the camper both with vehicle noise and the increase of vehicle traffic at all hours of the day, driving through their camping area. Vehicle traffic next to the highway could also confuse the drivers on the highway with headlights on the inside and a possible distraction watching the vehicles on the service road as they are coming up to the sharp bend at the fire station.

On the north end of the bay, there are less private buoys, homes and homeowner boat and floatable traffic, there are multiple Million dollar homes close to the proposed location which will object to the proposed pier location. It most likely will also lead to additional problems at the north end of Meeks Bay Ave, as people will park and walk in from that location.

The construction of a pier could also coincide very nicely with the Shoreline Stabilization project.

It would reduce the footprint and complications of the whole project if the Pier and Launch were located near all the existing infrastructure.

Thank you.

Kurt Kautz

Date submitted (UTC-11): 10/25/2018 12:00:00 AM
First name: Daret
Last name: Kehlet
Organization:
Title:
Comments:
Meeks Bay Restoration

Hello,

I have so many comments and ideas but I've tried to keep this brief.

Thanks,

Daret Kehlet

October 24, 2018

To who it may concern regarding Meeks Bay, Lake Tahoe.

In 1921 my Great-Grandfather, along with his 2 sons, other family and friends created an all-inclusive summer only Resort in Meeks Bay. For 50 years it was very successful and left thousands of people of many generations with a lifetime of memories. Some people say the property was over used but they were never open for more than 110 days of the summer leaving 255 days of the year to nature.

Visitors to Meeks Bay enjoyed the amenities mixed with the natural surroundings.

The USFS wants to reduce the number of campsites and parking spots for an area that is already difficult to get a reservation for. Maybe the USFS should build more campsites but only make them available for less days per season. The campground may only be at capacity for a few weeks a year.

Parking will always be a problem. At peak season maybe the USFS could allow parking in unimproved areas for short times. If you move the current day use parking lot to the flat open area to the west (former burn area) you could have a larger day use picnic area in the shade and closer to the water.

I feel a bike trail tunnel to be excessive and very disturbing to the area. If you put in a crossing with traffic lights on HY89 near the Fire Station that should make for a safe crossing. To my knowledge there hasn't been any issues with the highway 89 crossing south of Tahoe City. Once the bike trail is on the west side of 89 it could continue south in front of the old Meadow Park store, Realtor office and gradually up the grade. Perhaps the tunnel money would be better spent elsewhere.

I don't feel a pier/boat ramp on the south side of the bay is a good location for a few reasons.

1. If the lake becomes rough and choppy, and it does, it makes launching and retrieval much more difficult and dangerous. Some boaters have enough trouble with the task in calm water.

2. There isn't enough room for trucks and boat trailers maneuvering on that end of the Bay. It's a dead end so vehicles with trailers would have to make a 180 degree turn around and then try to back a long way to the ramp and to the water. The existing boat ramp is more of a one way system. Boaters come in from one direction, make a simple 90 degree turn and a short distance down the ramp into the water. When leaving the ramp they simply drive straight out making room for the next user.

3. Locals and vacationers have been enjoying Meeks Bay beach for a hundred years. 6 Generations of my Family alone. Constructing a long pier/boat ramp at that location would ruin the beauty and peacefulness of that precious beach. Boat ramps can be very noisy. People yelling directions, slamming car doors, starting boats out of the water and spinning car tires. The current location is out of sight and confined to a less visible area. If the current launch site is retained drainage can be controlled with cement driveways and sediment filtering more easily than on the lake side boat ramp.

The Historical original location of the pier would be the best place for a new one. It should be perpendicular to the shore in the middle of the bay. Less obstructive and easier access for all visitors. People seem to enjoy a slow walk out on a long pier. It gives them a chance to look into the clear water and look back at the whole bay, canyon and beach. A pier is also a great way for someone in a wheelchair or with a baby stroller a way to enjoy the beach.

We all know now that dredging out a wetland to park boats was not the best option for the environment. In 1959 it must have seemed like a good idea and it served the public well. The fact is the marina is there and can be restored back to a wetland but what is best for public use? The marina could be filled in and restored at any time in the future but one could never be built again, Ever.

The vacationing public wants to come to Lake Tahoe, Always have, Always will. Some want to bring along their boats and some like to enjoy the back country. Many feel the best environmentally correct solution would be to simply restore the creek and marina area to the Pre 1960 condition. That only benefits a few and a very small part of the environment. Meeks Creek winds down the canyon from the rocks and waterfalls about 2 or 3 miles to the marina. If the marina were rebuilt in an ecologically sound manner you could end up with a more natural amount of sediment, sediment suspension, turbidity and temperature and still have a place for boats for a shorter season.

I would like to see the USFS transform the existing marina, creek and boat ramp area into a model of an environmentally friendly useful marina. It's possible to create an area where the public can park their boats for roughly a 100 days a year and still maintain a healthy wetland, creek and beach. It will take some innovation and outside the box ideas. Ideas that could be developed and used in other locations to solve similar problems. I think/know it's worth trying and if it's not working or sustainable then restore the area back to natural.

Some of the ideas that come to my mind are installing EPDM pond liner on the entire floor of the marina. This would stop the growth of aquatic grasses. The idea is to make the marina neutral or an inert part of the system. The 2 or 3 miles of creek will be the natural filter for sediment. The marina is only a few hundred feet long. Solar powered pumps can be setup to circulate the water helping to maintain clarity and temperature. Aerators can be added to oxygenate the water as well. Anything to keep the water from becoming stagnate. Air curtains in the boat channel can also be used to help keep out invasive species.

Possibly the USFS could fund a study through a local University like University of California, Davis to look at the possibilities.

For decades generation of people have enjoyed Meeks Bay because it was fun. Not a nature preserve but Fun. I hope that someday maybe a responsibly enterprising group might take over operations on the north side of Meeks Bay and make it fun and comfortable again.

Yours Truly,

Daret Kehlet

October 24, 2018

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Parking will always be a problem. At peak season maybe the USFS could allow parking in unimproved areas for short times. If you move the current day use parking lot to the flat open area to the west (former burn area) you could have a larger day use picnic area in the shade and closer to the water.

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Yours Truly

Daret Kehlet

 Oct. 24, 2018

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Daret

Last name: Kehlet

Organization:

Title:

Comments:

Date submitted (UTC-11): 10/26/2018 5:12:22 AM

First name: Grace

Last name: Kehlet

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: glk@cpcinternet.com

Phone:

Comments:

Meeks Bay Restoration Project

Comments on Proposed Meeks Bay Restoration Project

My husband's family founded and ran Meeks Bay resort until 1970 which the family still uses and enjoys to this day. Naturally, we are very concerned about your restoration project proposals. Rollin and I drove down from our home in Idaho to attend the tour you held two weeks ago, and based on what we saw and heard, I would like to make some comments.

We are strongly against the proposed pier construction & boat launch facilities for the following reasons:

- * unsightliness of a pier in an exquisite beach area.
- * length & width of the pier as proposed seems ridiculously excessive.
- * noise and activity from vehicle traffic, boat launching, and associated boating activities right on the beach would disturb and annoy beach visitors. Noises travel practically undisturbed across large bodies of water. The old marina and boat launch area is more isolated from the beach.
- * noise and traffic from boat trailers driving by the campground would disturb and annoy the campers.
- * proximity of the pier and boat launch to the adjacent cabins on the south side of Meeks Bay - boat launching and activity would be noisy and encroach on their privacy and enjoyment of conditions they have now.
- * insufficient room for day use beach parking with the proposed boat trailer parking area, the boat launch facilities needed and the proposed increase in campground size. Day use parking on the south side is very slim now, in the peak of summer. In our opinion, day use of beach facilities should take precedence over boating facilities - not everyone has access to boats, but beaches can be used by all visitors to the lake.
- * vehicle and boat emissions, dirt, foreign matter, etc. would be entering the lake directly rather than going into the marina area, so no benefit there.

As an alternative to the proposed pier/boat launch & facilities, we recommend utilizing some of the existing facilities of Meeks Bay, while mitigating some of the environmental concerns as follows:

- * Rebuild the existing Meeks Bay boat launch ramp, build new marina slips to take up only half of the existing lagoon area (closest to the boat launch area), then do restoration of Meeks Creek as proposed upstream from the end of the marina to the bridge, instead of restoring the entire lagoon. A tremendous amount of sediment would go into the lake from the total reconstruction of the stream channel; this alternative would reduce the effect.
- * We were told during the tour by the aquatic biologist that aquatic invasive weed control could be done with marina structures in place, so why not just do that rather than creating an entirely new project that might cause other problems in the future.

This seems like a good alternative to an unsightly and costly pier, both recreationally and environmentally. If the marina cannot be rebuilt due to the environmental concerns, I would rather see no boating facilities at all at Meeks Bay, rather than the pier being built as it is now proposed.

One project proposal I would gladly support is the pedestrian/bicycle bridge over the creek and pathway to connect both sides of Meeks Bay.

It might be out of your project scope, but replacing the Hwy. 89 bridge with one with a wider span would solve much of the problem of downstream scouring of Meeks Creek channel. If you have opportunity to propose that to the proper authorities, that would go a long way to helping the creek environment.

Thank you for allowing input on this project and hope to see some better alternatives proposed in the future.
Rollin has sent a separate letter with some additional comments.

Sincerely,

Grace Kehlet

7433 Harmony Heights Loop

Orofino, ID 83544

(208) 476-5526

Date submitted (UTC-11): 10/26/2018 4:55:50 AM

First name: Rollin

Last name: Kehlet

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: easyk47@cpcinternet.com

Phone:

Comments:

Meeks Bay Restoration Project

Meeks Bay Restoration Project

10-26-18

Thank you for the site tour and the opportunity to comment and make suggestions on the project. First of all, building the 300' long pier 18' wide is not a good idea for the following reasons:

1. The south beach is the least developed lake front in Meeks Bay. The Pier and Boat Launch would visually dominate the beach.
2. The boating activity, motors, waves, talking etc. (sound carries over open water) would unnecessarily downgrade the recreation experience of campers, beach-goers desiring a peaceful day at the beach and others.
3. The vehicle traffic from boaters going to and from the ramp, then finding a place to park would interfere with the other activities planned: pedestrians walking, biking, camping, barrier free travel, etc.
4. Where would boaters buy fuel?

A better alternative might be to retain the existing marina at a reduced size and restore the upper creek to the highway. Invasive species could then be treated in the creek. Launching with its risk of transporting silt, foreign materials, unwanted organisms would go directly into the lake. If the marina is reopened a new SUP should require a performance bond and operating procedures that would assure the public would have use of their marina.

There is considerable day use of the beach south of the creek accessed by foot or bicycle that should be considered in your evaluation of user needs. The multiple use bridge and pathway is a great idea.

Why were the floating berths removed if a decision has not been made to "Remove the existing marina infrastructure" as outlined in the Proposed Action?

Attached are some photos of the marina when it was being operated efficiently. In my opinion this is what the public would like to see, certainly the people I've talked to that live in the area.

Please put me on your mailing list for Meeks Bay.

Rollin Kehlet



Meeks Bay Marina





Date submitted (UTC-11): 10/24/2018 12:00:00 AM

First name: Michele

Last name: Kirk

Organization:

Title:

Comments:

October 23, 2018

Comments for Meeks Bay Restoration Project:

I have lived in Meeks Bay for 36 years. My concern with the Meeks Bay Restoration Project is that it is truly NOT a restoration project but a major plan to Build Up /Add on to Project.

Putting in an RV parking lot, a huge pier and a boat ramp is not restoration. This fragile area is already suffering the affects of increased tourism every year. Meeks Bay is a beautiful little area that has been enjoyed for many decades without over-building and disrupting what people already love it for.

Some of my concerns are:

1. Taking away a large part of the tent camping and adding RV hook ups is not restoration.
2. The boat launch will bring congestion, trailers, bigger parking lots to park trailers, bigger roads to accommodate trucks and trailers along with pollution.
3. The highway would also have to accommodate the traffic of this new addition to the area; considering it is a very narrow turn already, I would think the highway might have to be enlarged with a designated turning lane.
4. How and why is the new pier considered restoration? In my opinion this would change the visual aesthetics and disturb the fragile eco system and pollute Meeks Bay and its lagoon.

Sincerely,
Michele Kirk

Michele Kirk

PO Box 733

Homewood CA

96141

email:

grnymk@gmail.com

Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

See Attached

(You may attach additional pages if desired)

Name Michele Kirk

Mailing Address PO Box 733 Homewood CA 96141

Email graymk@gmail.com

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/ltbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-ltbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

Comments are most helpful if submitted by the close of business on October 26, 2018.

USDA is an equal opportunity provider, employer, and lender.



Date submitted (UTC-11): 10/23/2018 12:00:00 AM

First name: Michele

Last name: Kirk

Organization:

Title:

Comments:

October 23, 2018

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Date submitted (UTC-11): 10/24/2018 12:00:00 AM

First name: Michele

Last name: Kirk

Organization:

Title:

Comments:

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Dennis

Last name: Kuzak

Organization:

Title:

Comments:

Meeks Bay Restoration Project- Comments

Attached please find a letter with my comments on the proposed Meeks Bay Restoration Project.

Thank you very much for giving me the opportunity to respond.

Very truly yours

Dennis Kuzak

dekuzak@gmail.com

To: Lake Tahoe Basin Management Unit via

comments-pacificsouthwest-ltbmu@fs.fed.us

Subject: Proposed Meeks Bay Restoration Project, dated September 2018.

From: Dennis E. Kuzak

Date: October 25, 2018

Dear Sirs:

I read with interest the proposed 2018 project plan for restoring portions of the Meeks Bay use area, along with the previous 2006 report. I co-own a vacation property, which borders the Meeks Creek drainage. I also am a Desolation Wilderness Volunteer with substantial backcountry exposure to the watershed. I think this part of Lake Tahoe is magnificent with a stunning mountain wilderness upstream, and a healthy stream and meadow below the wilderness. The problem, as pointed out in the 2006 study and 2018 plan, is what happens east of Highway 89. Therefore, I am very pleased to see the USFS finally undertake actions to restore the habitat and ecology to the pre marina conditions. I support all elements of the plan subject to my comments below.

SPECIFIC PROJECT COMMENTS.

1. Proposed Day Use Boat Launch Ramp. I have concern that with the heavy use of the beach in the summer and now accompanied by the substantial popularity of SUP[squo], motorized boats and SUP[squo] will be in very close proximity. This could result in possible injury and/or death to SUP users from inattentive boat operators. The closing of the marina the past two summers has minimized SUP collisions during the period of rapidly rising SUP users. And construction of a bridge over Meeks Creek will increase utilization of the southern end of Meeks Beach, in the vicinity of motorized boats further raising the risk of SUP accidents. Question to the USFS: How many other Lake Tahoe boat launch facilities are in very close proximity (i.e. immediately adjacent) to public swimming beaches? For those that do (Sand Harbor is the only one I know that has this situation, although the main beach is on the other side of the peninsula), how do they manage SUP/power boat experience?

Proposed solutions

a. Restrict day use boat launch ramp to non-motorized vessels, for example sailing boats, sail boards, Hobie Cats, kayaks, canoes and large inflatables.

b. Restrict SUP[squo] from the immediate south shore of Meeks Bay to minimize accidental boat/SUP collisions. This may be difficult to enforce since it prevents SUP users to paddle from Meeks Beach through the wind sheltered shore around the point towards Rubicon Bay without crossing the channel of incoming and

outgoing boats from the boat launch ramp. Meeks Bay has a classic bay shape, with north and south shores almost perpendicular to the beach. So a ramp located in close proximity to the south shore requires boats to enter at a 90 degree angle to the shore or a north east course (cutting across the swimming area) but likely in the path of SUP boarders heading south east.

2. Invasive Species. The proposed restoration plan mentions control of existing invasive species and also future threats. As of July this season, according to the Tahoe Resource Conservation District, 4 boats were inspected and found to have Quagga mussels. But no one can say how many infected boats they missed? Fortunately, Quagga mussels are currently not believed in Lake Tahoe. These mussels, originally from Asia, now infect all the Great lakes, the Mississippi Rive system and the Colorado River System. Lake Mead (Bureau of Reclamation) and Lake Powell (US National Parks) have admitted failure in containing the establishment of these species. They have no natural predators, and by microfiltering lake water they eat all the algae. Loss of algae leads to destruction of native fish and vegetation, leading to total destruction of the ecosystem. Even with an intensive inspection program, the mussels entered into these recreation areas. They admit that it is impossible to thoroughly inspect all boats entering and leaving the waterA. And Lake Tahoe is only a one day drive from Lake Mead. An infected boat could introduce the species into the Lake very quickly.

Proposed solutions

a. Establish a very vigorous, day-light to dusk Quagga -trained inspector to inspect every motorized vessel entry and provide on- site high pressure, high temperature hoses to minimize quagga infestations. Non-motorized vessels should also be inspected. This inspection could result in long lines on busy weekends or during peak summer, but it is essential. Once the mussels get established, no known eradication technique is available. The proposed plan mentions an invasive species inspection (fish, bullfrogs, weeds) station, but my comments are directed at special inspections for the Quagga. This is a very serious threat, much worse than existing invasive species.

b. Prevent motorized vessels from using the boat launch. This would likely reduce the risk of Quagga introductions at Meeks Bay to near zero, especially if non- motorized vessels were inspected.

3. New Boat Pier. A massive, and probably quite expensive, 12-18 foot wide pier 300 feet long will be located along the extreme southern portion

of the Bay. This will concentrate boat traffic in a narrow channel between the land, pier, and SUP boarders, while increasing boat congestion around the nearby private buoys. Has the USFS estimated how much additional day use boat traffic would be experienced with this day use pier. I suspect that when the word gets out to the boating community, the pier will be overwhelmed by day boats. And they can disembark and enjoy the not so tasty food at the Snak Shak!

Proposed Alternates:

a. Shorten the pier to 150 feet and reduce the width to 10 feet to minimize visual impact and number of boats docked at any time.

b. Do not build the pier and provide short term boat slips on shore for up to 10 boats.

4. Newly completed bicycle and pedestrian path to Meeks Bay Resort. The project plan made little mention of the soon to be completed bicycle/pedestrian path from Sugar Pine Point State Park to Meeks Bay Resort. The current terminus at Sugar Pine has very limited parking. With much more parking options at Meeks Bay, this will likely increase the path use by bicyclists and pedestrians especially with bike riding families with children. Thus the plan should fully integrate this new bike corridor into the system of other planned trail improvements including bike racks. Imagine a way to bicycle from Squaw Valley to Meeks Bay on an almost fully dedicated off road bike path.

In summary, I support the described Meeks Bay Restoration as modified by my comments.

A. Proposed Day Use Boat Launch Ramp: Restrict day use boat launch ramp to non-motorized vessels, for example sailing boats, sail boards, Hobie Cats, kayaks, canoes and large inflatables. This would reduce the risk of Quagga mussel invasion while minimizing collisions between motorized and non-motorized boats.

B. Invasive Species: Prevent motorized vessels from using the boat launch. This would likely reduce the risk of Quagga introductions at Meeks Bay to near zero, especially if non- motorized vessels were inspected.

C. New Boat Pier: Do not build the pier. Building a large pier is likely to increase boat traffic in an area already heavily used by non- motorized vessels. Building a pier to support day use motorized vessels would be moot if they were prevented from boat launch use.

D. Newly completed bicycle and pedestrian path to Meeks Bay Resort: The plan should fully integrate this new bike corridor into the system of other planned trail improvements including bike racks.

Thank you very much for giving me the opportunity to respond to the proposed plan for Meeks Bay. I believe that the Forest Service is moving towards the goal of restoring Meeks Bay to a near natural condition while still providing substantial water recreational opportunities for the public. Furthermore, completion of this project would provide the last link in enhancing the entire Meeks Creek Drainage from the headwaters at Phipps Pass to the shores of Meeks Bay. Please let me know if you have any questions as well as adding me to a notification list for future developments.

Very truly yours

Dennis E. Kuzak

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Proposed solutions

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through the wind sheltered shore around the point towards Rubicon Bay without crossing the channel of incoming and outgoing boats from the boat launch ramp. Meeks Bay has a classic bay shape, with north and south shores almost perpendicular to the beach. So a ramp located in close proximity to the south shore requires boats to enter at a 90 degree angle to the shore or a north east course (cutting across the swimming area) but likely in the path of SUP boarders heading south east.

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Proposed Alternates:

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 - b. Do not build the pier and provide short term boat slips on shore for up to 10 boats.
4. **Newly completed bicycle and pedestrian path to Meeks Bay Resort.** The project plan made little mention of the soon to be completed bicycle/pedestrian path from Sugar Pine Point State Park to Meeks Bay Resort. The current terminus at Sugar Pine has very limited parking. With much more parking options at Meeks Bay, this will likely increase the path use by bicyclists and pedestrians especially with bike riding families with children. Thus the plan should fully integrate this new bike corridor into the system of other planned trail improvements including bike racks. Imagine a way to bicycle from Squaw Valley to Meeks Bay on an almost fully dedicated off road bike path.

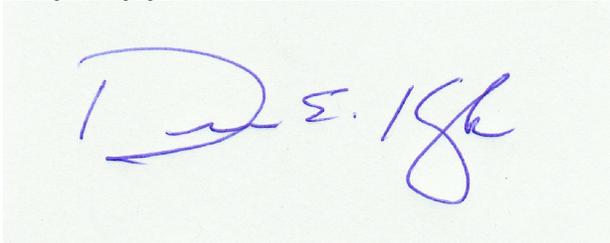
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The plan should fully integrate this new bike corridor into the system of other planned trail improvements including bike racks.

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Very truly yours

A handwritten signature in blue ink, appearing to read "D.E. Kuzak", is centered on a light green rectangular background.

Dennis E. Kuzak
dekuzak@gmail.com
3355 Mildred Lane
Lafayette, Ca. 94549

^A The Death and Life of the Great Lakes, Chapter 6, Conquering a Continent, Mussel Infestation of the West. 2017. Dan Egan, WW Norton

Date submitted (UTC-11): 10/25/2018 9:37:38 AM

First name: Dennis

Last name: Kuzak

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: dekuzak@gmail.com

Phone:

Comments:

Meeks Bay Restoration Project- Comments

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Thank you very much for giving me the opportunity to respond.

Very truly yours

Dennis Kuzak
dekuzak@gmail.com

Date submitted (UTC-11): 10/11/2018 10:19:51 AM

First name: FS-Mailroom

Last name: Lake Tahoe Basin

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: /O=MMS/OU=EXCHANGE ADMINISTRATIVE GROUP
(FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=MAILROOM R5 LAKE TAC3D5764C-2859-474B-A347-
57A9C6D4A173

Phone:

Comments:

Attached Image

Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Chad
Last name: Laughlin
Organization:
Title:
Comments:
Meeks Bay Restoration Letter - Laughlins.pdf

See attached letter regarding meeks bay restoration.

Thank you,

Chad Laughlin

USFS- Lake Tahoe Basin Management Unit

35 College Drive

South Lake Tahoe, CA 96150

(Sent via email and Fax)

Re: Public Comment [ndash] Meeks Bay Restoration

To Whom it May Concern,

We just recently heard about the proposed project to restore Meeks Creek. While thinking that restoring the creek it is good thing we discovered that the complete plan is much broader than just restoring the creek. We are very concerned with some of the new items being proposed as they don't seem necessary or reasonable and are not part of restoring anything. We thank you for the opportunity to share our thoughts.

We are a generation summer family who enjoys the lake and especially Meeks Bay. My Great Grandmother built a small cabin in Tahoma in the early 1950's and my family has summered here since then. I am happy to share this special place with my son who represents the 5th generation. Meeks Bay provides us a safe and secure area to easily get to the beach to spend a safe and quiet day. There is not a place in this world that makes us feel the way we do when sitting in the sand and enjoying Lake Tahoe. This lake is busy in the summer and having a peaceful place to spend the day out of traffic and with space to breathe is irreplaceable. We have large family gatherings and BBQ's in the Day Use area where the kids can swim, kayak and build sand castles without being boxed in like the resort side. It's crowded on the campground side but people on the campground side are more local and low key visitors who too are searching for quiet, safety, and just to enjoy the lake. In fact, many times in the peak summer months the parking lot is at capacity and parking on the highway shoulder is not even open. With both beaches and the trailhead to the west this is a busy hub for recreation on the west shore.

While we support restoring the creek to keep the lake clarity and health, we are opposed to the many new items being proposed. Specifically the new project of adding a pier and a new boat ramp to the bay and the southern beach. We feel that this gives boaters more of a priority for using the bay then to those of us who already use Meeks Bay to swim, picnic, kayak, paddleboard, dive, and enjoy our family time. The noise and traffic alone from boats would completely destroy what we all love about Meeks Bay. It would no longer be relaxing or safe for our families and a pier and ramp is not necessary. The existing boat ramp and marina have served boating well for years and its location is behind the beaches and not an eye sore. Boats can safely traverse for the open water between the swim areas and have safe harbor in the marina. Implementing this new project as part of restoration is misleading and would substantially change the character of the recreational experiences for this already crowded and fully used area.

We can live with components of the proposed plan that will provide upgrades and/or restore existing infrastructure to utilities, campground, foot path, and day use parking areas that will enhance existing activities. What we can't support is the destruction of Meeks Bay and the items that are completely new in the

proposal and no way restoration or encompassed in you purpose and needs statement. Right size this project to what is needed to allow families to safely continue to enjoy the beach without removing or reducing beach opportunities and activities. Utilize and rehabilitate the existing boat ramp and marina to meet the needs of boating activities. Manage and improve what is existing. An unintended consequence of these new activities is it will bring more people to the area and pose a threat public safety. This proposal as written will increase noise, pollution, crowds, safety issues, transfer invasive species problem to another area of the bay. A 300 foot pier and new boat ramp would be irresponsible, fiscally burdensome, and costly to the environment and those that recreate here. I cannot imagine the impacts it will have on those that have homes adjacent to the beach in this area. It honestly feels like boating is being given a higher priority than the existing uses. Meeks Bay already is at capacity in the summer months and provides a vast array of recreation for families, locals, and visitors. Please remove this alternative to add a pier and new boat ramp on the southern side of Meeks Bay and instead take a more reasonable approach using existing infrastructure to meet needs of boaters and put in effective management and monitoring of the marina and boat ramp.

Thank you for the opportunity to express our views and concerns.

Sincerely,

Chad and Cori Laughlin

Cori & Chad Laughlin
3184 Roberts
Clovis, CA 936

USFS- Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150

(Sent via email and Fax)

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Thank you for the opportunity to express our views and concerns.

Sincerely,
Chad and Cori Laughlin

Date submitted (UTC-11): 10/26/2018 5:01:30 PM

First name: Tom

Last name: Laura Box

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: tlbox@sbcglobal.net

Phone:

Comments:

Meeks Bay Remodel

USFS, my wife and I have owned our cabin in the glen ridge subdivision since 2001. We have a small boat and have been frequent users of the ramp over the years. My impression of the old marina was it was poorly designed, overcrowded, in very poor shape, polluted, gradually silting up and mismanaged by the sublessor and the Washoe tribe. I think the best thing the usfs could do there is to clean up and restore that portion of Meeks creek to its original state by implementing the proposed plan. The current condition of the General Creek in Sugar Pine is a good example of what the mouth of Meeks creek should look like. In fact Meeks creek and meadow should be restored to wilderness all the way to the desolation wilderness but that is another story. The proposal for the new location of the boat ramp and pier is great but the pier as you proposed may be to big. We have camped many times at the usfs campground and would hate to see it transformed as proposed but being able to camp along Meeks creek may offset our concerns. I also appreciate your proposal that considers ways to benefit the Washoe tribe. I hope our comments are helpful. Tom and Laura Box

Sent from my iPad

Date submitted (UTC-11): 10/23/2018 12:00:00 AM
First name: Andrine
Last name: LeGate
Organization:
Title:
Comments:
Meeks Bay Restoration

Attached please find my suggestions and comments regarding the Meeks Bay Restoration Project.

October 23, 2018

To: LTBMU

From: Andrine LeGate

Thank you for the recent presentation and explanation of the proposed plans for Meeks Bay Resort & Campground. It was heartening to see such a public response to this property that has been a most special place to so many people over the years. There is even a Facebook group for Friends of Meeks Bay.

We all acknowledge that past practices of land use, although acceptable and even encouraged at the time, were made at what we now realize were at the expense of the environment; plants, water and animals. Consensus can be achieved to realize and remedy poor resource management without sacrificing the recreational use. Having worked with Federal Grants in the past, I know how important it is to be concise in your proposal. Based on the wide scope of proposed project activities, I can only assume that there is a huge amount of funding available. I also know that you use it or lose it.

I believe that a blend of restoration and recreational use improvements can be made to accommodate a pathway forward.

Most of the proposals are in regard to the south side of the creek. So, let's start with the north side currently being leased by the Washoe Tribe.

Removing the gabion walls and concrete would return the north end to a more natural state and be visually appealing. But, will a natural shoreline support the road bed to the rental cabins on that end?

1. Absolutely there is a need for more parking on the north side. But relocating such a distance from the beach is not realistic. Have you seen the amount of stuff people haul down to the beach? Perhaps a larger "drop off" point near the beach fountain would be an incentive to parking further away.

2. Although this was not one of your talking points, there needs to be an additional restroom facility. The south side has 6 (or 8???) stalls but the north, which has more beachgoers, only has four. In the past, when there were portable restrooms they were NOT regularly cleaned or supplied. Maintenance needs to be kept up!

3.

The Washoe Tribe needs to held accountable for the management of the most wonderful part of the Lake. This is their ancestral land and they can't even keep it clean and in good repair.

On the south side:

1. One proposal refers to "implement resource protection barriers". This is great for yellow cress but isn't the sand a resource as well? There used to be a huge boulder on the north side that could be seen from the HWY that read, "Famous for Our White Sand Beach". Can't an attractive wall replace the concrete walls to prevent dirt from washing onto the beach?

2. I remember well the creek before the marina. I think I would have called it a bog instead of a lagoon. However, I am in favor of returning it to a more natural state. But I also think that this can be done in conjunction with maintaining a boat ramp and safe harbor. It doesn't have to have 120 boat slips. But campers & cabin rentals should be able to come up for a week with their boats and not have to in/out on a daily basis.

You've got a lot of really bright people at your disposal. Give them the opportunity to make this work. If this can be done the trailer parking should remain on the north side where there is more pedestrian-free and vehicle-free space.

3. As I'm sure you noticed during the tour, almost every person was opposed to a 300 foot pier, trailer parking and boat launch on the south end. Not only would this be a logistical nightmare with trailers and inspections and loss of parking it would completely ruin the reason people prefer the south beach. This is affectionately known as Ski Beach. What I would add to the location at the furthest south point is a dog friendly beach. There really isn't one of any note on the west shore.

4. If the USFS feels that a pier is required I believe it should be on the north side of the creek in the approximate location where the old pier was. It doesn't have to be 300 feet and it certainly doesn't need to accommodate a maintenance vehicle. Engineering costs are pretty expensive. Spend the unused money on upgrading the resort services. How about a beach fountain with decent food? Look at Richardson's.

5. I'm fine with re-configuring the campground to accommodate today's camper/glamper but you also need to add more beach parking. The parking lot in the height of summer is usually full and people park along the HWY. There is reduced parking due to drainage improvements on the HWY and again, who wants to haul all their stuff down to the beach. HWY parking is also dangerous and non-revenue producing.

6. Big pat on the back to the camp hosts. They keep the south side trash free and the restrooms are always clean and stocked.

7.

Regarding the bike path. Hallelujah for finally connecting Sugar Pine & Meeks. I am 100% in favor of building a foot and bike bridge across Meeks Creek (although it would be nice to have a reason to go from south to north, again, expand services) but this does not have to be engineered to accommodate any type of vehicle other than a golf cart. Save some money and make improvements elsewhere. Since the fire station is on the south side on the HWY and the USFS station is on the north side, why would you need to go over the bike bridge? What's wrong with the HWY?

Thank you for the opportunity to respond with my suggestions. I hope that when the next public phase occurs there is more notification so that the more people can attend and respond.

Andrine LeGate

4000 Coppertree Way

Sacramento, CA 95821

October 23, 2018

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From: Andrine LeGate

Thank you for the recent presentation and explanation of the proposed plans for Meeks Bay Resort & Campground. It was heartening to see such a public response to this property that has been a most special place to so many people over the years. There is even a Facebook group for Friends of Meeks Bay.

We all acknowledge that past practices of land use, although acceptable and even encouraged at the time, were made at what we now realize were at the expense of the environment; plants, water and animals. Consensus can be achieved to realize and remedy poor resource management without sacrificing the recreational use. Having worked with Federal Grants in the past, I know how important it is to be concise in your proposal. Based on the wide scope of proposed project activities, I can only assume that there is a huge amount of funding available. I also know that you use it or lose it.

I believe that a blend of restoration and recreational use improvements can be made to accommodate a pathway forward.

Most of the proposals are in regard to the south side of the creek. So, let's start with the north side currently being leased by the Washoe Tribe.

1. Removing the gabion walls and concrete would return the north end to a more natural state and be visually appealing. But, will a natural shoreline support the road bed to the rental cabins on that end?
2. Absolutely there is a need for more parking on the north side. But relocating such a distance from the beach is not realistic. Have you seen the amount of stuff people haul down to the beach? Perhaps a larger "drop off" point near the beach fountain would be an incentive to parking further away.
3. Although this was not one of your talking points, there needs to be an additional restroom facility. The south side has 6 (or 8???) stalls but the north, which has more beachgoers, only has four. In the past, when there were portable restrooms they were NOT regularly cleaned or supplied. Maintenance needs to be kept up!
4. The Washoe Tribe needs to held accountable for the management of the most wonderful part of the Lake. This is their ancestral land and they can't even keep it clean and in good repair.

On the south side:

1. One proposal refers to "implement resource protection barriers". This is great for yellow cress but isn't the sand a resource as well? There used to be a huge boulder on the north side that could be seen from the HWY that read, "Famous for Our White Sand Beach". Can't an attractive wall replace the concrete walls to prevent dirt from washing onto the beach?
2. I remember well the creek before the marina. I think I would have called it a bog instead of a lagoon. However, I am in favor of returning it to a more natural state. But I also think that this can be done in conjunction with maintaining a boat ramp and safe harbor. It doesn't have to have 120 boat slips. But campers & cabin rentals should be able to come up for a week with

their boats and not have to in/out on a daily basis. You've got a lot of really bright people at your disposal. Give them the opportunity to make this work. If this can be done the trailer parking should remain on the north side where there is more pedestrian-free and vehicle-free space.

3. As I'm sure you noticed during the tour, almost every person was opposed to a 300 foot pier, trailer parking and boat launch on the south end. Not only would this be a logistical nightmare with trailers and inspections and loss of parking it would completely ruin the reason people prefer the south beach. This is affectionately known as Ski Beach. What I would add to the location at the furthest south point is a dog friendly beach. There really isn't one of any note on the west shore.
4. If the USFS feels that a pier is required I believe it should be on the north side of the creek in the approximate location where the old pier was. It doesn't have to be 300 feet and it certainly doesn't need to accommodate a maintenance vehicle. Engineering costs are pretty expensive. Spend the unused money on upgrading the resort services. How about a beach fountain with decent food? Look at Richardson's.
5. I'm fine with re-configuring the campground to accommodate today's camper/glamper but you also need to add more beach parking. The parking lot in the height of summer is usually full and people park along the HWY. There is reduced parking due to drainage improvements on the HWY and again, who wants to haul all their stuff down to the beach. HWY parking is also dangerous and non-revenue producing.
6. Big pat on the back to the camp hosts. They keep the south side trash free and the restrooms are always clean and stocked.
7. Regarding the bike path. Hallelujah for finally connecting Sugar Pine & Meeks. I am 100% in favor of building a foot and bike bridge across Meeks Creek (although it would be nice to have a reason to go from south to north, again, expand services) but this does not have to be engineered to accommodate any type of vehicle other than a golf cart. Save some money and make improvements elsewhere. Since the fire station is on the south side on the HWY and the USFS station is on the north side, why would you need to go over the bike bridge? What's wrong with the HWY?

Thank you for the opportunity to respond with my suggestions. I hope that when the next public phase occurs there is more notification so that the more people can attend and respond.

Andrine LeGate
4000 Coppertree Way
Sacramento, CA 95821

Date submitted (UTC-11): 10/27/2018 12:00:00 AM

First name: David

Last name: Likes

Organization:

Title:

Comments:

Why don't you leave well enough alone! Ripping out the marina and building a new one is ridiculous, talk about environmental fuck up! Tysical government waste, leave the ramp in, it's pertected by the sea wall, save the boat parking, get the slips back that were sold, we want a marina and boat ramp at Meeks Bay to reduce traffic @Obexter's & Tahoe City!

Written Comment for the Meeks Bay Restoration Project Proposed Action: We welcome your written comments and input on the Proposed Action for the Meeks Bay Restoration Project. Please be sure to include your name and address. Your comments will be most helpful if they are specific as possible, telling us what you like or do not like and why.

10/25/18

Why Don't you leave well enough alone!
Ripping out the marina and building a new one is ridiculous, Talk About Environmental Foll up! Typical Government waste,
Leave the Ramp in, it's protected by the sea wall, pave the Boat Parking, get the slips back that were sunk, we want a Marina Boat Ramp at Meeks Bay to Reduce traffic @ Oberlin's & Tahoe City!

(You may attach additional pages if desired)

Name David Likes

Mailing Address P.O. Box 748 Tahoe City CA 96145

Email _____

How can I help shape the project? Find out at <http://www.fs.usda.gov/goto/ltbmu/meeksbayrestoration>

We recommend email comments to: comments-pacificsouthwest-ltbmu@fs.fed.us Subject: "Meeks Bay Restoration Project". Mailed comments can be sent to the LTBMU, Re: Meeks Restoration Project, USDA Forest Service, 35 College Dr., South Lake Tahoe, CA 96150. The office business hours for those providing hand-delivered comments are 8 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

Comments are most helpful if submitted by the close of business on October 26, 2018.

USDA is an equal opportunity provider, employer, and lender.



Date submitted (UTC-11): 10/26/2018 7:01:52 AM

First name: Catherine

Last name: Lindorfer

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: Catherine.Lindorfer@ucop.edu

Phone:

Comments:

Meeks Bay Restoration

Thank you for your work on the Meeks Bay Restoration Project. The proposed creek and lagoon restoration, the proposed campground reconstruction, and the proposed wildlife enhancements are all badly needed and will have positive impacts on natural wildlife, recreation and Lake Tahoe environmental quality.

The proposed accommodations for boat use, including boat ramps, boat trailers and construction of a pier in Meeks Bay will have negative impacts in the following areas:

- negative effects on the natural environment of a sensitive shoreline
- negative effects on the wildlife of Meeks Bay
- negative effects on the existing social benefit of an accessible, tranquil, natural beach that the south side of Meeks Bay currently offers its many visitors
- negative unintended consequences of limiting the existing land use of the south side of Meeks Bay - the pier, ramp and increased boat traffic would lead to less accessibility for picnickers, swimmers, floaters, kayakers, and paddle boarders
- negative effects on the visual and auditory resource that currently exists on Meeks Bay
- negative effects on the availability of day use parking, which would lead to an increase in more dangerous parking on SR 89

The fact that a boat launch previously existed is not a good enough reason to bring these negative unintended consequences to all users of Meeks Bay. As third and fourth generation regular visitors to Meeks Bay, we ask you to not ruin the Meeks Bay experience for day users and campers in an effort to provide boating to a select group.

Mailing Address:

Kent and Catherine Lindorfer

1906 San Rafael St

San Leandro, CA 94577

Tahoe Address:

7181 3rd Avenue

Tahoma, CA 96142

Email:

kentlindorfer@sbcglobal.net

Date submitted (UTC-11): 10/29/2018 12:00:00 AM
First name: Paul
Last name: Lubeck
Organization:
Title:
Comments:
Re: Undeliverable: Meeks Bay Restoration

Denise, thank you for your help!

On Mon, Oct 29, 2018, 9:45 AM Downie, Denise E -FS <dedownie@fs.fed.us> wrote:

Paul - you sent it to ITBMU not LTBMU.

I was out sick last week, sorry for the late reply.

Denise Downie

Lead Land Management Planner

Forest Service

Chugach National Forest

AK: 907 743-9426

CA: 530 543-2683

dedownie@fs.fed.us

161 E. 1st Avenue, Door 8

Anchorage, AK 99501

www.fs.fed.us

<<http://usda.gov/>> <[https://twitter.com/forestservice](https://twitter.com/forestsservice)> <<https://www.facebook.com/pages/US-Forest-Service/1431984283714112>>

Caring for the land and serving people

From: Paul Lubeck [mailto:lubeck.paul@gmail.com]

Sent: Wednesday, October 24, 2018 4:57 PM

To: Downie, Denise E -FS <dedownie@fs.fed.us>

Subject: Fwd: Undeliverable: Meeks Bay Restoration

Denise,

when using the email in the Meeks Bay Restoration document, the email bounces back. Please help.

Paul Lubeck

408 315-1477

----- Forwarded message -----

From: Paul Lubeck <lubeck.paul@gmail.com>

To: comments-pacificsouthwest-ltbmu@fs.fed.us

Cc:

Bcc:

Date: Wed, 24 Oct 2018 16:52:42 -0700

Subject: Meeks Bay Restoration

To Whom It May Concern:

I own a home near Meeks Bay and have the following comments:

1. The scope of the project covers a large geographical area including north of Meeks Creek that is leased to a private organization. Previous lessees of this property have not, to my knowledge benefited from large expenditures of public money.

The portions of the project that seem to benefit the lessees is the 20 vehicle day use parking, Shoreline stabilization, and pedestrian circulation. Public funds should not be used for this purpose.

2. How will the number of campsites be changed in the existing FS campground?

3. Will the Forest Service continue to operate all areas south of Meeks Creek including the Pier and Boat Launch?

4. What will be the operating agreement be, after restoration, between the Forest Service and the private lessee?

5. I see the development as a benefit in that it provides additional boat launch and landing facilities, provides additional parking hopefully reducing the parking along SR89, so long as it remains Forest Service owned and operated. I am opposed to expanding the area leased to private organization(s). Further, I believe that the Forest Service would provide better public benefit should they operate the entire area, both north and south of Meeks Creek.

Sincerely,

Paul Lubeck

408 315-1477

Residence: 8462 Meeks Bay Ave, Tahoma, CA 96142

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.



Date submitted (UTC-11): 10/24/2018 12:00:00 AM
First name: Bill
Last name: Lyon
Organization:
Title:
Comments:
RE: Meeks Bay Restoration Comments - Lyons et al

Hi, Bill. The doc you attached appears to be a repeat of what you state in your email below? It could just be me, but I'm not seeing your comments.

Also, please remove Denise Downie from any further communication. She was temporarily assisting on this until we got a new planner (me). Thanks again! M

Michael Brumbaugh
Forest Planner
Lake Tahoe Basin Management Unit
USDA Forest Service
530-543-2726

From: maperanch@aol.com [mailto:maperanch@aol.com]

Sent: Wednesday, October 24, 2018 4:21 PM

To: Downie, Denise E -FS <dedownie@fs.fed.us>; Brumbaugh, Michael H -FS <mhbrumbaugh@fs.fed.us>; FS-comments-pacificsouthwest-ltbmu <comments-pacificsouthwest-ltbmu@fs.fed.us>

Cc: wmagrath@Mcdonaldcarano.com; tevans@rancho.net; rmandresen@pacbell.net; davecoward@aol.com; woverend@reedsmith.com; jowens@boisestate.edu; lee@schweichler.com; npike@npike.com; ronaldstephens@schoolsafety.us; taregger@earthlink.net; dickrenard@gmail.com; mldarpino@gmail.com; mape@aol.com

Subject: Meeks Bay Restoration Comments

Dear Denise and Michael:

Attached are Meeks Bay Vista Property Owners Association (MBVPOA) comments for the proposed Meeks Bay Restoration Project notice of preparation, and notice of intent. We would respectfully request that our comments be included in the public response. We look forward to working with the U.S.F.S. regarding this project. Please confirm that our comments have been received and will be included in the public comments.

Sincerely,

William (Bill) J. Lyons, Jr.

Mape's Ranch/Lyons' Investments

10555 Maze Blvd.

Modesto CA 95358

(209) 522-1762

Notice: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not the authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

To: Denise, Michael & Comments
Cc: Meeks Bay Board, Tim, Mark, Richard, Mapes Ranch
RE: Meeks Bay Restoration Comments

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Sincerely,

Bill Lyons

Date submitted (UTC-11): 10/24/2018 12:00:00 AM
First name: William (Bill) J.
Last name: Lyons, Jr.
Organization: Meeks Bay Vista Property Owners Association
Title:
Comments:
Meeks Bay Restoration Comments

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Sincerely,

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Mape's Ranch/Lyons' Investments
10555 Maze Blvd.
Modesto CA 95358
(209) 522-1762

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Cc: Meeks Bay Board, Tim, Mark, Richard, Mapes Ranch
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Sincerely,

Bill Lyons

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: William (Bill) J., Jr.

Last name: Lyons

Organization: Meeks Bay Vista Property Owners Association

Title:

Comments:

Meeks Bay Restoration Project - Comments on Notice of Preparation/Notice of Intent

Ms. Downie and Mr. Brumbaugh,

Mr. Lyons is away from the office on a business trip today. Please accept my sincere apology for the error with yesterday's email. Attached is Mr. Lyons comment letter on behalf of the MBVPOA. If you could confirm for him that you have received this email and his comments, it would be greatly appreciated.

Once again, I am truly sorry for the error.

Becky Cole

Office Manager

Mape's Ranch/Lyons' Investments

10555 Maze Blvd.

Modesto CA 95358

(209) 522-1762

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Dear Ms. Downie:

I serve as president of the Meeks Bay Vista Property Owners Association (MBVPOA), an association comprised of approximately 100 home and property owners, on and around Meeks Bay and Rubicon Bay. The MBVPOA and its members are vitally interested in the preservation and protection of Meeks Bay and, accordingly, I have been instructed to provide you with the following comments. The MBVPOA intends to be actively involved in all aspects of this project and as a result we respectfully ask the US Forest Service to provide us with actual notice of all events and meetings

concerning this proposal.

Notices should be emailed to the following individuals:

Bill Lyons Tony Evans Dave Coward John Owens Bill Magrath

Marci D'Arpino

maperanch@aol.com tevens@rancho.net davecoward@aol.com jowens@boiseslale.edu wmagrath@Mcdonaldc
arano.com

mldarpino@gmail.com

To start with, the MBVPOA appreciates the US Forest Service offering us this opportunity to comment on a proposal having the potential to produce a significant effect to Meeks Bay, the local community, and to each and every member of our Association. In addition, we strongly agree the significance of environmental effects dictate that the US Forest Service prepare and certify a joint EIS/EIR in this situation. With these overviews in mind, the MBVPOA offers the following comments.

1. The existing baseline needs to be carefully described in sufficient detail to understand and determine the significant of the project.

Meeks Bay is an extremely important aesthetic resource for the area and the State of California, and enjoys historical significance as one of the most pristine and unburdened bodies of water in the Tahoe area. Historically, for instance, all boat storage and boat mooring has occurred out of view from the public. The current boat launch ramp, for example, is located within the marina. The EIS/EIR needs to carefully and thoroughly take a hard look at a variety of alternatives, both alternatives to the location of any project and alternatives to the design and intensity of any project, and compare these comprehensively described alternatives against the magnitude of potential environmental and community effects. It is unclear whether the proposed EIS/EIR will conduct a hard look at these alternatives. Without such fundamental information, it is impossible for the public to provide meaningful comments on the proposed project.

2. The EIS/EIR needs to take a hard look at feasible alternative.

Controlling decisional law makes clear that environmental disclosure statutes do not place a duty on the citizenry to tell an agency how to conduct environmental reviews or what should be included in such environmental reviews. *Sunstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311. Nevertheless, the US Forest Service could opt to renovate the current marina and boat launch. This would lessen many significant impacts, including 1) the need for a pier and the physical and aesthetic intrusion inherent in this structure; 2) the need for a boat launch directly into the Bay; and, 3) the need for substantial new roadways on the south end of the property; 4) the impact to the adjacent property owners.

Another alternative involves moving the proposal to the north end of the US Forest Service property. The locational alternative would inherently and significantly lessen the potential conflict with existing private property interests, including but not limited to noise, light, traffic congestion and negative aesthetics. A northern location would also provide the opportunity to the boat traveling, or boat camping public to use the existing food and general store services in a much more efficient manner.

These are just two illustrations of a feasible alternative that needs to be fully evaluated in the EIS/EIR. Other examples exist and the MBVPOA encourages the US Forest Service to constructively and appropriately ascertain such other alternatives for inclusion in the EIS/EIR.

3. The design of the pier.

A 300-foot pier intruding into the Bay is a significant aesthetic and environmental problem. The EIS/EIR must carefully evaluate the need for a 300-foot pier and any potential future expanded uses. The EIR should compare the relative impact on the Bay and community from reducing the proposed 300-foot pier to 75 feet. MBVPOA also questions the need for a boat launching facility when the area has been adequately serviced by other local marinas. MBVPOA is concerned that the public pier and boat launching facility will directly compete with and financially impact other local marinas forcing them to reduce their services, or possibly close. All TRPA and California State Lands Commission regulations, conditions and guidelines need to be adhered to if a pier is permitted.

4. Limitation of buoys.

The substantial intrusion of buoys lessen the aesthetically important visual beauty of the Bay. The EIS/EIR should evaluate the environmental, aesthetic views and noise inducing effects of buoys in the Bay and impose a mitigation measure that buoys are prohibited. If a buoy field is permitted, all TRPA and California State Lands Commission regulations, conditions and guidelines need to be adhered to.

5. Growth Inducing / Intensification of Use/Conflict.

The proposal will significantly increase the number of people using the roads and the Bay. The substantial increase in use of the road and Bay needs to be evaluated in the EIS/EIR. In addition, the additional traffic and people in the area will provide added pressure for growth, both residential and commercial. The secondary growth inducing impacts of the proposal need to be evaluated in the EIS/EIR. The EIS/EIR should address and mitigate any impacts or conflicts to the proposed bike trail at Meeks Bay.

6. The Project Description is Legally Insufficient to allow the public to effectively participate in the process and comment.

An adequate project description is essential for a legally sufficient environmental analysis, and it is clear that a project description that is incomplete or omits important characteristics or omits important details effectively defeats the overarching policy of public participation in these matters. Here the project description is fatally flawed and this flaw fully operates to suppress meaningful comments about the proposal. For example, we are told that utility infrastructure will be either "install(ed) or relocate(d)". There are very different environmental effects flowing from whether the project intends to relocate existing utility pipelines or intends to install new utility pipelines. Furthermore, the description dispenses with any effort to tell us which pipelines will be relocated or the amount of pipelines that will be either relocated or installed. Without such fundamental information it is impossible for the public to provide meaningful comments on the proposed project.

7. The EIS/EIR must consider the impacts of boat-in camper impacts.

Embedded in one sentence is the fact that the pier will be designed to promote boat[shy] in-camper use. Will the pier be available for use 24 hours a day/seven days a week? Meeks Bay has become a haven for paddleboarders, kayakers and families due to its tranquility and lack of boat use. How will this be replaced or mitigated? The impacts of introducing and promoting this use on Meeks Bay needs to be fully evaluated in the EIS/EIR including but not limited to lighting, noise, safety issues, clean[shy] up, maintenance and management, etc. Without such fundamental information, it's impossible for the public to provide meaningful comments on the proposed project.

8. Impacts of expanded commercial activity.

The US Forest Service PROPOSED ACTION FOR THE MEEKS BAY RESTORATION PROJECT document discloses that one characteristic of the boat launch will be "utilities support user point of sale transactions". Yet there is no detail or disclosure about the type and intensity of these commercial uses. Without such fundamental information it is impossible for the public to provide meaningful comments on the proposed project, or understand the full scope of impacts. The full extent of the proposed commercial use (both current and future) needs to be outlined in the EIS/EIR.

9. Scope and Intensity of reconstructed campground.

The US Forest Service PROPOSED ACTION FOR THE MEEKS BAY RESTORATION PROJECT document discloses that the campground would be reconstructed but the details of the scope and intensity of the reconstructed campground is omitted from the report. What are the environmental effects of centralizing the waste dump station? How will the campground be screened/separated from the day use areas? Will the day use areas be intensified or reconstructed? With the expansion of the proposed facilities, will there be a net loss of camping sites and sandy beach area? Without such fundamental information it is impossible for the public to provide meaningful comments on the proposed project.

10. Outreach/Public Comment.

MBVPOA would strongly encourage USFS to extend its' comment period by 90 days and expand its' efforts and outreach to the local area property owners and conduct several transparent/public workshops to be held on dates and times that afford the working public and property owners an opportunity to attend the meetings and actively participate in the process, as this proposed project will have significant impacts to Meeks Bay and the surrounding area.

11. Examples/Comparison of existing facilities.

MBVPOA would strongly encourage USFS to review both the piers and boat launches at Sand Harbor and Lake Forest Boat Launch which serve the public with a pier much smaller than 300 feet and with much less impact to the area. I have attached Google Map photos for your ease of reference

12. Property Values.

MBVPOA would strongly encourage the USFS to consider the impact to the property values and quiet enjoyment of the adjacent private property owners. Those impacts need to be addressed and if there is a "taking" those private property owners should be compensated.

13. Project Costs/ Income/ Timeline.

Several MBVPOA members have asked about the estimated costs for the proposed project, projected income, and estimated timeline for the public hearings through project completion.

We ask that these and other concerns/questions be fully addressed by the Agency. The MBVPOA appreciates this opportunity to comment, and looks forward to working with the Agency.

Very truly yours,

William (Bill) J. Lyons, Jr.,

President

Meeks Bay Vista Property Owners Association

cc:

Lahontan Regional Water Quality Control Board TRPA

MBVPOA Board of Directors/Members

U.S. Senator Dianne Feinstein

U.S. Senator Kamala Harris Congressman Tom McClintock CA State Senator Ted Gaines

CA State Assemblymember Frank Bigelow CA State Assemblymember Brian Dahle TLOA, Jan Brisco

El Dorado County Board of Supervisors



**Meeks Bay Vista
Property Owners Association**

October 24, 2018

Ms. Denise Downie
Project Lead
US Forest Service
Lake Tahoe Basin
Management Unit
35 College Drive
South Lake Tahoe, California 96150

*Sent via Federal Express
& Email*

Re: Meeks Bay Restoration Project
Comments on Notice of Preparation/Notice of Intent

Dear Ms. Downie:

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Bill Lyons	maperanch@aol.com
Tony Evans	tevans@rancho.net
Dave Coward	davecoward@aol.com
John Owens	jowens@boisestate.edu
Bill Magrath	wmagrath@McDonaldcarano.com
Marci D'Arpino	mldarpino@gmail.com

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Ms. Denise Downie
October 17, 2018
Page 6 of 6

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We ask that these and other concerns/questions be fully addressed by the Agency. The MBVPOA appreciates this opportunity to comment, and looks forward to working with the Agency.

Very truly yours,



WILLIAM (BILL) J. LYONS, JR.,

President

Meeks Bay Vista Property Owners Association

cc: Lahontan Regional Water Quality Control Board
TRPA
MBVPOA Board of Directors/Members
U.S. Senator Dianne Feinstein
U.S. Senator Kamala Harris
Congressman Tom McClintock
CA State Senator Ted Gaines
CA State Assemblymember Frank Bigelow
CA State Assemblymember Brian Dahle
TLOA, Jan Brisco
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The Lake Forest Boat Launch (just north of Tahoe City by the USG Station) takes a lot of space too to line up the vehicle to back into the water – all done without a 300 foot pier.



RE: Meeks Bay



Note that there is not a pier at Sand Harbor. Boat and trailer parking takes a lot of space.

2

Date submitted (UTC-11): 10/16/2018 12:00:00 AM
First name: William (Bill) J., Jr.
Last name: Lyons
Organization: Meeks Bay Vista Property Owners Association
Title:
Comments:
Meeks Bay Restoration

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John Owens jowens@boisestate.edu

Bill Magrath wmagrath@Mcdonaldcarano.com

Marci D'Arpino mldarpino@gmail.com

2) Please provide us with your current stakeholder list and extend the comment period for an additional 60 days.

3) Conduct a public meeting/workshop within the next 30 - 45 days, and notice all property owners within one and a-half miles of the proposed project.

4) The illustrative map was helpful[hellip]..however, please provide it and any other conceptual and/or draft drawings to Marci D'Arpino at Plan-Tech (land planning consultant) at mldarpino@gmail.com. The Association is very interested in the location and size of the pier, boat launching facility, parking lot and the ingress/egress off of State Highway 89.

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Sincerely,

William (Bill) J. Lyons, Jr.

Mape's Ranch/Lyons' Investments

10555 Maze Blvd.

Modesto CA 95358

(209) 522-1762

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Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: William (Bill)

Last name: Lyons Jr

Organization: Meeks Bay Vista Property Owner's Association

Title:

Comments:

Meeks Bay Restoration Project - Comments on Notice of Preparation/Notice of Intent

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Another alternative involves moving the proposal to the north end of the US Forest Service property. The locational alternative would inherently and significantly lessen the potential conflict with existing private property interests, including but not limited to noise, light, traffic congestion and negative aesthetics. A northern location would also provide the opportunity to the boat traveling, or boat camping public to use the existing food and general store services in a much more efficient manner.

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cc:

Lahontan Regional Water Quality Control Board TRPA

MBVPOA Board of Directors/Members

U.S. Senator Dianne Feinstein

U.S. Senator Kamala Harris Congressman Tom McClintock CA State Senator Ted Gaines

CA State Assemblymember Frank Bigelow CA State Assemblymember Brian Dahle TLOA, Jan Brisco

El Dorado County Board of Supervisors

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Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: William (Bill)

Last name: Lyons Jr

Organization: Meeks Bay Vista Property Owner's Association

Title:

Comments:

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Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: William (Bill)

Last name: Lyons Jr

Organization: Meeks Bay Vista Property Owner's Association

Title:

Comments:

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Date submitted (UTC-11): 10/16/2018 12:23:25 PM

First name: Anon

Last name: maperanch@aol.com

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: maperanch@aol.com

Phone:

Comments:

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**Meeks Bay Vista
Property Owners Association**

October 24, 2018

Ms. Denise Downie
Project Lead
US Forest Service
Lake Tahoe Basin
Management Unit
35 College Drive
South Lake Tahoe, California 96150

*Sent via Federal Express
& Email*

Re: Meeks Bay Restoration Project
Comments on Notice of Preparation/Notice of Intent

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Dave Coward	davecoward@aol.com
John Owens	jowens@boisestate.edu
Bill Magrath	wmagrath@McDonaldcarano.com
Marci D'Arpino	mldarpino@gmail.com

To start with, the MBVPOA appreciates the US Forest Service offering us this opportunity to comment on a proposal having the potential to produce a significant effect to

Meeks Bay, the local community, and to each and every member of our Association. In addition, we strongly agree the significance of environmental effects dictate that the US Forest Service prepare and certify a joint EIS/EIR in this situation.

With these overviews in mind, the MBVPOA offers the following comments.

1. The existing baseline needs to be carefully described in sufficient detail to understand and determine the significance of the project.

Meeks Bay is an extremely important aesthetic resource for the area and the State of California, and enjoys historical significance as one of the most pristine and unburdened bodies of water in the Tahoe area. Historically, for instance, all boat storage and boat mooring has occurred out of view from the public. The current boat launch ramp, for example, is located within the marina. The EIS/EIR needs to carefully and thoroughly take a hard look at a variety of alternatives, both alternatives to the location of any project and alternatives to the design and intensity of any project, and compare these comprehensively described alternatives against the magnitude of potential environmental and community effects. It is unclear whether the proposed EIS/EIR will conduct a hard look at these alternatives. Without such fundamental information, it is impossible for the public to provide meaningful comments on the proposed project.

2. The EIS/EIR needs to take a hard look at feasible alternatives.

Controlling decisional law makes clear that environmental disclosure statutes do not place a duty on the citizenry to tell an agency how to conduct environmental reviews or what should be included in such environmental reviews. *Sunstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311. Nevertheless, the US Forest Service could opt to **renovate** the current marina and boat launch. **This would lessen many significant impacts**, including 1) the need for a pier and the physical and aesthetic intrusion inherent in this structure; 2) the need for a boat launch directly into the Bay; and, 3) the need for substantial new roadways on the south end of the property; 4) the impact to the adjacent property owners.

Another alternative involves moving the proposal to the north end of the US Forest Service property. The locational alternative would inherently and **significantly lessen** the potential conflict with existing private property interests, including but not limited to noise, light, traffic congestion and negative aesthetics. A northern location would also provide the opportunity to the boat traveling, or boat camping public to use the existing food and general store services in a much more efficient manner.

These are just two illustrations of a feasible alternative that needs to be fully evaluated in the EIS/EIR. Other examples exist and the MBVPOA encourages the US Forest Service to constructively and appropriately ascertain such other alternatives for inclusion in the EIS/EIR.

3. The design of the pier.

A 300-foot pier intruding into the Bay is a significant aesthetic and environmental problem. The EIS/EIR must carefully evaluate the need for a 300-foot pier and any potential future expanded uses. The EIR should compare the relative impact on the Bay and community from reducing the proposed 300-foot pier to 75 feet. MBVPOA also questions the need for a boat launching facility when the area has been adequately serviced by other local marinas. MBVPOA is concerned that the public pier and boat launching facility will directly compete with and financially impact other local marinas forcing them to reduce their services, or possibly close. All TRPA and California State Lands Commission regulations, conditions and guidelines need to be adhered to if a pier is permitted.

4. Limitation on buoys.

The substantial intrusion of buoys lessen the aesthetically important visual beauty of the Bay. The EIS/EIR should evaluate the environmental, aesthetic views and noise inducing effects of buoys in the Bay and impose a mitigation measure that **buoys are prohibited**. If a buoy field is permitted, all TRPA and California State Lands Commission regulations, conditions and guidelines need to be adhered to.

5. Growth Inducing / Intensification of Use / Conflict.

The proposal will significantly increase the number of people using the roads and the Bay. The substantial increase in use of the road and Bay needs to be evaluated in the EIS/EIR. In addition, the additional traffic and people in the area will provide added pressure for growth, both residential and commercial. The secondary growth inducing impacts of the proposal need to be evaluated in the EIS/EIR. The EIS/EIR should address and mitigate any impacts or conflicts to the proposed bike trail at Meeks Bay.

6. The Project Description is Legally Insufficient to allow the public to effectively participate in the process and comment.

An adequate project description is essential for a legally sufficient environmental analysis, and it is clear that a project description that is incomplete or omits important characteristics or omits important details effectively defeats the overarching policy of public participation in these matters. Here the project description is fatally flawed and this flaw fully operates to suppress meaningful comments about the proposal. For example, we are told that utility infrastructure will be either "install(ed) or relocate(d)". There are very different environmental effects flowing from whether the project intends to relocate existing utility pipelines or intends to install new utility pipelines. Furthermore, the description dispenses with any effort to tell us which pipelines will be relocated or the amount of pipelines that will be either relocated or installed. Without such fundamental information it is impossible for the public to provide meaningful comments on the proposed project.

7. The EIS/EIR must consider the impacts of boat-in-camper impacts.

Embedded in one sentence is the fact that the pier will be designed to promote boat-in-camper use. Will the pier be available for use 24 hours a day/seven days a week? Meeks Bay has become a haven for paddleboarders, kayakers and families due to its tranquility and lack of boat use. How will this be replaced or mitigated?

The impacts of introducing and promoting this use on Meeks Bay needs to be fully evaluated in the EIS/EIR including but not limited to lighting, noise, safety issues, clean-up, maintenance and management, etc. Without such fundamental information, it's impossible for the public to provide meaningful comments on the proposed project.

8. Impacts of expanded commercial activity.

The US Forest Service PROPOSED ACTION FOR THE MEEKS BAY RESTORATION PROJECT document discloses that one characteristic of the boat launch will be "utilities support user point of sale transactions". Yet there is no detail or disclosure about the type and intensity of these commercial uses. Without such fundamental information it is impossible for the public to provide meaningful comments on the proposed project, or understand the full scope of impacts. The full extent of the proposed commercial use (both current and future) needs to be outlined in the EIS/EIR.

9. Scope and Intensity of reconstructed campground.

The US Forest Service PROPOSED ACTION FOR THE MEEKS BAY RESTORATION PROJECT document discloses that the campground would be reconstructed but the details of the scope and intensity of the reconstructed campground is omitted from the report. What are the environmental effects of centralizing the waste dump station? How will the campground be screened/separated from the day use areas? Will the day use areas be intensified or reconstructed? With the expansion of the proposed facilities, will there be a net loss of camping sites and sandy beach area? Without such fundamental information it is impossible for the public to provide meaningful comments on the proposed project.

10. Outreach/Public Comment.

MBVPOA would strongly encourage USFS to **extend its' comment period by 90 days** and expand its' efforts and outreach to the local area property owners and conduct **several transparent/public workshops** to be held on dates and times that afford the working public and property owners an opportunity to attend the meetings and actively participate in the process, as this proposed project will have significant impacts to Meeks Bay and the surrounding area.

11. Examples/Comparison of existing facilities.

MBVPOA would strongly encourage USFS to review both the piers and boat launches at Sand Harbor and Lake Forest Boat Launch which serve the public with a pier much smaller than 300 feet and with much less impact to the area. I have attached Google Map photos for your ease of reference

12. Property Values.

MBVPOA would strongly encourage the USFS to consider the impact to the property values and quiet enjoyment of the adjacent private property owners. Those impacts need to be addressed and if there is a "taking" those private property owners should be compensated.

Ms. Denise Downie
October 17, 2018
Page 6 of 6

13. Project Costs / Income / Timeline.

Several MBVPOA members have asked about the estimated costs for the proposed project, projected income, and estimated timeline for the public hearings through project completion.

We ask that these and other concerns/questions be fully addressed by the Agency. The MBVPOA appreciates this opportunity to comment, and looks forward to working with the Agency.

Very truly yours,



WILLIAM (BILL) J. LYONS, JR.,

President

Meeks Bay Vista Property Owners Association

cc: Lahontan Regional Water Quality Control Board
TRPA
MBVPOA Board of Directors/Members
U.S. Senator Dianne Feinstein
U.S. Senator Kamala Harris
Congressman Tom McClintock
CA State Senator Ted Gaines
CA State Assemblymember Frank Bigelow
CA State Assemblymember Brian Dahle
TLOA, Jan Brisco
El Dorado County Board of Supervisors

The Lake Forest Boat Launch (just north of Tahoe City by the USG Station) takes a lot of space too to line up the vehicle to back into the water – all done without a 300 foot pier.



RE: Meeks Bay



Note that there is not a pier at Sand Harbor. Boat and trailer parking takes a lot of space.

2

Date submitted (UTC-11): 10/26/2018 12:51:58 PM

First name: Cirra

Last name: Mason

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: stillwater1@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration

Hello,

I'm writing in regards to the Meeks Bay Restoration Proposed Action.

As a Tahoma resident and frequent visitor I applaud the effort to rehabilitate and restore the former marina and stream zone however I am deeply concerned about some of the other items in the proposal. As the most easily accessed sandy beach on the west shore, Meeks Bay is a very popular destination with visitors and residents alike and is almost always at or above capacity during the summer season as evidenced by the large number of cars parked along the highway. Cars are often parked unsafely and over the white line which increases the possibility of an accident on an already dangerous stretch of the highway. The current proposal to add a pier and boat launch will only increase traffic while reducing parking, beach space and swimming area resulting in even more congestion in the Meeks Bay corridor. Where will all of the cars with boat trailers park once they've launched their boat? There certainly won't be enough parking in the day use area so they'll end up on the highway further increasing the danger to drivers and pedestrians. In addition the increased boat traffic moving to and from the launch and pier will greatly reduce the safety and enjoyment for those of us that kayak, swim and paddle board in the bay.

Please consider restoring the stream zone and adding additional day use parking but not including the boat launch or pier in this project.

Thank you,

Cirra Mason

Date submitted (UTC-11): 10/27/2018 12:00:00 AM

First name: Steve

Last name: Matles

Organization: Meeks Bay Yacht Club

Title:

Comments:

Good afternoon,

I am writing as the Commodore of the Meeks Bay Yacht Club. Our club was established in 1999 and currently has 50 members representing 37 vessels. The majority of our boats are either human powered or sail powered; there are 10 motorboats. Our membership lives mostly outside the Tahoe Basin with slightly more members from California than Nevada.

We would like to stress the following points:

Because our members live regionally, Meeks Bay does not favor North Shore versus South Shore.

Our sailboat members are not "day use" mariners. They want to launch their boat, adjust the rigging, and leave it in the water for an extended time. They also want (if possible) to park their trailer for an extended time.

Many of our members can relate stories of assisting boaters during foul weather events using the marina as a safe harbor.

We believe that the mission of invasive species eradication, lake water quality management, and marina operations are not mutually exclusive. We are opposed to the total decommissioning of the marina, a partial decommissioning to accomplish the plan's environmental goals is more acceptable.

The restoration plan as presented has some additional short comings:

* loss of 120 +/- slips does not appear to be addressed in this, or other plans around the lake. Other agency's proposals appear to allow an increased number of moorings. However the issue of slips appears to be unaddressed in this or other plans. Are there an equivalency in your or other we are not aware of?

* What is the provision for emergency services access to the pier when boats bring in injured persons? The public safety and safe harbor aspect of the marina location was an passionate issue for many of our members.

* The plan as presented, appears to have inadequate trailer parking, and fails to address long-term trailer parking.

* There is no provision for marine sanitation pump-out services.

We look forward to working with the Forest Service on the future plans for Meeks Bay.

Sincerely,

Captain Steve Matles

Commodore

Trying again RE: Undeliverable: Meeks Bay Restoration Project

Trying again. 1st attempt was on time.

----- Forwarded Message -----

From: "postmaster@usda.gov" <postmaster@usda.gov>

To: smatles@sbcglobal.net

Sent: Friday, October 26, 2018 3:59 PM

Subject: Undeliverable: Meeks Bay Restoration Project

Delivery has failed to these recipients or groups:

comments-pacificsouthwest-itbmu@fs.fed.us (comments-pacificsouthwest-itbmu@fs.fed.us)

The address you sent your message to wasn't found at the destination domain. It might be misspelled or it might not exist. Try to fix the problem by doing one or more of the following:

1. Send the message again, but before you do, delete and retype the address. If your email program automatically suggests an address to use, don't select it.
2. Clear the recipient AutoComplete cache in your email program by following the steps in this article: [Status code 5.1.10](#). Then resend the message, but before you do, be sure to delete and retype the address.
3. Contact the recipient by some other means (by phone, for example) to confirm you're using the right address. Ask them if they've set up an email forwarding rule that could be forwarding your message to an incorrect address.

Diagnostic information for administrators:

Generating server: usda.gov

comments-pacificsouthwest-itbmu@fs.fed.us

Remote Server returned '550 5.1.10 RESOLVER.ADR.RecipientNotFound; Recipient comments-pacificsouthwest-itbmu@fs.fed.us not found by SMTP address lookup'

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26 Oct 2018 22:59:23 +0000

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Date: Fri, 26 Oct 2018 22:58:39 +0000 (UTC)

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Reply-To: Steve Matles <smatles@sbcglobal.net>;

To: "comments-pacificsouthwest-itbmu@fs.fed.us" <comments-pacificsouthwest-itbmu@fs.fed.us>;

CC: John Gallagher <jlgallagher4@gmail.com>;,

John Turner <jtinreno@sbcglobal.net>;,

Kim Szczurek <kszczurek@townoftruckee.com>;,

Larry Schluer <larrysss@att.net>;,

Mike Bosco <meeksbayyachtclub@gmail.com>;,

Diane Oney <oneybilldiane@gmail.com>;

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Date submitted (UTC-11): 10/26/2018 12:00:00 AM
First name: Laura
Last name: Miller
Organization: CALIFORNIA STATE LANDS COMMISSION
Title:
Comments:
Comments on Meeks Bay Restoration Project (EIS/EIR/EIS) SCH#2018092031

Good Afternoon -

Please find attached our department's comment letter on the Meeks Bay Restoration Project (EIS/EIR/EIS). Feel free to contact me if you have any questions. A hard copy will follow via U.S. Mail.

SCH # 2018092031

Thank you,

<<http://www.slc.ca.gov/>> Laura Miller, Management Services Technician

CALIFORNIA STATE LANDS COMMISSION

Environmental Planning and Management

100 Howe Avenue, Suite 100-South | Sacramento | CA 95825

Phone: 916.574.1911 | Email: laura.miller@slc.ca.gov

<<https://twitter.com/CAStateLands>> <<https://www.flickr.com/photos/146376985@N03/albums/>>

<<https://www.youtube.com/channel/UCa-xUoPcJ4Ph7qWhnD4uQsQ>>

Subject: Notice of Preparation (NOP) for an Environmental Impact Statement/Environmental Impact Report/Environmental Impact Statement (EIS/EIR/EIS) for the Meeks Bay Restoration Project (Project), . El Dorado County

Dear Lead Agency Representatives:

The California State Lands Commission (Commission) staff has reviewed the subject NOP for the EIS/EIR/EIS for the Project, which is being prepared by the U.S. Forest Service Lake Tahoe Basin Management Unit (LTBMU), Lahontan Regional Water Quality Control Board (LRWQCB), and Tahoe Regional Planning Agency (TRPA). The [middot] LTBMU, as the public agency proposing to carry out the Project, is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. [sect] 4321 et seq.); LRWQCB is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code,[sect] 21000 et seq.); TRPA is the lead agency pursuant to Articles 4 and 6 of the TRPA Rules of Procedure for preparation of a TRPA EIS. The Commission is a trustee agency for projects that could directly or indirectly affect sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on State sovereign land, the Commission will act as a responsible agency. Commission staff requests that the LRWQCB consult with us on preparation of the Draft EIS/EIR/EIS as required by CEQA section 21153, subdivision (a), and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

Commission Jurisdiction and Public Trust Lands

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. All tidelands and submerged lands, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The state holds these lands for the benefit of all people of the state for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On navigable non-tidal waterways, including lakes, the state holds fee ownership of the bed of the waterway landward to the ordinary low-water mark (OLWM) and a Public Trust easement landward to the ordinary high-water mark (OHWM), except where the boundary has been fixed by agreement or a court of proper jurisdiction. Such boundaries may not be readily apparent from present day site inspections.

Portions of the Project located in Lake Tahoe at and below elevation 6,223 feet, Lake Tahoe Datum (LTD), will be located on State sovereign land under the jurisdiction of the Commission. This elevation also serves as the OLWM for Lake Tahoe. As a result, formal authorization for use of State sovereign land will be required from the Commission for any portion of the Project encroaching on State sovereign land.

In addition, a Public Trust easement exists within Lake Tahoe lying at and below elevation 6,228.75 feet, LTD, which also serves as the OHWM for Lake Tahoe. The easement may be limited to the extent necessary to protect sensitive species, identified cultural or historic resources, or safety of the general public, provided that the interference with public access is limited to the minimum extent and time necessary to accomplish the public purpose. If any portions of the Project will occur at or below the OHWM, the Commission will require that any proposed improvements be designed and constructed to provide legal public access either over or around the proposed improvements, in order to preserve and maintain the legal public access.

Project Description

The Project area occurs on LTBMU land inclusive of Meeks Creek and marina, and campground and resort areas as illustrated in Figure 1 of the NOP. Project objectives include restoration of Meeks Creek for water quality, control of aquatic invasive species, and creek morphology. Redevelopment of the campground, resort, roadways, and pedestrian paths is proposed, and the Project may include retention of the existing marina as well. Project activities on State sovereign land include proposal for a new 300-foot public pier, boat ramp, and potential buoy field at the south end of Meeks Bay. Restoration and alteration of the creek mouth may also extend onto State sovereign land. Replacement of shoreline protective structures with natural retaining structures may have potential to occur within the Public Trust easement.

Environmental Review

Commission staff requests that the lead agencies consider the following comments when preparing the EIS/EIR/EIS.

General Comments

1. Project Description: A thorough and complete Project Description should be included in the EIS/EIR/EIS in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should precisely describe all proposed activities (e.g., types of equipment or methods that may be used, maximum area of impact or volume of sediment removed or disturbed, seasonal work windows, locations for material disposal, etc.), as well as the details of the timing and duration of activities. Thorough descriptions will facilitate Commission staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the proposed work, and minimize the potential that subsequent environmental analysis will be required. At the October 10, 2018, public scoping meeting, LTBMU staff announced that they did not yet determine whether to retain or remove the marina from Meeks Creek, and that a buoy field may be considered lakeward of the proposed pier. The Project Description should be clear on whether the new pier and boat ramp is intended to replace the marina, or if there is intent for the marina to be retained with the new pier and boat ramp. Please ensure the Project Description addresses these potential components and includes the following information:

* Describe and illustrate all proposed work below the OHWM and OLWM of Lake Tahoe, inclusive of the pier, boat ramp, any other proposed moorings or boating facilities (e.g., buoy field, etc.), and modifications to the mouth of Meeks Creek. Describe any changes in land use that could affect public access to Lake Tahoe, including changes to existing access roads, trails, and parking areas. In particular, describe all changes affecting day use beach access to Lake Tahoe (e.g., swimming, sun bathing, non-motorized watercraft use, fishing, scuba diving, etc.) within the Project area, including changes to existing beach use area and parking spaces for day use vehicles.

* Describe and illustrate all proposed work within Meeks Creek for restoration of the bed, bank, floodplain, and wetland and riparian resources, including construction for bridges, utilities, and marina infrastructure. Provide details adequate to inform potential impacts on water quality, sedimentation, aquatic invasive plants, and shoreline morphology for Meeks Creek, and indirect impacts on Lake Tahoe water quality and sediment supply:

2. Environmental Setting: Please ensure that the EIS/EIR/EIS provides a detailed description of existing recreation uses dependent on shoreline access to Lake Tahoe. Such uses should include, but not be limited to, motorized and non-motorized boating, dispersed beach recreation, watercraft concessions, and support facilities for shoreline access (e.g., parking areas and capacity, marina facilities and mooring capacity, shoreline access trails, etc.). Describe the existing marinas, boat launching facilities, and public access sites on the central west shore of Lake Tahoe. This context is necessary to provide the baseline of these existing facilities and facilitate a meaningful analysis of Project impacts on these resources in the region (see Recreation section for further discussion), particularly for TRPA's assessment of how the Project could impact a fair share distribution of these facilities around Lake Tahoe, pursuant to the Conservation and Recreation Element of TRPA's Goals and Policies.

3. Goals and Objectives: The EIS/EIR/EIS must clearly identify the goals and objectives of the Project relating to all proposed activities pertaining to restoration of Meeks Creek, recreation, and overall development/redevelopment of the Project area. With Lake Tahoe as the primary attraction for public visitation and use of the Project area, shoreline access uses of highest public demand and need must be carefully balanced and maintained to safeguard public access to Lake Tahoe. As such, the Project should maintain or enhance existing levels of these uses and support facilities. Specifically, the EIS/EIR/EIS should identify these public interests as goals and objectives of the Project and environmental analysis.

4. Regulatory Approvals: Please identify the Commission as a public agency requiring a lease authorization for all improvements sited below the OLWM, and with authority to ensure all proposed activities sited between the OHWM and OLWM are compatible with the Public Trust easement.

5. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, [sect]15126.4, subd. (a)).

6. Project Alternatives: In addition to describing mitigation measures that would avoid or reduce the potentially significant impacts of the Project, the lead agencies should identify and analyze a range of reasonable alternatives to the proposed Project that would attain most of the Project objectives, while avoiding or reducing one or more of the potentially significant impacts (see State CEQA Guidelines, [sect] 15126.6). The proposed pier, boat ramp, any other mooring facilities, and determination of whether to retain or remove the marina, will require careful consideration of balancing existing shoreline uses, determining the appropriate location for these facilities to minimize impacts, and meeting Project objectives to restore Meeks Creek. Given these considerations, Commission staff recommends further consideration to site the new pier at an appropriate location north of the mouth of Meeks Creek, where the pier can better serve an area of more concentrated public use and resort services, will not be sited adjacent to a sensitive residential area, will have less impact to existing beach access and dispersed shoreline recreation, and will have less scenic impacts being located within the resort viewshed. If the Project is to consider relocation of the boat ramp to the shoreline of Lake Tahoe, then for all the same reasons, it should be sited on the north side of Meeks Creek mouth as well.

Commission staff recommends the following considerations for development of

alternatives to the proposed Project:

- * Consider an alternative where the existing marina and boat ramp are removed, and new pier is sited at an appropriate location north of the Meeks Creek mouth. This alternative could consider a shift towards greater accommodation of non-motorized watercraft uses and support facilities (e.g., a designated watercraft loading/unloading area near the lake, a secured storage rack for seasonal storage of private watercraft that could alleviate automobile transport of watercraft to minimize traffic and parking congestion, etc.).
- * Consider an alternative for retention of the marina and boat ramp in Meeks Creek, implementation of an aquatic invasive species management plan, and either siting the new pier at an appropriate location north of the existing creek mouth, or no inclusion of a new pier.
- * Consider an alternative for removal of the marina with retention of the boat ramp in Meeks Creek, siting the new pier at an appropriate location north of the Meeks Creek mouth, and installation of a buoy field near the end of the pier of equal or less mooring capacity than the existing marina.
- * Consider an alternative for siting the new pier north of the creek mouth, and relocation of the boat ramp north of the creek mouth near parking and access roads. The boat ramp does not have to be next to the pier. Rather, the boat ramp should be located where it will have the least impacts to dispersed shoreline recreation uses. The boat ramp could either serve day use boating with no additional mooring structures (with marina removal), or a buoy field could be considered near the end of the pier, where watercraft transport service could be provided between the pier and buoy field..
- * The EIS/EIR/EIS should also include a no project alternative.

7. Cumulative Impacts: The EIS/EIR/EIS should consider the cumulative impacts of other past, present, and probable future projects that could contribute to impacts generated by the Project. For any Project proposal that includes removal of the marina and boat ramp, the impact analysis should consider the recently approved Kings Beach State Recreation Area Redevelopment Project, which includes removal of a public boat ramp. The analysis should consider if the Project will contribute to a regional loss of motorized boating access to Lake Tahoe.

Aesthetics

8. Pier Dimensions: Commission staff recommends further consideration and planning to site the new pier within the resort section of shoreline north of the Meeks Creek mouth. This is a more concentrated area of public use and resort services, where the visual impacts of the pier will be more compatible within the resort viewshed as viewed from Lake Tahoe and from the shoreline. Being more centrally located within the Project area shoreline, this location would also avoid disruption of lake and shoreline views from adjacent private property owners. If the Project is to consider relocation of the boat ramp to the shoreline of Lake Tahoe and a new buoy field to replace the marina, then for all the same reasons, the Project should also consider relocation to this section of shoreline as well.

As a new public pier, the pier should be limited to the minimum length necessary to accommodate safe and reliable watercraft navigation, including during low lake levels. The lead agencies should consider a lake bottom elevation limitation of elevation 6,215 feet, LTD, which should limit the length and visible mass of the pier to less than 300 feet from the shoreline.

Climate Change

9. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIS/EIR/EIS for compliance with CEQA. This analysis should identify a threshold of significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and ultimate build-out of the Project, determine the significance of the impacts of those emissions, and if impacts are significant, identify mitigation measures that would reduce them to the extent feasible. Please include a full evaluation of all the equipment that could be used for all Project construction activities. Please contact the Air Quality Management District (AQMD) with regulatory oversight and jurisdiction. Air impact analysis models for identifying the impacts of the proposed Project should be discussed with the AQMD.

Land Use and Recreation

10. Management of Shoreline Uses: The Lake Tahoe shoreline of the Project area consists of two distinct shoreline use areas., physically separated by the mouth of Meeks Creek. The shoreline north of the creek mouth serves the core resort area with full scope of camping, marina services, rentals/concessions, cabins,

and retail services, and provides the largest section of accessible shoreline and area of greatest concentrated public use.

The shoreline south of the creek mouth is a smaller section of shoreline that serves as shoreline access for the adjacent campground and day use visitors. It includes a smaller parking area that primarily serves day use visitors looking to avoid the more crowded resort shoreline north of the creek mouth. In general, it is a quieter section of shorezone of less intensive public use and limited to dispersed recreation, with private residential land bordering the south end of shoreline and Project area. It also serves as an escape from the immensely crowded shoreline access areas of the south and north shores of Lake Tahoe, in close proximity to congested urban centers. Vehicle access to this area is also managed separately by the LTBMU, as a site that is part of other LTBMU shoreline access sites included with LTBMU's Vehicle Access Season Pass. To protect this important public resource, Commission staff recommends that the existing land uses and character of the south side shoreline be maintained, and not intensified by the Project. This area should continue to serve as a transition zone of less intensive public use for campers and day use visitors, for compatibility with the adjacent sensitive residential area.

Consequently, the introduction of a new public pier, boat ramp, and potentially a buoy field at the south end of Meeks Bay could have the following impacts:

- * Significant change to the existing land use character.
- * The boat ramp will add increased traffic, boat trailer parking, and noise to the detriment of day use parking and beach access, and adjacent residential property owners.
- * Reduced beach and swim area availability within a relatively small section of shoreline. The designated swim area would need to be reduced and separated from the boat ramp area for public safety.
- * Will be incompatible with existing shoreline recreation uses and adjacent residential area.

In summary, any Project proposal in the EIS/EIR/EIS to introduce a new pier, boat ramp, and potential buoy field at the south end of Meeks Bay, should identify this change as a significant land use impact in comparison to existing baseline conditions. As such, Commission staff recommends the Land Use section of the EIS/EIR/EIS include a threshold of significance to identify if the Project will have potential to cause a "significant change in land use character." As previously explained, since existing shoreline uses on the north and south side of the creek mouth are distinct with different intensities of public use and services, the threshold of significance should be applied separately to these different sections of shoreline, rather than applied to the Project area shoreline as a whole.

11. Day Use Beach Access and Parking: During_ the peak summer season, public shoreline access to Lake Tahoe is arguably a resource of highest public demand for

visitors and local residents. Lake Tahoe is the main attraction for everyone, and shoreline access is what connects people to the lake. This high public demand is driven by limited shoreline access all around the lake, and further constrained by limited support facilities, particularly parking. For many people, vehicle access and parking are the most limited resources and primary factors that control access to the lake. Whereas motorized boating access to the lake serves a specific sector of the public for an approximate 4-month boating season, shoreline access for beach use and dispersed recreation is of greater demand to serve the worldwide demand for shoreline access during peak tourist seasons and year-round for local residents, particularly with day use sites. Public lands provide the greatest capacity of public access to the lake, placing great responsibility on public land agencies to provide public access and support facilities to the greatest extent [middot]possible within resource management objectives.

The shoreline south of the creek mouth has less parking for day use beach access, limiting vehicular access. There is greater parking capacity within the resort area on the north side of Meeks Creek to serve a greater range of uses, including boat trailer parking to serve the existing boat ramp and marina. There is also limited overflow parking along Highway 89. Commission staff recommends that the EIS/EIR/EIS provide a comprehensive description of existing parking areas and spaces for the Project area, to assess Project impacts against existing baseline parking resources.

Meeks Bay Resort and Campground is one of the only publicly accessible shoreline locations along the central west shore of Lake Tahoe for beach access and dispersed recreation. Sugar Pine Point State Park is the only other nearby location for this type of shoreline access, in a very different state park setting that attracts a

different type of visitor experience. In comparison, public marinas and boat launching facilities are more plentiful in this region, with several marinas in nearby Homewood, Sunnyside, and Tahoe City. As such, Project area parking for day use beach access must be managed as a more limited resource of greater public demand and need for the Project area and region. At the October 10, 2018, public scoping meeting, LTBMU staff announced plans to reduce vehicle parking spaces for the parking area on the south side of Meeks Creek, to accommodate [middot]more spaces for boat trailer parking for the proposed boat ramp at south end of Meeks Bay, and to enlarge the campground area to accommodate more camp sites for large luxury recreation vehicles.

Given the lakewide and worldwide demand for public shoreline access to Lake Tahoe for beach use and dispersed recreation, Commission[middot] staff discourages any reduction in day use vehicle parking, particularly for the parking lot south of Meeks Creek, which primarily serves day use visitors. Commission staff recommends. the Recreation section of the EIS/EIR/EIS include a threshold of significance to consider Project impacts with potential to cause a loss of day use vehicle parking serving beach access and dispersed recreation: This type of reduced day use parking must be treated as a significant impact, with mitigation to offset the impact to a less than significant level. Otherwise, this impact must be identified as significant and unavoidable.

12. Removal of Marina: If either the proposed Project or alternatives include removal of the existing marina and boat ramp, then this impact should be evaluated in the Recreation section of the EIS/EIR/EIS as a loss of motorized boat launching and mooring facilities for boating access to Lake Tahoe. The impact analysis should further consider if other marinas and boat launching facilities along the west shore of Lake Tahoe will be impacted, and how the public will be impacted by this loss of boating access to the lake. The impact analysis should also consider that the recently approved Kings Beach State Recreation Area Redevelopment Project includes removal of a public boat ramp. In consideration of the Conservation and Recreation Element of TRPA's Goals and Policies, TRPA should evaluate how this impact will affect TRPA's mandate for providing a fair share distribution of boat launching facilities around the Lake Tahoe shoreline.

13. Disclosure of Public Pier Uses: The Recreation section of the EIS/EIR/EIS should disclose all anticipated uses for the new public pier. The analysis should disclose if large capacity tour, charter, and taxi boats are planned to use the pier (e.g., M.S. Dixie, Tahoe Queen, Tahoe Gal, Safari Rose, etc.), which could increase public use, visitation, and need for public services at the Project area. If applicable, the analysis should consider the benefits of water transit access to and from the Project area, as an alternative mode of transportation to minimize automobile traffic and parking congestion at the Project area and other port locations around the lake.

14. Public Access Restrictions: For all construction phases of the Project, the EIS/EIR/EIS should provide a detailed description of any temporary restrictions on shoreline access, and for navigation within the lake. Potential mitigation measures could include public notices and posting of signs at the Project area to inform the public of temporary access restrictions.

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and responsible agency, Commission staff requests that you consult with us on this Project and keep us advised of changes to the Project Description and all other important developments. Please send additional information on the Project to the Commission staff listed below as the EIS/EIR/EIS is being prepared.

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Sincerely,

Eric Gillies, Assistant Chief Division of Environmental Planning and Management

cc: Office of Planning and Research

J. Ramos, Commission

M. Columbus, Commission

CALIFORNIA STATE LANDS COMMISSION

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



Established in 1938

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1890

October 26, 2018

File Ref: SCH # 2018092031

Denise Downie
U.S. Forest Service Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150
dedownie@fs.fed.us

Brian Judge
Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
Brian.Judge@waterboards.ca.gov

Shannon Friedman
Tahoe Regional Planning Agency
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310
sfriedman@trpa.org

**Subject: Notice of Preparation (NOP) for an Environmental Impact
Statement/Environmental Impact Report/Environmental Impact
Statement (EIS/EIR/EIS) for the Meeks Bay Restoration Project (Project),
El Dorado County**

Dear Lead Agency Representatives:

The California State Lands Commission (Commission) staff has reviewed the subject NOP for the EIS/EIR/EIS for the Project, which is being prepared by the U.S. Forest Service Lake Tahoe Basin Management Unit (LTBMU), Lahontan Regional Water Quality Control Board (LRWQCB), and Tahoe Regional Planning Agency (TRPA). The LTBMU, as the public agency proposing to carry out the Project, is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); LRWQCB is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.); TRPA is the lead agency pursuant to Articles 4 and 6 of the TRPA Rules of Procedure for preparation of a TRPA EIS. The Commission is a trustee agency for projects that could directly or indirectly affect

sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on State sovereign land, the Commission will act as a responsible agency. Commission staff requests that the LRWQCB consult with us on preparation of the Draft EIS/EIR/EIS as required by CEQA section 21153, subdivision (a), and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

Commission Jurisdiction and Public Trust Lands

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. All tidelands and submerged lands, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The state holds these lands for the benefit of all people of the state for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On navigable non-tidal waterways, including lakes, the state holds fee ownership of the bed of the waterway landward to the ordinary low-water mark (OLWM) and a Public Trust easement landward to the ordinary high-water mark (OHWM), except where the boundary has been fixed by agreement or a court of proper jurisdiction. Such boundaries may not be readily apparent from present day site inspections.

Portions of the Project located in Lake Tahoe at and below elevation 6,223 feet, Lake Tahoe Datum (LTD), will be located on State sovereign land under the jurisdiction of the Commission. This elevation also serves as the OLWM for Lake Tahoe. As a result, formal authorization for use of State sovereign land will be required from the Commission for any portion of the Project encroaching on State sovereign land.

In addition, a Public Trust easement exists within Lake Tahoe lying at and below elevation 6,228.75 feet, LTD, which also serves as the OHWM for Lake Tahoe. The easement may be limited to the extent necessary to protect sensitive species, identified cultural or historic resources, or safety of the general public, provided that the interference with public access is limited to the minimum extent and time necessary to accomplish the public purpose. If any portions of the Project will occur at or below the OHWM, the Commission will require that any proposed improvements be designed and constructed to provide legal public access either over or around the proposed improvements, in order to preserve and maintain the legal public access.

Project Description

The Project area occurs on LTBMU land inclusive of Meeks Creek and marina, and campground and resort areas as illustrated in Figure 1 of the NOP. Project objectives include restoration of Meeks Creek for water quality, control of aquatic invasive species, and creek morphology. Redevelopment of the campground, resort, roadways, and pedestrian paths is proposed, and the Project may include retention of the existing

marina as well. Project activities on State sovereign land include proposal for a new 300-foot public pier, boat ramp, and potential buoy field at the south end of Meeks Bay. Restoration and alteration of the creek mouth may also extend onto State sovereign land. Replacement of shoreline protective structures with natural retaining structures may have potential to occur within the Public Trust easement.

Environmental Review

Commission staff requests that the lead agencies consider the following comments when preparing the EIS/EIR/EIS.

General Comments

1. **Project Description:** A thorough and complete Project Description should be included in the EIS/EIR/EIS in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should precisely describe all proposed activities (e.g., types of equipment or methods that may be used, maximum area of impact or volume of sediment removed or disturbed, seasonal work windows, locations for material disposal, etc.), as well as the details of the timing and duration of activities. Thorough descriptions will facilitate Commission staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the proposed work, and minimize the potential that subsequent environmental analysis will be required. At the October 10, 2018, public scoping meeting, LTBMU staff announced that they did not yet determine whether to retain or remove the marina from Meeks Creek, and that a buoy field may be considered lakeward of the proposed pier. The Project Description should be clear on whether the new pier and boat ramp is intended to replace the marina, or if there is intent for the marina to be retained with the new pier and boat ramp. Please ensure the Project Description addresses these potential components and includes the following information:
 - Describe and illustrate all proposed work below the OHWM and OLWM of Lake Tahoe, inclusive of the pier, boat ramp, any other proposed moorings or boating facilities (e.g., buoy field, etc.), and modifications to the mouth of Meeks Creek. Describe any changes in land use that could affect public access to Lake Tahoe, including changes to existing access roads, trails, and parking areas. In particular, describe all changes affecting day use beach access to Lake Tahoe (e.g., swimming, sun bathing, non-motorized watercraft use, fishing, scuba diving, etc.) within the Project area, including changes to existing beach use area and parking spaces for day use vehicles.
 - Describe and illustrate all proposed work within Meeks Creek for restoration of the bed, bank, floodplain, and wetland and riparian resources, including construction for bridges, utilities, and marina infrastructure. Provide details adequate to inform potential impacts on water quality, sedimentation, aquatic invasive plants, and shoreline morphology for Meeks Creek, and indirect impacts on Lake Tahoe water quality and sediment supply.

2. Environmental Setting: Please ensure that the EIS/EIR/EIS provides a detailed description of existing recreation uses dependent on shoreline access to Lake Tahoe. Such uses should include, but not be limited to, motorized and non-motorized boating, dispersed beach recreation, watercraft concessions, and support facilities for shoreline access (e.g., parking areas and capacity, marina facilities and mooring capacity, shoreline access trails, etc.). Describe the existing marinas, boat launching facilities, and public access sites on the central west shore of Lake Tahoe. This context is necessary to provide the baseline of these existing facilities and facilitate a meaningful analysis of Project impacts on these resources in the region (see Recreation section for further discussion), particularly for TRPA's assessment of how the Project could impact a fair share distribution of these facilities around Lake Tahoe, pursuant to the Conservation and Recreation Element of TRPA's Goals and Policies.
3. Goals and Objectives: The EIS/EIR/EIS must clearly identify the goals and objectives of the Project relating to all proposed activities pertaining to restoration of Meeks Creek, recreation, and overall development/redevelopment of the Project area. With Lake Tahoe as the primary attraction for public visitation and use of the Project area, shoreline access uses of highest public demand and need must be carefully balanced and maintained to safeguard public access to Lake Tahoe. As such, the Project should maintain or enhance existing levels of these uses and support facilities. Specifically, the EIS/EIR/EIS should identify these public interests as goals and objectives of the Project and environmental analysis.
4. Regulatory Approvals: Please identify the Commission as a public agency requiring a lease authorization for all improvements sited below the OLWM, and with authority to ensure all proposed activities sited between the OHWM and OLWM are compatible with the Public Trust easement.
5. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (a)).
6. Project Alternatives: In addition to describing mitigation measures that would avoid or reduce the potentially significant impacts of the Project, the lead agencies should identify and analyze a range of reasonable alternatives to the proposed Project that would attain most of the Project objectives, while avoiding or reducing one or more of the potentially significant impacts (see State CEQA Guidelines, § 15126.6). The proposed pier, boat ramp, any other mooring facilities, and determination of whether to retain or remove the marina, will require careful consideration of balancing existing shoreline uses, determining the appropriate location for these facilities to minimize impacts, and meeting Project objectives to restore Meeks Creek. Given these considerations, Commission staff recommends further consideration to site the new pier at an appropriate location north of the mouth of Meeks Creek, where the pier can better serve an area of more concentrated public use and resort services, will not be sited adjacent to a sensitive residential area, will have less impact to

existing beach access and dispersed shoreline recreation, and will have less scenic impacts being located within the resort viewshed. If the Project is to consider relocation of the boat ramp to the shoreline of Lake Tahoe, then for all the same reasons, it should be sited on the north side of Meeks Creek mouth as well. Commission staff recommends the following considerations for development of alternatives to the proposed Project:

- Consider an alternative where the existing marina and boat ramp are removed, and new pier is sited at an appropriate location north of the Meeks Creek mouth. This alternative could consider a shift towards greater accommodation of non-motorized watercraft uses and support facilities (e.g., a designated watercraft loading/unloading area near the lake, a secured storage rack for seasonal storage of private watercraft that could alleviate automobile transport of watercraft to minimize traffic and parking congestion, etc.).
 - Consider an alternative for retention of the marina and boat ramp in Meeks Creek, implementation of an aquatic invasive species management plan, and either siting the new pier at an appropriate location north of the existing creek mouth, or no inclusion of a new pier.
 - Consider an alternative for removal of the marina with retention of the boat ramp in Meeks Creek, siting the new pier at an appropriate location north of the Meeks Creek mouth, and installation of a buoy field near the end of the pier of equal or less mooring capacity than the existing marina.
 - Consider an alternative for siting the new pier north of the creek mouth, and relocation of the boat ramp north of the creek mouth near parking and access roads. The boat ramp does not have to be next to the pier. Rather, the boat ramp should be located where it will have the least impacts to dispersed shoreline recreation uses. The boat ramp could either serve day use boating with no additional mooring structures (with marina removal), or a buoy field could be considered near the end of the pier, where watercraft transport service could be provided between the pier and buoy field.
 - The EIS/EIR/EIS should also include a no project alternative.
7. Cumulative Impacts: The EIS/EIR/EIS should consider the cumulative impacts of other past, present, and probable future projects that could contribute to impacts generated by the Project. For any Project proposal that includes removal of the marina and boat ramp, the impact analysis should consider the recently approved Kings Beach State Recreation Area Redevelopment Project, which includes removal of a public boat ramp. The analysis should consider if the Project will contribute to a regional loss of motorized boating access to Lake Tahoe.

Aesthetics

8. Pier Dimensions: Commission staff recommends further consideration and planning to site the new pier within the resort section of shoreline north of the Meeks Creek mouth. This is a more concentrated area of public use and resort services, where the visual impacts of the pier will be more compatible within the resort viewshed as

viewed from Lake Tahoe and from the shoreline. Being more centrally located within the Project area shoreline, this location would also avoid disruption of lake and shoreline views from adjacent private property owners. If the Project is to consider relocation of the boat ramp to the shoreline of Lake Tahoe and a new buoy field to replace the marina, then for all the same reasons, the Project should also consider relocation to this section of shoreline as well.

As a new public pier, the pier should be limited to the minimum length necessary to accommodate safe and reliable watercraft navigation, including during low lake levels. The lead agencies should consider a lake bottom elevation limitation of elevation 6,215 feet, LTD, which should limit the length and visible mass of the pier to less than 300 feet from the shoreline.

Climate Change

9. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIS/EIR/EIS for compliance with CEQA. This analysis should identify a threshold of significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and ultimate build-out of the Project, determine the significance of the impacts of those emissions, and if impacts are significant, identify mitigation measures that would reduce them to the extent feasible. Please include a full evaluation of all the equipment that could be used for all Project construction activities. Please contact the Air Quality Management District (AQMD) with regulatory oversight and jurisdiction. Air impact analysis models for identifying the impacts of the proposed Project should be discussed with the AQMD.

Land Use and Recreation

10. Management of Shoreline Uses: The Lake Tahoe shoreline of the Project area consists of two distinct shoreline use areas, physically separated by the mouth of Meeks Creek. The shoreline north of the creek mouth serves the core resort area with full scope of camping, marina services, rentals/concessions, cabins, and retail services, and provides the largest section of accessible shoreline and area of greatest concentrated public use.

The shoreline south of the creek mouth is a smaller section of shoreline that serves as shoreline access for the adjacent campground and day use visitors. It includes a smaller parking area that primarily serves day use visitors looking to avoid the more crowded resort shoreline north of the creek mouth. In general, it is a quieter section of shoreline of less intensive public use and limited to dispersed recreation, with private residential land bordering the south end of shoreline and Project area. It also serves as an escape from the immensely crowded shoreline access areas of the south and north shores of Lake Tahoe, in close proximity to congested urban centers. Vehicle access to this area is also managed separately by the LTBMU, as a site that is part of other LTBMU shoreline access sites included with LTBMU's Vehicle Access Season Pass. To protect this important public resource, Commission

staff recommends that the existing land uses and character of the south side shoreline be maintained, and not intensified by the Project. This area should continue to serve as a transition zone of less intensive public use for campers and day use visitors, for compatibility with the adjacent sensitive residential area.

Consequently, the introduction of a new public pier, boat ramp, and potentially a buoy field at the south end of Meeks Bay could have the following impacts:

- Significant change to the existing land use character.
- The boat ramp will add increased traffic, boat trailer parking, and noise to the detriment of day use parking and beach access, and adjacent residential property owners.
- Reduced beach and swim area availability within a relatively small section of shoreline. The designated swim area would need to be reduced and separated from the boat ramp area for public safety.
- Will be incompatible with existing shoreline recreation uses and adjacent residential area.

In summary, any Project proposal in the EIS/EIR/EIS to introduce a new pier, boat ramp, and potential buoy field at the south end of Meeks Bay, should identify this change as a significant land use impact in comparison to existing baseline conditions. As such, Commission staff recommends the Land Use section of the EIS/EIR/EIS include a threshold of significance to identify if the Project will have potential to cause a "significant change in land use character." As previously explained, since existing shoreline uses on the north and south side of the creek mouth are distinct with different intensities of public use and services, the threshold of significance should be applied separately to these different sections of shoreline, rather than applied to the Project area shoreline as a whole.

11. Day Use Beach Access and Parking: During the peak summer season, public shoreline access to Lake Tahoe is arguably a resource of highest public demand for visitors and local residents. Lake Tahoe is the main attraction for everyone, and shoreline access is what connects people to the lake. This high public demand is driven by limited shoreline access all around the lake, and further constrained by limited support facilities, particularly parking. For many people, vehicle access and parking are the most limited resources and primary factors that control access to the lake. Whereas motorized boating access to the lake serves a specific sector of the public for an approximate 4-month boating season, shoreline access for beach use and dispersed recreation is of greater demand to serve the worldwide demand for shoreline access during peak tourist seasons and year-round for local residents, particularly with day use sites. Public lands provide the greatest capacity of public access to the lake, placing great responsibility on public land agencies to provide public access and support facilities to the greatest extent possible within resource management objectives.

The shoreline south of the creek mouth has less parking for day use beach access, limiting vehicular access. There is greater parking capacity within the resort area on the north side of Meeks Creek to serve a greater range of uses, including boat trailer

parking to serve the existing boat ramp and marina. There is also limited overflow parking along Highway 89. Commission staff recommends that the EIS/EIR/EIS provide a comprehensive description of existing parking areas and spaces for the Project area, to assess Project impacts against existing baseline parking resources.

Meeks Bay Resort and Campground is one of the only publicly accessible shoreline locations along the central west shore of Lake Tahoe for beach access and dispersed recreation. Sugar Pine Point State Park is the only other nearby location for this type of shoreline access, in a very different state park setting that attracts a different type of visitor experience. In comparison, public marinas and boat launching facilities are more plentiful in this region, with several marinas in nearby Homewood, Sunnyside, and Tahoe City. As such, Project area parking for day use beach access must be managed as a more limited resource of greater public demand and need for the Project area and region. At the October 10, 2018, public scoping meeting, LTBMU staff announced plans to reduce vehicle parking spaces for the parking area on the south side of Meeks Creek, to accommodate more spaces for boat trailer parking for the proposed boat ramp at south end of Meeks Bay, and to enlarge the campground area to accommodate more camp sites for large luxury recreation vehicles.

Given the lakewide and worldwide demand for public shoreline access to Lake Tahoe for beach use and dispersed recreation, Commission staff discourages any reduction in day use vehicle parking, particularly for the parking lot south of Meeks Creek, which primarily serves day use visitors. Commission staff recommends the Recreation section of the EIS/EIR/EIS include a threshold of significance to consider Project impacts with potential to cause a loss of day use vehicle parking serving beach access and dispersed recreation. This type of reduced day use parking must be treated as a significant impact, with mitigation to offset the impact to a less than significant level. Otherwise, this impact must be identified as significant and unavoidable.

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13. Disclosure of Public Pier Uses: The Recreation section of the EIS/EIR/EIS should disclose all anticipated uses for the new public pier. The analysis should disclose if large capacity tour, charter, and taxi boats are planned to use the pier (e.g., M.S. Dixie, Tahoe Queen, Tahoe Gal, Safari Rose, etc.), which could increase public use,

visitation, and need for public services at the Project area. If applicable, the analysis should consider the benefits of water transit access to and from the Project area, as an alternative mode of transportation to minimize automobile traffic and parking congestion at the Project area and other port locations around the lake.

14. Public Access Restrictions: For all construction phases of the Project, the EIS/EIR/EIS should provide a detailed description of any temporary restrictions on shoreline access, and for navigation within the lake. Potential mitigation measures could include public notices and posting of signs at the Project area to inform the public of temporary access restrictions.

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and responsible agency, Commission staff requests that you consult with us on this Project and keep us advised of changes to the Project Description and all other important developments. Please send additional information on the Project to the Commission staff listed below as the EIS/EIR/EIS is being prepared.

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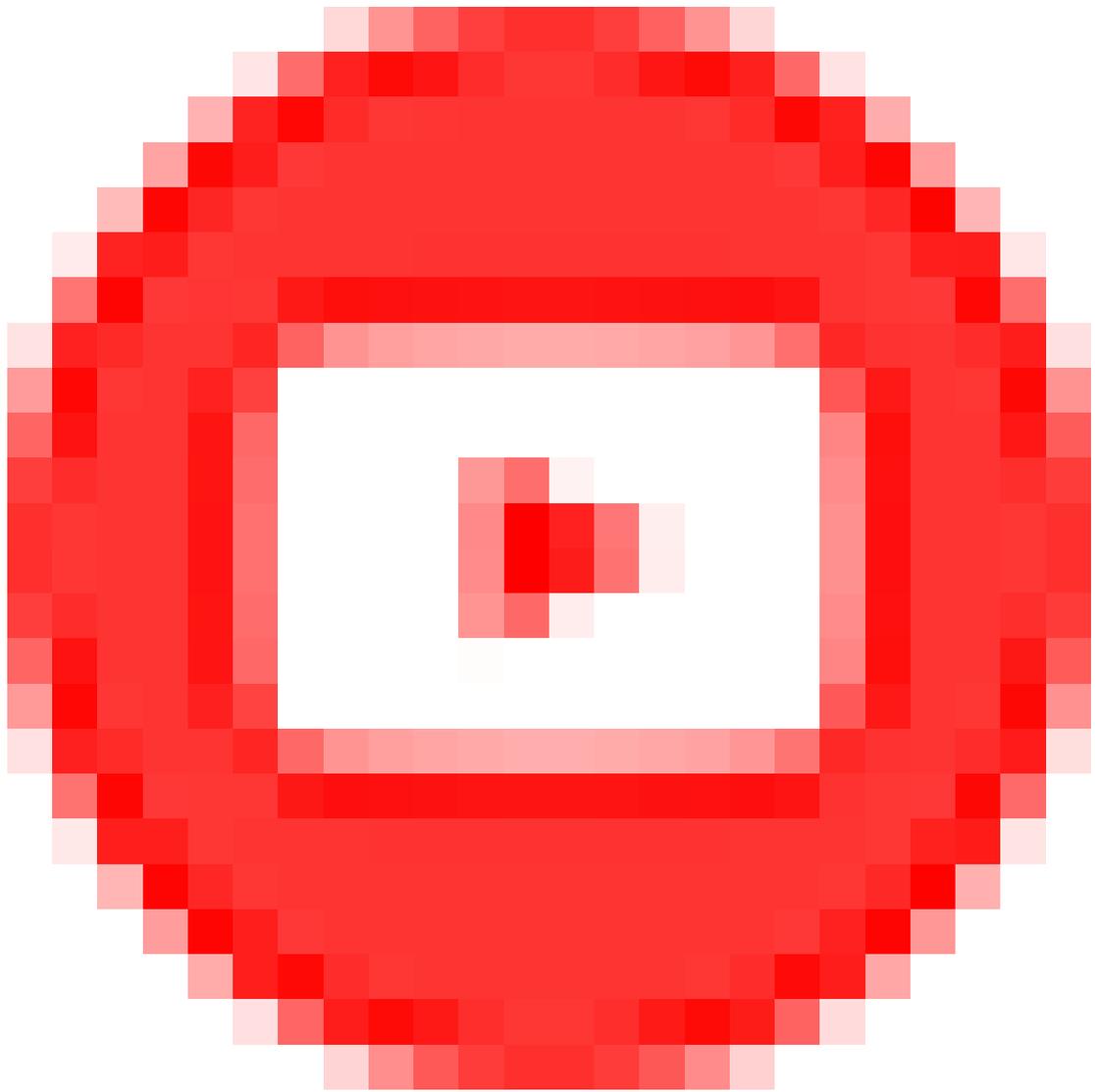
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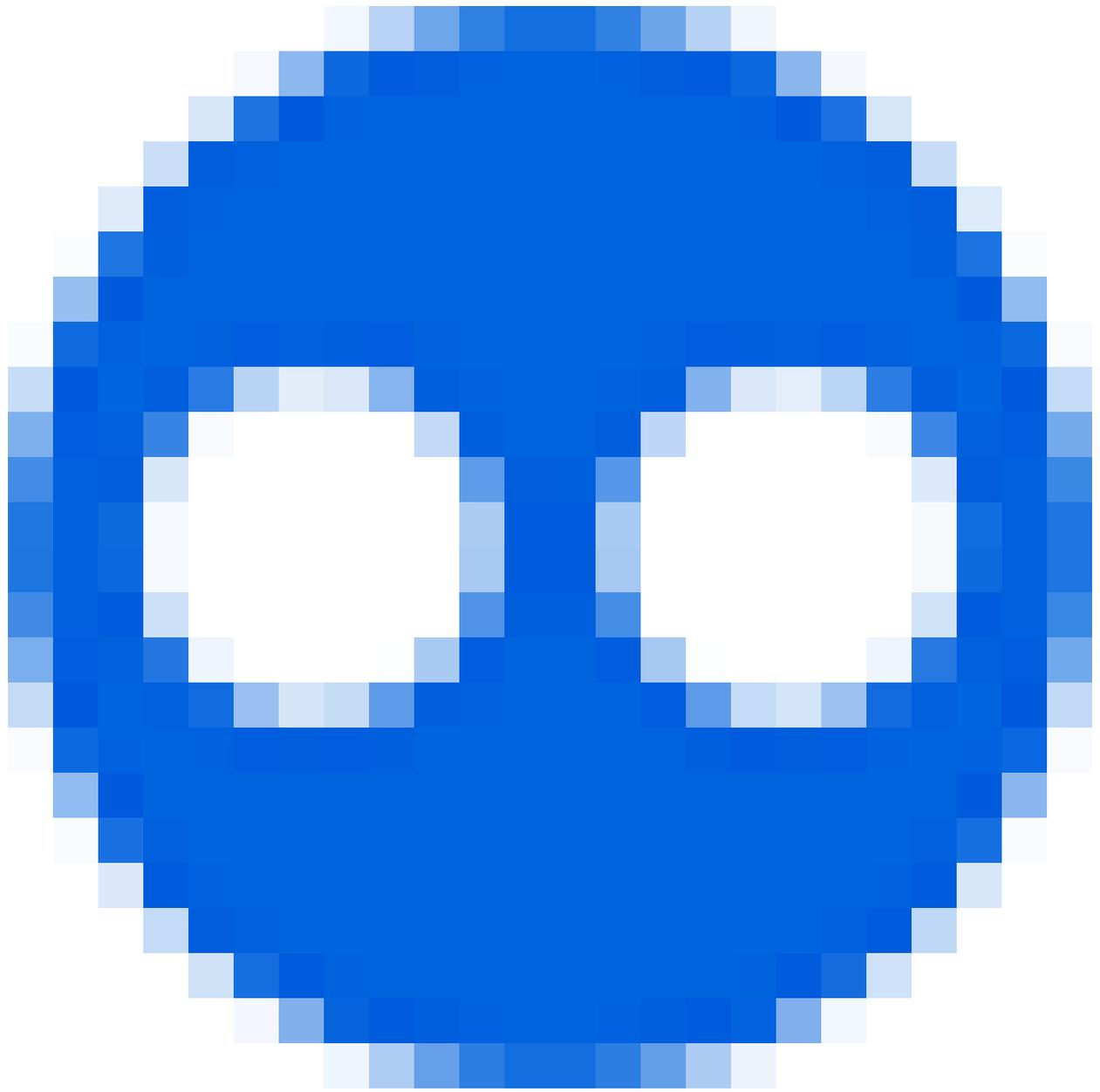


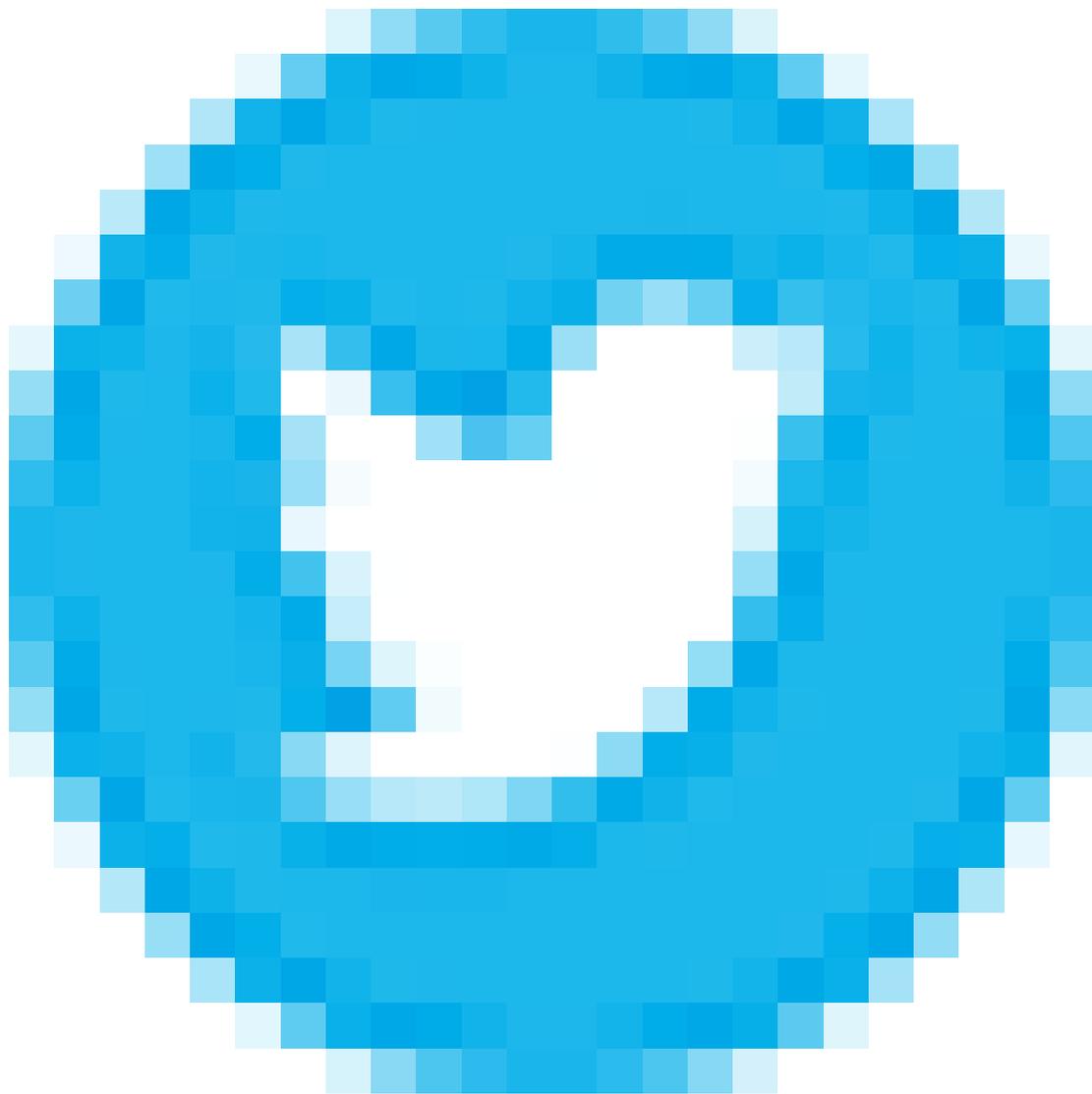
Eric Gillies, Assistant Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
J. Ramos, Commission
M. Columbus, Commission









Date submitted (UTC-11): 10/24/2018 3:33:43 PM

First name: Stephen

Last name: Miller

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: stephen_millerjr@yahoo.com

Phone:

Comments:

Meeks Bay Restoration

Dear Mr Marsolais

My family and I have been cabin owners in the Cove just North of the proposed Meeks Bay restoration site for almost 60 years. Our property is located off Drum Road and is just around the point from the site.

We appreciate the opportunity to comment on the proposed restoration and concerns we have. Over the last 10 years, we have seen dramatically increasing crowds in Meeks Bay. We have witnessed a sometimes dangerous environment as alcohol and boating are mixed with swimming in an ever increasing density. We have witnessed numerous close calls between boaters and swimmers.

We are greatly concerned that the construction of a new 300 foot dock and double lighted boat launch will only add to this already dangerous situation and , equally as important, will dramatically change the character of Meeks Bay. We would respectfully ask the LTBMU to consider alternatives which are far less impactful and are more consistent with historic heritage of Meeks Bay.

Thank you for the opportunity to comment.

Steve Miller
241 Drum Road, Tahoma
650-575-5845

Date submitted (UTC-11): 10/28/2018 12:00:00 AM

First name: Mimi

Last name: Morris

Organization:

Title:

Comments:

Meeks Restoration Project

Hello US Forest Service Staff -

Please see the attached document which was due by close of business on Friday.

I'm hoping you will accept this late submission. I was out with the flu for the last week and am just back on my feet.

Thank you for your consideration in this regard.

Mimi Morris

COMMENTS REGARDING PROPOSED MEEKS BAY PROJECT ACTIVITIES

We would like to thank the U.S. Forest Service for your efforts on the proposed restoration project and for your invitation to comment on the project activities that are proposed. Our comments are listed by number and organized into activities we oppose and those we support.

We Strongly Oppose the following Proposed Project Activities:

8. Construct a Pier: We strongly oppose constructing a pier up to 300 feet long. We feel that it would result in a steady stream of boats coming into and leaving the pier, idling, and circling while waiting for spaces to become available. This would severely impact the peaceful and safe ambiance in that area. The current lack of boats provides excellent opportunities for tranquil, non-motorized lake experiences including kayaking, SUP use, swimming, and both child and adult water play. The beach area is extremely crowded already and the pier and the supporting infrastructure would consume a very large portion of the limited sandy beach area.

We have seen increased levels of activity and commotion that result from a pier with temporary docking at Camp Richardson, Tahoe City, Zephyr Cove, etc.

9. Construct a Boat Launch: We object to the double lane boat launch, marina office, restrooms, aquatic invasive species inspector facilities, and supporting infrastructure adjacent to the pier. We object because of many of the reasons listed in #8 above, but also because this would mean cars, large trucks and RVs pulling into and turning around in the existing beach area in order to be able to back their boat/vehicle into the water. That activity, plus the proposed evening lighting of that area does not seem compatible with the tranquility of whatever pristine beach remains.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes: As previously stated, we object to the proposed pier and boat launch. More importantly, we object to a reduction in the number of day use parking spots from the current 67 to about 50. This seems severely inadequate. The current parking lot is full nearly every day in July and many days in June, August and early September. The proposed project states [ldquo]Day use parking overflows onto the highway.[rdquo] Reducing the number of parking spots will result in more vehicles attempting to park along SR 89. Crossing 89 is tricky at best, dangerous at worse. Please don[rsquo]t add to the already very dangerous situation.

We Have Reservations about this Proposal:

11. Reconstruct Meeks Bay Campground: We have no real objection to this however, as noted in the project proposal, [ldquo]The campgrounds are usually filled to capacity during the summer season.[rdquo] Reducing the number of campsites as proposed would give even less people the opportunity to camp there. It is a fairly small space. We propose limiting RVs and/or keeping the space as a tents-only campground that would be accessible to people touring by car, bike or kayak.

We Agree with These Proposals:

1. Aquatic Invasive Species Eradication: We concur this should be done as proposed.
2. Remove the existing marina infrastructure: We concur this should be done as proposed.
3. Restore Meeks Lagoon in the location of the existing marina: We concur this should be done as proposed.
4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe: We concur this should be done as proposed.
5. Install Utility Infrastructure: We concur this should be done as proposed.
6. Implement Resource Protection Barriers: We concur this should be done as proposed.
7. Wildlife Enhancement Actions: We concur this should be done as proposed.
12. Install Pedestrian Connectivity Routes: We concur this should be done as proposed. Many resources have been invested in extending the west shore bicycle path to Meeks Bay. We think it is an excellent idea to connect that path to the south side area of Meeks Bay with a pedestrian/bicycle path that crosses over Meeks Creek.
13. Install Interpretation Opportunities: We concur this should be done as proposed.
14. Construct Day Use Parking Areas: We concur this should be done as proposed.
15. Implement Shoreline Stabilization Measures: We concur this should be done as proposed.
16. Install Best Management Practices: We concur this should be done as proposed.

Additional Comments: The proposed actions seem to mostly impact the area from Meeks Creek south. It does not appear to be a comprehensive plan for the entire USFS owned Meeks Bay property. The campground beach area is one of the few places where you can park close enough to the lake to carry kayaks, paddleboards, and beach toys to the beach. This access would be impacted by a reduction in the number of parking spaces. The addition of kayak and paddleboard storage racks and bicycle racks on both sides of the creek would be helpful on many counts.

*

Mimi and Mike Morris

1416 55th Street AND 380 Lakeview Dr.
Sacramento, CA 95819 Meeks Bay, CA

Mike: 916.452.1695

Email: mgorrisdcdo@sbcglobal.net

Mimi: 916.599.6069

Email: fifthwink@sbcglobal.net

COMMENTS REGARDING PROPOSED MEEKS BAY PROJECT ACTIVITIES

We would like to thank the U.S. Forest Service for your efforts on the proposed restoration project and for your invitation to comment on the project activities that are proposed. Our comments are listed by number and organized into activities we oppose and those we support.

We Strongly Oppose the following Proposed Project Activities:

8. Construct a Pier: We strongly oppose constructing a pier up to 300 feet long. We feel that it would result in a steady stream of boats coming into and leaving the pier, idling, and circling while waiting for spaces to become available. This would severely impact the peaceful and safe ambiance in that area. The current lack of boats provides excellent opportunities for tranquil, non-motorized lake experiences including kayaking, SUP use, swimming, and both child and adult water play. The beach area is extremely crowded already and the pier and the supporting infrastructure would consume a very large portion of the limited sandy beach area.

We have seen increased levels of activity and commotion that result from a pier with temporary docking at Camp Richardson, Tahoe City, Zephyr Cove, etc.

9. Construct a Boat Launch: We object to the double lane boat launch, marina office, restrooms, aquatic invasive species inspector facilities, and supporting infrastructure adjacent to the pier. We object because of many of the reasons listed in #8 above, but also because this would mean cars, large trucks and RVs pulling into and turning around in the existing beach area in order to be able to back their boat/vehicle into the water. That activity, plus the proposed evening lighting of that area does not seem compatible with the tranquility of whatever pristine beach remains.

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes: As previously stated, we object to the proposed pier and boat launch. More importantly, we object to a reduction in the number of day use parking spots from the current 67 to about 50. This seems severely inadequate. The current parking lot is full nearly every day in July and many days in June, August and early September. The proposed project states "Day use parking overflows onto the highway." Reducing the number of parking spots will result in more vehicles attempting to park along SR 89. Crossing 89 is tricky at best, dangerous at worse. Please don't add to the already very dangerous situation.

We Have Reservations about this Proposal:

11. Reconstruct Meeks Bay Campground: We have no real objection to this however, as noted in the project proposal, "The campgrounds are usually filled to capacity during the summer season." Reducing the number of campsites as proposed would give even less people the opportunity to camp there. It is a fairly small space. We propose limiting RVs and/or keeping the space as a tents-only campground that would be accessible to people touring by car, bike or kayak.

We Agree with These Proposals:

1. **Aquatic Invasive Species Eradication:** We concur this should be done as proposed.
2. **Remove the existing marina infrastructure:** We concur this should be done as proposed.
3. **Restore Meeks Lagoon in the location of the existing marina:** We concur this should be done as proposed.
4. **Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe:** We concur this should be done as proposed.
5. **Install Utility Infrastructure:** We concur this should be done as proposed.
6. **Implement Resource Protection Barriers:** We concur this should be done as proposed.
7. **Wildlife Enhancement Actions:** We concur this should be done as proposed.
12. **Install Pedestrian Connectivity Routes:** We concur this should be done as proposed. Many resources have been invested in extending the west shore bicycle path to Meeks Bay. We think it is an excellent idea to connect that path to the south side area of Meeks Bay with a pedestrian/bicycle path that crosses over Meeks Creek.
13. **Install Interpretation Opportunities:** We concur this should be done as proposed.
14. **Construct Day Use Parking Areas:** We concur this should be done as proposed.
15. **Implement Shoreline Stabilization Measures:** We concur this should be done as proposed.
16. **Install Best Management Practices:** We concur this should be done as proposed.

Additional Comments: The proposed actions seem to mostly impact the area from Meeks Creek south. It does not appear to be a comprehensive plan for the entire USFS owned Meeks Bay property. The campground beach area is one of the few places where you can park close enough to the lake to carry kayaks, paddleboards, and beach toys to the beach. This access would be impacted by a reduction in the number of parking spaces. The addition of kayak and paddleboard storage racks and bicycle racks on both sides of the creek would be helpful on many counts.

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Mike: 916.452.1695

Email: mgmorrisdo@sbcglobal.net

Mimi: 916.599.6069

Email: fifthwink@sbcglobal.net

Date submitted (UTC-11): 10/26/2018 5:32:37 AM

First name: James

Last name: Munson

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: MUNSON.JAMES@EPA.GOV

Phone:

Comments:

Meeks Lagoon and Meeks Creek Restoration Project

Hi Mrs. Downie,

We are preparing scoping comments for your Meeks Bay project.

Trying to put together a Cc. list for mailing out.

Do you have contacts for this project such as the Army Corps, Fish & Wild Life Service, State Water Board, State EIR project manager, Tribes?

Thank you for your time,

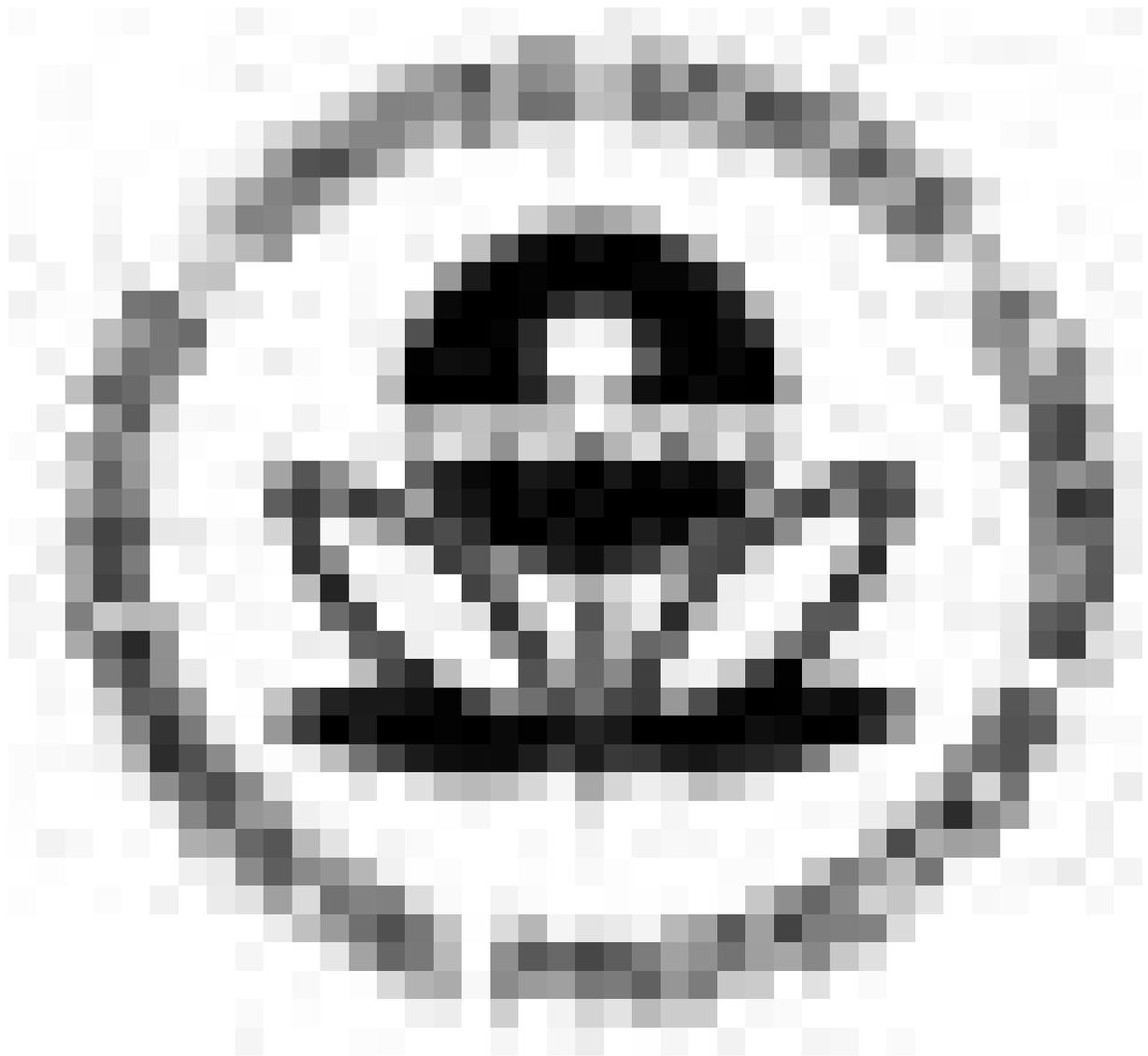
James

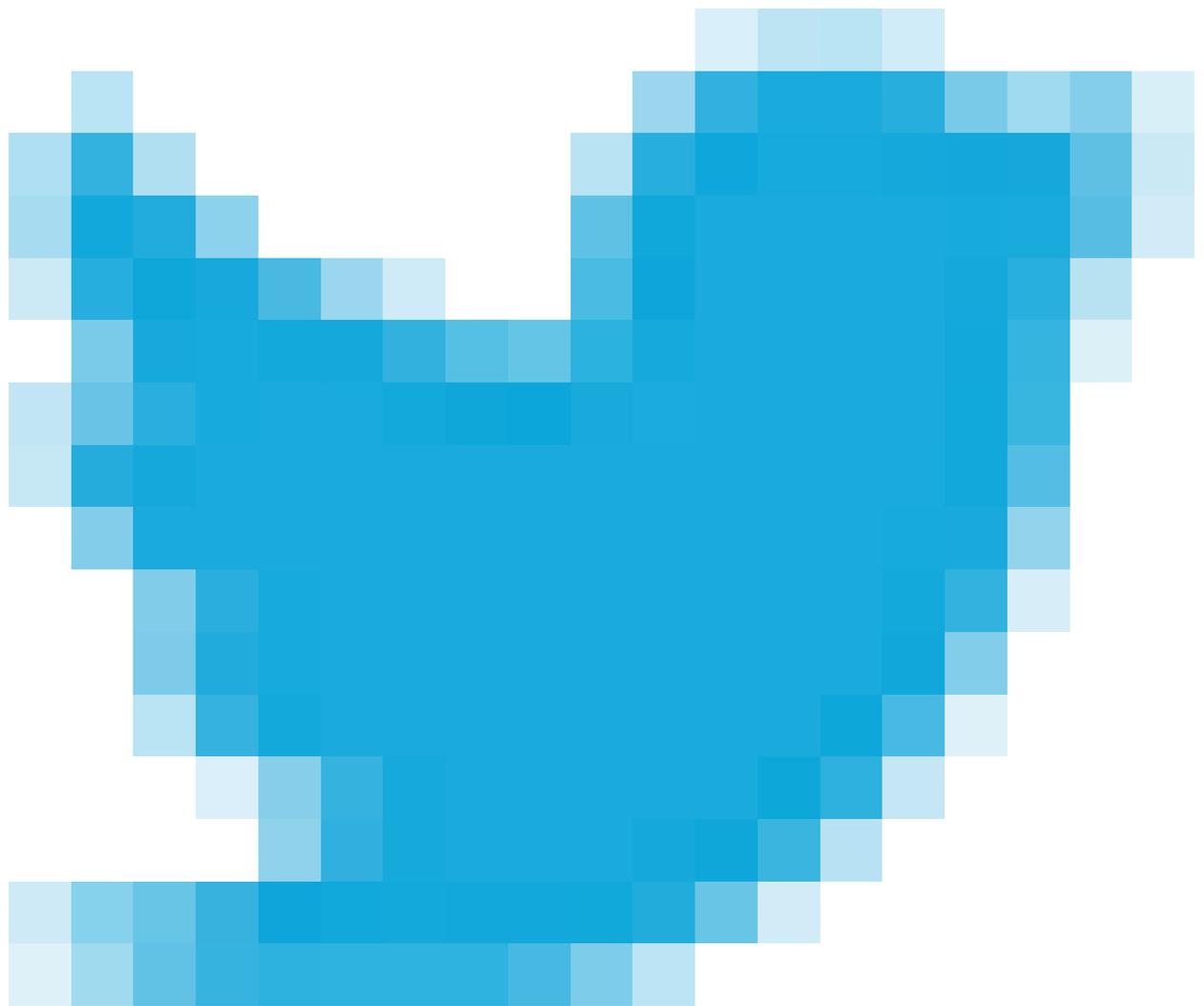
James M. Munson, CFM

Environmental Protection Specialist
Enforcement Division, NEPA Section
U.S. EPA, Region IX
75 Hawthorne Street ENF- 4-2
San Francisco, Ca 94105
(415) 972-3852, Fax: (415) 947-8026











UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

October 26, 2018

Jeff Marsolais, Forest Supervisor
Lake Tahoe Basin Management Unit
USDA Forest Service
35 College Drive
South Lake Tahoe, CA 96150

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To assist in the scoping process, we have identified the following recommendations for your consideration in the preparation of the EIS:

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Clean Water Act Section 404

In the DEIS, please describe how waters of the United States could be affected by the project alternatives, and include maps that clearly identify jurisdictional waters within the project area. We recommend early consultation with the United States Army Corps of Engineers to confirm that the proposed project requires a CWA Section 404 permit. If so, it is advisable to ensure that the NEPA alternatives are consistent with the alternatives analysis required under the CWA Section 404 (b)(1) Guidelines. In comparing alternatives, we recommend the discussion include the acreages and stream channel lengths, habitat types, values, and functions of the waters that would be affected. EPA also recommends including the Least Environmentally Damaging Practicable Alternative, in the DEIS if possible.

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Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 5, 2000), was issued to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States' government-to-government relationships with Indian tribes. The Proposed Action Summary states that one of the needs for the project is to "enhance species of value to the Washoe Tribe" and that one action to be analyzed is building a day use parking lot that will provide beach access for Washoe Tribal Elders and others. In addition to these project elements, EPA encourages the Forest Service to document in the Draft EIS additional issues that may be raised (if any) during government-to-government consultation with the Washoe Tribe and other tribal governments within the project area, and how those issues were addressed in relation to the alternatives analyzed and the selection of a preferred alternative.

National Historic Preservation Act and Executive Order 13007

The proposed project may include disturbance of previously undisturbed ground, including grading, filling, vegetation clearing, paving, and increased vehicle traffic. This disturbance could have significant impacts on cultural, particularly tribal, resources. We note that consultation for tribal cultural resources is required under Section 106 of the National Historic Preservation Act (NHPA). Historic properties, under the NHPA, are properties that are included in the National Register of Historic Places (NRHP) or that meet the criteria for the National Register. Section 106 of the NHPA requires a federal agency, upon determining that activities under its control could affect historic properties, to consult with the appropriate SHPO/THPO. Executive Order 13007, Indian Sacred Sites (May 24, 1996), requires federal land managing agencies to accommodate access to, and ceremonial use of, Indian sacred sites by Indian Religious practitioners, and to avoid adversely affecting the physical integrity, accessibility, or use of sacred sites. It is important to note that a sacred site may not meet the National Register criteria for a historic property and that, conversely, a historic property may not meet the criteria for a sacred site. Please include in the Draft EIS, where appropriate, a summary of the process and outcomes of Section 106 Consultation and project design considerations related to EO 13007.

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We appreciate the opportunity to review this NOI and the Proposed Action Summary. When the DEIS is released for public review, please send one hard copy and an electronic copy to the address above (mail code: ENF-4-2). If you have any questions, please contact me, the lead NEPA Reviewer for the Project, at (415) 972-3852; munson.james@epa.gov.

Sincerely,


James Munson,
Environmental Review Section

Cc via email: Stephanie Byers, US Fish and Wildlife
Kristine Hansen, US Army Corps of Engineers
Kimberly Caringer, Tahoe Regional Planning Agency
Brian Judge, Lahontan Water Board







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October 26, 2018

Jeff Marsolais, Forest Supervisor
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USDA Forest Service
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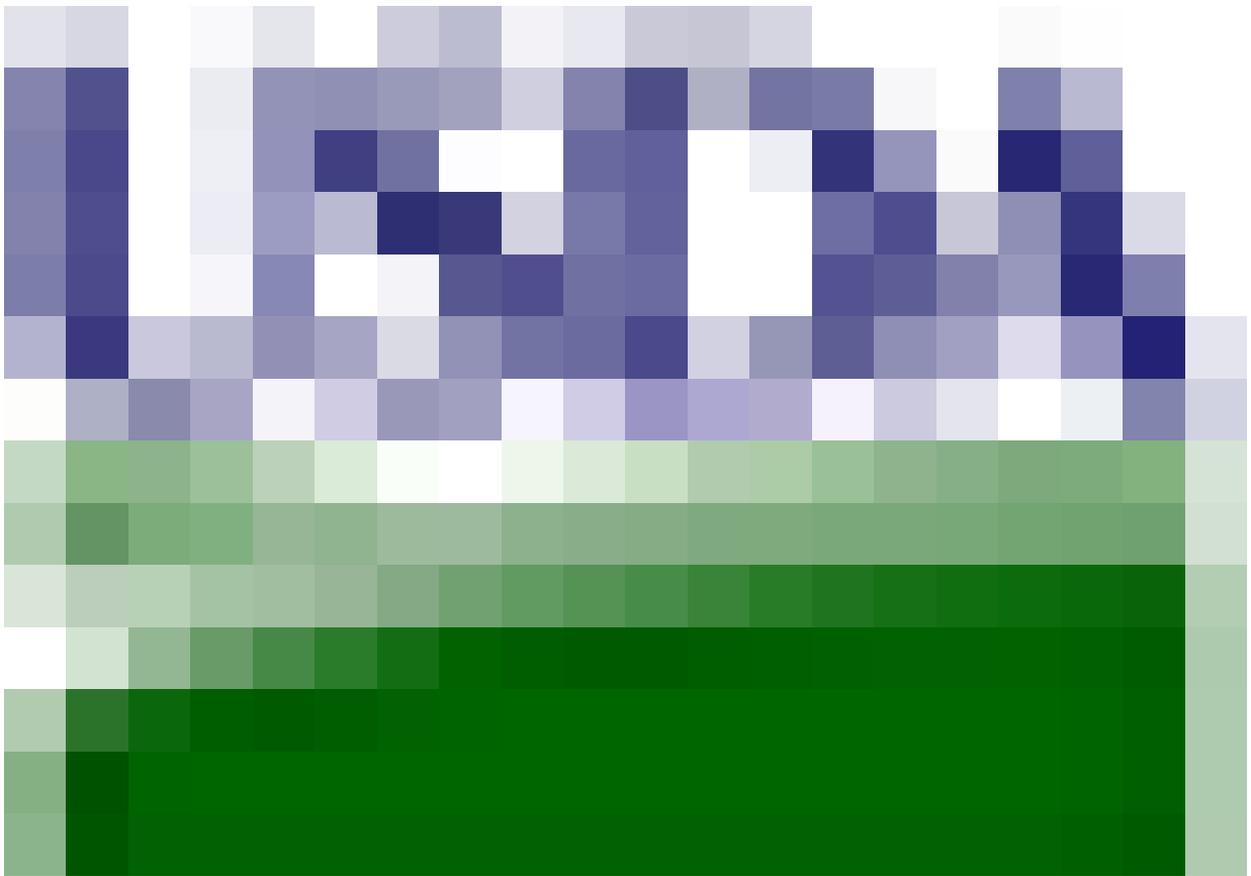
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Date submitted (UTC-11): 11/21/2018 12:00:00 AM

First name: James

Last name: Munson

Organization: U. S. EPA

Title:

Comments:

Jeff Marsolais, Forest Supervisor Lake Tahoe Basin Management Unit USDA Forest Service

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EPA encourages the Forest Service to include in the DEIS a section that analyzes opportunities for adaptation to changing environmental conditions such as high severity wildfire, drought, increased temperatures, insect range expansion, and plant disease. We also encourage the Forest Service to analyze the ability of species and their habitats to adapt to projected temperature and precipitation changes anticipated in the project area and use this information when selecting species for restoration and replanting.

Consultation with Tribal Governments

Executive Order 13175 , Consultation and Coordination with Indian Tribal Governments (November 5, 2000), was issued to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications , and to strengthen the United States' government-to-government relationships with Indian tribes. The Proposed Action Summary states that one of the needs for the project is to "enhance species of value to the Washoe Tribe" and that one action to be analyzed is building a day use parking lot that will provide beach access for Washoe Tribal Elders and others. In addition to these project elements, EPA encourages the Forest Service to document in the Draft EIS additional issues that may be raised (if any) during government-to-government consultation with the Washoe Tribe and other tribal governments within the project area, and how those issues were addressed in relation to the alternatives analyzed and the selection of a preferred alternative.

National Historic Preservation Act and Executive Order 13007

The proposed project may include disturbance of previously undisturbed ground, including grading, filling, vegetation clearing, paving, and increased vehicle traffic. This disturbance could have significant impacts on cultural, particularly tribal, resources. We note that consultation for tribal cultural resources is required under Section 106 of the National Historic Preservation Act (NHPA). Historic properties, under the NHPA, are properties that are included in the National Register of Historic Places (NRHP) or that meet the criteria for the National Register. Section 106 of the NHPA requires a federal agency, upon determining that activities under its control could affect historic properties, to consult with the appropriate SHPO/THPO. Executive Order 13007, Indian Sacred Sites (May 24, 1996), requires federal land managing agencies to accommodate access to, and ceremonial use of, Indian sacred sites by Indian Religious practitioners, and to avoid adversely affecting the physical integrity, accessibility, or use of sacred sites. It is important to note that a sacred site may not meet the National Register criteria for a historic property and that, conversely, a historic property may not meet the criteria for a sacred site. Please include in the Draft EIS, where appropriate, a summary of the process and outcomes of Section 106 consultation and project design considerations related to EO 13007.

Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations," addresses disproportionate adverse impacts of federal actions on minority and low-income populations. We recommend the DEIS identify minority and low-income populations potentially affected by the project, and address whether any of the alternatives would cause any disproportionate adverse impact, including changes in existing resources or access, or community disruption. Describe measures taken by the Forest Service to: (1) fully analyze the environmental effects of the proposed actions on minority and low-income populations; and (2) present opportunities for affected communities to participate in the NEPA process, including information and participation materials in all languages spoken by those in affected areas.

Species of Concern

EPA recommends that the Forest Service coordinate with the United States Fish and Wildlife Service to assist in analyzing any beneficial or adverse impacts to species that would be affected by the proposed project alternatives. Please include in the DEIS the results of consultation with the USFWS regarding threatened or endangered species or critical habitat. We note that the Proposed Action Summary identifies a need to "promote the TEPCS species Tahoe yellowcress (*Rorippa subumbellata*) and Lahontan cutthroat (Oncorhynchus clarkii henshawi). In addition, the Proposed Action Summary includes proposed actions to "Implement Resource Protection Barriers," including the installation of new barriers in areas of relocated Tahoe yellowcress communities, and "Wildlife Enhancement Actions" such as installing bat boxes and nest/perch structures for waterfowl, as well as planting willow in select locations for willow flycatcher. Please include in the DEIS these, and all commitments for protecting and promoting habitat for species of concern, along with a description of the entities responsible for implementation and monitoring these actions for effectiveness.

We appreciate the opportunity to review this NOI and the Proposed Action Summary. When the DEIS is released for public review, please send one hard copy and an electronic copy to the address above (rrail code: ENF-4-2). If you have any questions, please contact me, the lead NEPA Reviewer for the Project, at (415) 972-3852; munson.james@epa.gov.

Sincerely,

James Munson,

Environmental Review Section

Cc via email:

Stephanie Byers, US Fish and Wildlife Kristine Hansen, US Army Corps of Engineers

Kimberly Caringer, Tahoe Regional Planning Agency Brian Judge, Lahontan Water Board

Date submitted (UTC-11): 11/21/2018 12:00:00 AM

First name: James

Last name: Munson

Organization: U. S. EPA

Title:

Comments:

Jeff Marsolais, Forest Supervisor Lake Tahoe Basin Management Unit USDA Forest Service

35 College Drive

South Lake Tahoe, CA 96150

Subject: Scoping Comments for the Proposed Meeks Bay Restoration Project, Lake Tahoe West Shore, CA.

Dear Mr. Marsolais:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on September 11, 2018 requesting comments on the Forest Service's decision to prepare an Environmental Impact Statement (EIS) for the proposed Meeks Bay Restoration Project (Project), Lake Tahoe West Shore, CA. We have also reviewed the Proposed Action for the Meeks Bay Restoration Project (Proposed Action Summary) and appreciate the opportunity to attend a site tour. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and our NEPA review authority under Section 309 of the Clean Air Act.

The Forest Service, in coordination with the Tahoe Regional Planning Authority and the Lahontan Regional Water Quality Board, proposes to conduct restoration and recreation enhancement work at Meeks Bay Resort, Meeks Bay Campground, and in Meeks Creek and Meeks Marina, in a project area of approximately 68 acres. The purpose of the Project is to bring Meeks Creek and the area to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem while continuing to support sustainable recreation opportunities. The Project extends $\frac{1}{4}$ mile above State Route 89 and below Route 89 to the confluence of Lake Tahoe. Overall, the proposed work supports environmental restoration of the Lake Tahoe Basin, consistent with the established Environmental Improvement Program (EIP) objectives for the region. For the past 21 years, EPA has supported EIP

planning and implementation with substantial financial and other investments, including a Lake Tahoe-based staff person who is available to provide technical assistance.

To assist in the scoping process, we have identified the following recommendations for your consideration in the preparation of the EIS:

Purpose and Need

The Proposed Action Summary clearly articulates the intended purpose and multiple needs for the Project. EPA encourages the Forest Service to coordinate with regional, state, and federal agencies that may have a future permitting or approval role for the any aspect of the Project to ensure that the stated purpose and need supports future decision-making. As the purpose and need statement is refined, EPA recommends that the Forest Service fully identify and describe the underlying problem, deficiency, opportunity that the action is meant to address and discuss the proposed project alternatives in the context of habitat for native species, water quality and recreational activities that this project would modify. Please also describe the criteria used to determine the minimum project size that would be considered feasible when considering other opportunities to enhance native species, water quality and recreation in Lake Tahoe.

Alternatives Analysis

EPA recommends that the DEIS identify a reasonable range of alternatives that meets the stated purpose and need for the project and that is responsive to the issues identified during the scoping process. A reasonable range of alternatives will include options for improving benefits and avoiding environmental impacts. Describe in the alternatives analysis the approach used to identify environmentally sensitive areas and the process used

to designate them in terms of sensitivity. Reasonable alternatives may include, but are not necessarily limited to, alternative recreation areas, increased habitat restoration and increased natural conditions.

Water Resources

The project could result in adverse water resource impacts, both during the construction phase and during future operations, from multiple elements of the Project, including 1) aquatic invasive species eradication; 2) removal of the existing marina infrastructure ; 3) construction of a pier; and 4) construction of a two-lane boat launch that may induce increased recreational activities. EPA recommends that the DEIS examine the potential effects on water resources from all elements of the proposed project and we encourage Forest Service to present the potential impacts and benefits that would result from each alternative in a comparative form, such as a table that clearly depicts differences between alternatives. EPA also recommends that the DEIS identify available mitigation measures to minimize impacts from the proposed construction and operation of all Project actions. Please also identify the proposed water supply for Project construction and operation, and how the reliability of existing and/or proposed sources may be affected by changing precipitation patterns.

Clean Water Act Section 303(d)

The CWA requires States to develop a list of impaired waters that do not meet water quality standards, establish priority rankings, and develop action plans called Total Maximum Daily Loads (TMDLs) to improve water quality. Lake Tahoe is an impaired water listed under CWA Section 303(d), for which a TMDL has been adopted and is currently being implemented. We suggest that the DEIS discuss how the alternatives being analyzed for the Project each contribute to TMDL implementation, describe how construction may result in temporary increased sedimentation rates, and include any mitigation measures that will be implemented to minimize further degradation.

Clean Water Act Section 404

In the DEIS, please describe how waters of the United States could be affected by the project alternatives, and include maps that clearly identify jurisdictional waters within the project area. We recommend early consultation with the United States Army Corps of Engineers to confirm that the proposed project requires a CWA Section 404 permit. If so, it is advisable to ensure that the NEPA alternatives are consistent with the alternatives analysis required under the CWA Section 404 (b)(1) Guidelines. In comparing alternatives, we recommend the discussion include the acreages and stream channel lengths, habitat types, values, and functions of the waters that would be affected. EPA also recommends including the Least Environmentally Damaging Practicable Alternative, in the DEIS if possible.

Date submitted (UTC-11): 10/26/2018 12:00:00 AM

First name: James

Last name: Munson

Organization: U.S. EPA

Title:

Comments:

EPA Scoping Comments for the Proposed Meeks Bay Restoration Project

Hi Mrs. Downie,

Please find attached EPA Scoping Comments for the Proposed Meeks Bay Restoration Project.

Thank you for your time,

James

James M. Munson, CFM

Environmental Protection Specialist

Enforcement Division, NEPA Section

U.S. EPA, Region IX

75 Hawthorne Street ENF- 4-2

San Francisco, Ca 94105

(415) 972-3852, Fax: (415) 947-8026

Date submitted (UTC-11): 10/25/2018 7:48:30 AM

First name: David@Parks

Last name: Murray

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: David.Murray@parks.ca.gov

Phone:

Comments:

meeks bay restoration

To whom it may concern,

I am writing this email to convey my thoughts on the proposed Meeks Bay restoration project. First, having worked in resource management for going on 19 years I would like to commend you on your plans to restore the SEZ that was once a marina. This will prove a great benefit to the local area as well as the Lake. Reducing sediment transport into Lake Tahoe is one sure way of mitigating the loss of lake clarity. The big issue with the physical location of Meek's Bay is the highway is still only a narrow two-lane road. During the summer months the over flow parking ends up on the highway (see Obexer's in Homewood). My family and I have been regular pass holders to the fed side of the Bay and we looki forward to our weekly trip to our peaceful swimming beach. There are currently 68 parking spaces if I remember correctly; these are filled consistently each weekend by noon. Introducing a 300' pier and boat ramp will not only decrease the value of the beach and swim area for the families and campers that use the beach, but increase the amount of vehicular traffic and parking issues. By reducing the day use spaces to 20 will only cause more problems. With added traffic and street parking there will be issues with the two fire stations that are present at Meek's Bay. This congestion will do nothing but increase the response times of these emergency vehicles during a call out. This problem will increase the stress level of the first responders while engaging in an already stressful situation. This is an obvious reduction in a streamlined process of providing for public safety.

The beautiful sandy beach that Meeks Bay provides is one of the only high quality swim beaches on the West Shore. It provides a large sandy beach as well as a swim area that is buoyed off from boat traffic. The introduction of a 300' pier and boat launch will turn this beloved natural resource from a picturesque family swimming beach into a "boat" beach. We should be striving to maintain the health of our great Lake, not try to put more motorized boats on it. We should look into providing more opportunities for human powered watercraft. We all know that paddling a kayak or paddleboard where there are fewer boats is more enjoyable as well as safer.

These are just a few of my thoughts on this proposed project, If you have any questions, or would like to discuss this further feel free to contact me. Thank you for your time in reading this.

David B. Murray
California State Parks
Forestry and Fire
530-525-9534

Date submitted (UTC-11): 10/25/2018 5:12:11 AM

First name: Dennis

Last name: Neeley

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: daneeley@comcast.net

Phone:

Comments:

Meeks Bay Restoration Project

I am offering these comments as a homeowner in Tahoe Hills:

After reading the summary documents circulated I am very encouraged that the Forest Service is doing something about the Meeks Bay Marina, which harbors aquatic invasive species, allows run off from Meeks Creek to run directly into the Lake without a filter such as a meadow and takes with it pollutants in the water from boating use. The marina should never have been put there in the first place as it does to Lake Tahoe what Tahoe Keys does to Lake Tahoe - provide for the spread and growth of aquatic invasive species.

While I assume the Forest Service is mandated to include public recreation - I think you will find most of the homeowners object to a new pier - particularly one that is 300 ft. in length - extending into what is considered a pristine bay. The visual beauty of Meeks Bay will be harmed forever. If a boat ramp is a given, a very short pier allowing for passenger loading should suffice. I understand the reason for the length is to accommodate drought years, but in drought years the boat launch ramp will probably be unusable (without dredging which harms the lake) so why have the offensive long pier?

Overall I applaud the project and hope that the environmental improvements benefiting the lake will outweigh any perceived recreational benefit. The degradation of the scenic area for the benefit of the few who own boats and use them for a few short months in winter should not be considered a good tradeoff.

Regards, Dennis Neeley 516 Bayview Drive - Tahoe Hills

Date submitted (UTC-11): 9/11/2018 12:00:00 AM

First name: Aaron

Last name: Park

Organization: US Army Corps of Engineers, Sacramento District

Title: Project Manager

Comments:

Meeks Bay Restoration

This project will require a Corps permit. It will require ESA, Historic properties and Tribal consultation. The Corps can accept consultations performed by the US Forest Service.

Aaron Park

Project Manager

US Army Corps of Engineers, Sacramento District

Reno Regulatory Field Office

300 Booth Street, Room 3050

Reno, Nevada 89509-1361

(775) 784-5305

Date submitted (UTC-11): 10/25/2018 12:00:00 AM
First name: Jennifer
Last name: Quashnick
Organization: Friends of the West Shore
Title:
Comments:
Meeks Bay Restoration

Hello Denise,

The attached NOP/NOI comments are submitted on behalf of the Friends of the West Shore.

Thank you again to you and other USFS, TRPA, and Lahontan staff for a very informative public tour on 10/10.

Please feel free to contact me if you have any questions.

Sincerely,

~Jennifer Quashnick

Subject: Meeks Bay Restoration Project Proposed Action

Dear Ms. Downey:

The Friends of the West Shore appreciates this opportunity to provide comments on the Meeks Bay Restoration Project Proposed Action (Proposed Project). The Friends of the West Shore (FOWS) works toward the preservation, protection, and conservation of the West Shore, our watersheds, wildlife, and rural quality of life, for today and future generations. FOWS represents community interests from Tahoma to Tahoe City.

FOWS is pleased to see the project objectives focused on environmental improvements as well as enhanced public access and environmental protection. We also appreciate the extensive efforts of staff to host the 10/10 tour of the project area. Our members have a variety of questions and concerns that the Draft Environmental Impact Report/Statement/Statement (EIR/S/S) needs to address, as well as suggested alternatives. There is also extensive concern regarding impacts to the non-motorized recreation use along the beach where the pier and boat ramp are proposed, as well as reductions in affordable campsites. Given the differing views and interests among the public expressed during the 10/10 tour and through other public comments, it will be important for the EIR/S/S to carefully and adequately analyze and disclose the impacts of different alternatives so the public and decision-makers have the information necessary to weigh the pros and cons of the project. In addition, the EIR/S/S should include strong language and measures to ensure implementation of the project follows sufficient Best Management Practices and is monitored and inspected regularly to prevent sediment and nutrients associated with construction from entering Lake Tahoe. Measures should account for the more intense periodic storms and floods that we now experience more frequently as a result of climate change.

FOWS hopes these comments will assist the USFS and agency partners in preparation of an adequate EIR/S/S. Please feel free to contact Jennifer Quashnick at jqtahoe@sbcglobal.net if you have any questions.

Judith Tornese,

Jennifer Quashnick,

President

Conservation Consultant

Cc: Brian Judge, Lahontan Regional Water Quality Control Board

Shannon Friedman, Tahoe Regional Planning Agency

The following comments include questions, concerns, and alternatives that have been raised by our members and supporters as well as members of the public in attendance at the 10/10 field tour. We first present highlights documenting questions and concerns, followed by associated suggestions for the DEIR/S/S analysis. Aquatic Invasive Species (AIS) Eradication:

FOWS understands the importance of addressing the existing AIS population in the marina, and appreciates that only non-chemical methods will be relied upon for treatment.[1]

Highlights:

* Some members of the public expressed interest in rehabilitating the existing marina. Questions included whether the AIS problem could be treated if the marina were to remain open. Staff acknowledged that treatments could be performed, however noted that the marina is currently the only west shore source of the west shore AIS population and therefore restoration of the marina is a high priority.

* Warmer waters tend to provide a more habitable environment for AIS. Staff explained that the water temperatures in the restored lagoon would be cooler due to shade and more moving water.

Suggestions for the DEIR/S/S:

* To address comments related to rehabilitation of the existing marina, the DEIR/S/S needs to examine the existing conditions with regards to AIS infestations and what options are available for treatment. This should include any environmental impacts of the treatment types, the cost, the success rate, required ongoing treatment, etc. The potential for AIS to spread into other areas of the lake associated with future use of the marina (should it not be restored) should also be examined.

* A variety of treatment options should be evaluated, including but not limited to use of mats, UV light, Laminar Flow Aeration, and other options.

* Evaluate the potential for the existing marina to harbor more AIS if not restored. For example, with warmer waters, existing AIS infestations, and other parameters, is there a greater chance for quagga/zebra mussel establishment if the marina were to remain open and these species were introduced?

* Treatment options, costs, etc., and outcomes associated with restoration of the lagoon must also be fully evaluated so the public and decision-makers can understand the AIS implications of marina rehabilitation versus restoration to a lagoon.

* Significance criteria should address whether project alternatives contribute to conditions more hospitable to additional/new AIS infestation.

Remove Marina Infrastructure and Restore Meeks Lagoon:

FOWS commends the project's restoration-focused purpose: [Idquo][T]o move the Meeks creek stream channel, and wetland/lagoon below SR 89 to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem[hellip][rdquo][1] We also understand that removal of the existing marina has already been discussed for some time in conjunction with the previously proposed Settlement Agreement with the Lahontan Regional Water Quality Control Board (LRWQCB), which called for a project with multiple benefits, including but not limited to: [Idquo]biodiversity, bank stabilization, riparian vegetation density and diversity, groundwater recharge and elevation, wildlife habitat and diversity, and flood attenuation.[rdquo][2] However, the restoration of the marina will affect existing motorized public access, and members of the public have raised several questions and concerns.

Highlights:

* FOWS understands that the USFS cannot provide an in-stream marina and still meet water quality objectives for the site,[3] as also indicated throughout extensive documentation with the LRWQCB.

* During the tour, many members of the public expressed concerns over the removal of the marina including the loss of the slips (as well as the proposed location of the [Isquo]moved[rsquo] boat ramp). Some questioned whether the existing marina could be retained; USFS staff acknowledged that the decision to remove the marina had not been finalized.

* There were concerns about the impacts of moving the marina and slips, and associated boat traffic, from an [offshore] location to out onto the lake on a popular beach. For example, with existing boat ramps and marinas, there tends to be a greater concentration of air and water pollution from boat emissions, unanticipated gasoline spills/leaks, trash in the water and on the beach, noise, and increased turbidity from propeller action. Although the existing marina is connected to Lake Tahoe, these types of impacts generally occur within the marina, and therefore have little effect on the popular beaches nearby. Placing a new pier and boat ramp along the shoreline may [transfer] these impacts to the beach area, creating environmental, social, and public health and safety impacts.

* Under the current marina configuration, users (including campers) may launch their boats once during their stay and leave them attached to the slips overnight. Without the slips, presuming there have been campers who bring and launch their boats, some members of the public noted the proposed boat ramp may result in more day use/in-and-out launches, which may increase vehicular traffic and create more noise and public safety concerns.

* Alternatively, because boats are expensive to own and operate, it is unclear how many users of the less expensive campsites actually bring and launch boats.

Suggestions for the DEIR/S/S:

* To address questions raised regarding motorized boat access, including slip/mooring capacity, we recommend the EIR/S/S analyze boat access and slip opportunities along the west and north shores. With the recent publication of extensive shoreline information in the TRPA Shoreline Plan EIS and the California Tahoe Conservancy (CTC) July 2018 Lake Tahoe Public Access Investment Plan Site Inventory, Volume 1: South Shore, Emerald Bay, West Shore ([CTC Access Report]),^[4] this information should be readily available. The EIR/S/S should discuss any future plans for potential marina expansions in the west and north shore area and the associated impacts on the number of boat slips and/or other moorings.

* The proposed 10-20 mooring spaces along the new pier would accommodate [smaller] boats.^[5] The DEIR/S/S should disclose the size and number of boats accommodated by the existing marina and analyze these same parameters associated with all action alternatives.

* Alternatives should consider other boat mooring opportunities in the vicinity of the project, along with how removal of the marina may affect usage of those other areas.

* The Proposed Action and NOP/NOI documents do not disclose how many current campers bring boats and moor them in the slips during their stay. This must be analyzed as part of existing conditions as well as proposed alternatives. This will also affect the determination of traffic and parking impacts, depending on how many campers using the moorings would have to switch to in-and-out launches each day during their stay. In addition, the marina has been closed for several years, however the campground has remained at capacity during peak periods. This raises questions regarding the demand for boat launching and mooring by campers, as the closure of the marina does not appear to have discouraged camping at the site. The EIR/S/S must examine campground use during the years the marina was closed to assess the potential demand, if any, for overnight mooring by campers.

* The EIR/S/S needs to examine the potential vehicle traffic generated by the proposed boat ramps. The analysis should disclose the average and maximum previous use (when the marina was open), the existing patterns with the marina closed, and the impacts of future boat ramps for all alternatives. Further, the EIR/S/S must assess the potential maximum number of boats that could use the new ramps and access the pier.

* The environmental benefits and consequences associated with existing conditions and each alternative must be adequately assessed. For example, the DEIR/S/S should quantify the current impacts associated with the existing marina on water quality, air quality, noise, aquatic invasive species, wildlife, etc., and analyze the benefits of restoration. Alternatively, the existing environmental conditions in the areas where a new pier and boat ramp are proposed must be quantified, and the impacts of constructing this infrastructure in those areas thoroughly evaluated. The analysis must also incorporate the benefits and consequences of other project impacts associated with each alternative, including impacts from additional coverage (e.g. new boat ramps, roads, trailer parking, paving of new RV sites, bike paths) and disturbance of the shoreline.

* The marina was previously closed during drought years due to low water conditions and has been closed in recent years for other reasons. The analysis should document what alternative options have been utilized by those who would otherwise have used the marina during years it is closed. This can provide insight into the

impacts to motorized recreation access and economic considerations for the area if the marina is removed (for alternatives with and without construction of a public pier and boat ramp).

* With restoration of the marina, the depth of the outlet to Lake Tahoe may be shallower than the current inlet to the marina from the lake. This may allow for additional public access across the beach between the north and south end (where currently, the depth of the inlet creates a barrier for access). The estimated depth of the lagoon outlet and potential for increased public access across this area should be thoroughly evaluated. Any differences in parking availability, fees, etc., that would encourage users to park on one side and cross the beach to the other side, if it[rsquo]s possible, must also be assessed.

Restore Meeks Creek from the SR 89 Bridge to the Confluence of Lake Tahoe:

Staff explained how the undersized Caltrans bridge on SR 89 has resulted in water patterns that cause erosion and damage to Meeks Creek, and how as part of restoration, [lsquo]steps[rsquo] will be constructed to provide for better water movement.

Highlights:

* In response to questions, staff stated that project implementers hope to coordinate with Caltrans for bridge replacement (which is planned by Caltrans, but not scheduled) but there were no guarantees. At this time, it appears the project is being designed under the assumption the existing bridge will remain.

* Questions involved the extent and size of trees that will be removed, as noted in the NOP.[6] Staff explained that in wet areas such as the project site, tree age was not necessarily tied to tree size as much as in drier areas. The implication appeared to be that there are trees close to 30[rdquo] dbh that may have only grown since the marina was created.

Suggestions for the DEIR/S/S:

* Alternatives should evaluate options that include the existing undersized bridge remaining in place as well as being replaced with a larger bridge, and the related impacts from each option.

* Alternatives should look at alternative design options which retain as many larger trees as possible, even if the trees have grown only since the marina was constructed.

Construct a Pier and boat launch:

FOWS appreciates the inclusion of [ldquo]sustainable recreation opportunities[rdquo] as part of the project purpose, however there are two types of recreation that should be carefully distinguished in the project analysis: motorized and non-motorized. Accommodating more motorized use should not come at the expense of non-motorized use, and many FOWS members are concerned with the proposed location of the new pier and boat ramp on the south beach. The location is currently a very popular day-use beach with [ldquo]heavy summer season use,[rdquo] as noted in the CTC Access Report. The CTC Access Report also lists the following day use amenities in the area: ten upland picnic tables, four barbeque grills, two benches in the beach area, and two restroom buildings.[7] Many of our members note regularly using this area for beach activities, kayaking, paddling, swimming, and scuba-diving, and that constructing the proposed infrastructure and drawing motorized boats to this area will negatively impact their experience (e.g. through increased noise, air and water pollution, vehicle use in area) as well as lead to increased potential conflicts between motorized and non-motorized recreation, thereby creating safety concerns. Campers and day users also regularly enjoy eating at the picnic tables and using the installed barbeques, and the exhaust from increased boat launching and motorized boats in this area will negatively impact their experience, as well as expose them to harmful

emissions from boats and the vehicles pulling their trailers. Members also note frequently accessing this area via on-lake non-motorized means from the southern end; the proposed pier and additional boat use will impede on this popular access route. These concerns were also shared by many members of the public during the 10/10 tour.

FOWS believes that our already-crowded beaches and the increasing number of visitors to our area indicate a need for more non-motorized public beaches, not less. We are concerned with any potential loss of public beach use (["loss"] isn't just about access; the pollution, noise, safety concerns, and other impacts of a new pier and boat ramp are likely to ruin the beach experience sought by locals and visitors, effectively rendering this beach area unusable for non-motorized recreation users). Further, far more people experience Lake Tahoe (as well as Meeks Bay) via non-motorized means than motorized; with the increased boating infrastructure and boat use associated with TRPA's new Shoreline Plan combined with increase visitation by boaters, we are concerned that non-motorized recreationists are not being provided a fair share distribution of recreational access to the lake (and specifically, Meeks Bay).

Highlights:

- * There is extensive public concern regarding the proposed location of the new pier and boat ramp on the southern beach area. This area is popular with locals and campers seeking non-motorized recreation.
- * USFS staff stated they had considered a northern location, however concluded that the impacts to the view shed were a concern, and that the depth of the bay made it more difficult. Staff also said they thought the public would prefer the southern location although they did not state why.
- * The proposed pier would be up to 300' long. Buoys in place provided reference points for this length, raising concerns among many regarding the length and size of the pier in the proposed location (see image below).

A member of the public stated that there are bald eagles on the south end (by proposed pier/ramp).

Suggestions for the DEIR/S/S:

* Analyze all impacts to non-motorized recreation experiences in this area associated with each alternative. The EIR/S/S must also discuss available public beaches, their conditions, amenities, access, visitation, etc., in the vicinity of the project. Further, the northern end of the project site contains many existing commercial uses^[1] and our members have observed that the very far end of the northern beach is not as heavily used as the other more popular beach areas on the north and south ends. As suggested below, placing the pier and boat ramp on the northern end of the site is anticipated to be less obtrusive compared to the south site, and more in line with the commercial aspect of the area. There also appears to be more room for boat trailer parking on the northern side.

*
Based on concerns and questions raised by FOWS members and other interested members of the public, the following alternatives should be examined:

Locate the proposed pier and boat ramp at the far northern end of the site (including past the north beach area); rough locations are noted below by red circles (we understand these extend beyond the project area

identified by the NOP/NOI, however we note public ownership of these additional locations[2] and request they be evaluated):

1. Examine alternative variations of a pier and boat ramp at alternative north side location(s), including:

1. the proposed pier configuration;
2. a smaller pier;
3. a shorter pier with temporary additional floating segments that could be used to extend pier length during summer months and then removed during the winter; and
4. a pier that only allows boat access on one side (farthest from public beaches).

* It was also suggested that the project consider options to mitigate noise on the southern beach area associated with vehicles on SR 89.

* All habitat associated with special species must be fully analyzed and impacts mitigated.

* The impacts and operation of the proposed boat ramp and pier during drought years and high water years must be assessed. This should also be compared to the operation of the existing marina during these conditions.

* Significance criteria should include any loss of public beach access for non-motorized use, whether directly (i.e. lost to infrastructure like a new pier and boat ramp) or indirectly (lost due to negative impacts to the users experience resulting from new infrastructure).

Parking (including trailer parking) and Vehicular Circulation Routes:

The public raised numerous questions and concerns with regards to the proposed parking and circulation routes. In addition, the NOP states: [Idquo]Construct day use parking area as described in Meeks Bay Master Plan, including pedestrian walkways, relocated vehicular circulation routes, entrance kiosk, drop-off areas, and supporting infrastructure.[rdquo][1] However, the referenced Master Plan was not provided. Upon further correspondence with USFS staff, it appears there is no [Idquo]Master Plan.[rdquo][2]

Highlights:

* There are concerns about the loss of parking spaces, especially given parking already overflows onto SR 89 during peak use days. There are also questions regarding whether the project will address overflow parking along SR 89.

* Many question where the trailer parking would be associated with the proposed new public ramp. If on the south side, this could reduce the number of parking spaces available for day users of the beach area. Already, on many summer days, the parking lot is full and day-users are forced to park on Hwy 89 or give up going to the beach in that area of the West Shore. The closest other beaches are at Sugar Pine Point and D.L. Bliss State Parks (which also have limited parking), creating more West Shore traffic as people drive around looking for public beach access.

* In response to questions during the tour, staff did acknowledge that there would be more space for trailer parking on the north side of the project (noted with regards to an alternative pier and ramp location on the northern end).

Suggestions for the DEIR/S/S:

- * Impacts to parking, including number and size of spaces, associated with all alternatives must be rigorously examined.
- * Alternatives should include options which maintain the existing number of spaces on-site.
- * Alternatives should include parking strategies and management on SR 89 during peak use periods. Some suggested including options that would involve increasing the parking for the Meeks Bay trailhead across the highway and better managing overflow from the resort to help separate uses and reduce the need for people to cross SR 89.

Reconstruct Meeks Bay Campground:

According to the CTC Access Report there are approximately thirty-five camping spots; of this, nineteen are for tents and sixteen for RVs.[3] The NOP states that the camping capacity will [ldquo]remain within 20% of the existing capacity,[rdquo] which suggests that the number of campsites may be reduced by up to 20%. Further, the NOP does not discuss whether reconstructed sites will include the same number of tent versus RV sites, however discussion by staff during the 10/10 tour indicated a potential loss in tent sites to favor more RV and [ldquo]enhanced[rdquo] sites (e.g. yurts).

FOWS members have expressed concern about the potential loss of tent sites at the campground. RV owners tend to be retired and/or have higher incomes, while many middle- and low-income families cannot afford to own or rent RVs, and therefore rely on tent camping to experience Lake Tahoe. The current campground is a popular area for campers with children, providing a unique and somewhat rare opportunity for young children to positively experience Lake Tahoe[rsquo]s beauty from walking distance to a clean, sandy beach.

Highlights:

- * Staff explained during the tour that the main purpose of the project was to restore the marina, however they are taking advantage of the opportunity to seek recreational enhancements for the south side/campground area, although funding was uncertain. Campground changes would include updated sites and amenities, better accessibility, and responding to current trends in recreation (e.g. RV versus tent camping). [ldquo]Enhanced[rdquo] camping such as camping in yurts, will also be included. Notably, RV sites will require larger spaces than tent sites, and the proposed reconfiguration may include more RV sites. The proposal would also seek to increase the space between sites, which will likely further reduce the total number of sites.
- * FOWS members question the demand for [lsquo]upgraded[rsquo] camping sites given the often full status observed at the existing campground, including tent campers. If demand for tent camping has declined, the campground should be experiencing vacancies in the tent sites during peak periods. From what our members have seen, this does not appear to be the case.
- * Utility infrastructure will be improved, with one of the most notable changes being year-round water use.

Suggestions for the DEIR/S/S:

- * The EIR/S/S must disclose the existing utilization of the campground, including the occupancy of tent and RV sites during peak summer months. The EIR/S/S must also assess the demand for tent camping specifically at this campground; the EIR/S/S cannot simply rely on larger [lsquo]trends[rsquo] in the camping industry that may not apply to this location.
- * The EIR/S/S must analyze any changes to the number and type of existing campsites. If the proposed project and/or alternatives will reduce the number/type of campsites, the EIR/S/S must analyze alternative locations where camping is available on the beach along the West Shore and where increased opportunities for camping in equally close proximity to Lake Tahoe and with access to a similar beach will be located to make up for any losses at the project site.

- * The EIR/S/S also needs to examine the economic and social impacts associated with any reductions in affordable campsites.
 - * As the campground updates were described as possibly [optional] due to funding and other issues, the EIR/S/S should discuss what projects may be considered if the campsite changes are excluded from the project (or not funded). The EIR/S/S should also analyze an alternative with the pier and boat ramp located on the northern end of the bay and only minor upgrades made to the campground that would not affect the number, type, or size of existing sites.
 - * With year-round water use available, the EIR/S/S must analyze the impacts from additional camping, including vehicle use and emissions and any increases in boat use on the lake.
 - * Significance criteria should include whether there are reductions in the number of tent sites and any loss in affordable camp sites and access to Lake Tahoe.
- Install Pedestrian Connectivity Routes:

There was extensive discussion regarding the proposed pedestrian and bicycle paths during the 10/10 tour.

Highlights:

- * There are concerns about conflicts between bicyclists and pedestrians on the shared use path, especially over the proposed pedestrian bridge between the south campground and the resort, where it is anticipated there may be high use by pedestrians during the summer. Users are concerned with the safety impacts with bicyclists being directed through a heavy-use area.
- * There are questions regarding what motorized equipment would be allowed on the path. Concerns were raised about electric scooters and the potential user conflicts if they are allowed.
- * There are questions related to the proposed bike path extension from Meeks Bay south to Emerald Bay. People asked if the route in the proposed project would be part of the larger around-the-lake bike path, expressing concerns that this would mean even more people using the path, which may already be crowded from heavy use by those at the project site. USFS and TRPA staff members indicated that would be looked at; it was also stated that recent discussions regarding the proposed bike route from Meeks Bay south were focusing on a route that would avoid the project area, instead following a route above the other side of the highway. Staff did note the potential route was not a [done deal]. Questions were then raised regarding potential confusion among users if there were a bike path through the project site as well as on the other side of the highway.
- * Staff stated that a possible option to link the on-site bike path to the around-the-lake route, if it were on the other side of the highway, included an underground tunnel as is being constructed on SR 28 in Nevada.

Suggestions for the DEIR/S/S:

- * Consider alternative path design that will separate pedestrians and bicyclists. During the tour, USFS staff noted this had been done at the campground by Camp Richardson during recent upgrades.
 - * Evaluate what motorized equipment may or may not be allowed on the proposed path.
 - * Analyze the proposed bike path and how it may connect to/be part of the larger around-the-lake bike path system that will be constructed from Meeks Bay south. Options evaluated should include maintaining a separate path through the project area and how it may connect with the around-the-lake path, and the associated safety implications.
 - * Consider the implications on path usage based on other site variations. For example, if a new boat ramp is placed on the south end (as proposed), whether parking is provided on the south side or north side of the lagoon would have an impact on path usage as those parking trailers on the north side would presumably walk across the path to get to their boat after parking.
- Additional recommendations for DEIR/S/S analysis:

* Due to the increases in intense precipitation, more rain and rain-on-snow events, and other impacts of climate change, the project should consider designing for the 100-year storm event, especially given the extent of coverage to be added throughout the project site. Impacts to the level of particulate matter, nitrogen, and phosphorous that may reach Lake Tahoe associated with all alternatives must be assessed.

* Impacts to water quality in the nearshore associated with the new pier and boat ramp (in various locations, as recommended previously).

* Public exposure to localized vehicle and boat emissions associated with proposed pier and ramp.

* Impacts from noise (generated by boats, vehicles, trailers, etc.) on non-motorized recreation experience, including day use and overnight camping.

* Opportunities to increase area available for non-motorized recreation access.

Cumulative impacts

Cumulative impacts that should be examined include, but are not limited to:

* Extent of trees to be cut for project alternatives and number and location of large trees recently cut down in the area for the bike path (e.g. extension of bike path to south of Meeks Bay).

* Impacts to the number and type of campsites (as well as their cost) available along the west shore with close access to the lake.

* Impacts to pedestrian and bicyclist circulation and safety from proposed project along with the bike path extension to the north (almost completed) and south (future).

* Impacts to parking and traffic flow along SR 89.

* Changes in extent of beach area available for non-motorized recreation in and around Meeks Bay as well as along the West Shore.

* Boat slips and launch opportunities for motorized boats along the west and north shore.

* Additional coverage associated with project, along with increased coverage from bike path to the north and future path to the south.

[1] Proposed Action, p. 9

[2] Pers. Comm., Michael Brumbaugh, Forest Planner: [ldquo]The [ldquo]Master Plan[rdquo] reference in the Proposed Action was to an assessment we asked the tribe to provide concerning its vision of the resort part of the project we[rsquo]re proposing. There is no actual [ldquo]Master Plan[rdquo]. The wording was inaccurate and somewhat misleading. The actual title is the [ldquo]Meeks Bay Resort Design Assessment[rdquo], and we will be considering proposals from that assessment into our project, along with other public input such as yours.[rdquo]

[3] P. 171

[1] The CTC Access report notes resort lodging (e.g. motel/hotel units), a beach side restaurant/grill, and a general store/gift shop, as well as commercial concessionaires. (p. 163)

[2] CTC Access Report, p. 30

[1] Proposed Action, p. 3

[2] Proposed USFS Meeks Resort Settlement, 3/30/2017. The proposed settlement was later rescinded as other acceptable solutions were approved. LRWQCB July 2017 meeting minutes.

https://www.waterboards.ca.gov/lahontan/board_info/agenda/2017/july/2017_july_minutes.pdf

[3] Mike Gabor, USFS. 10/10 tour.

[4] P. 171

[5] Proposed Action, p. 7

[6] [ldquo]Remove trees up to 30 inches diameter at breast height (dbh) as needed for topography changes.[rdquo] (Proposed Action, p. 5)

[7] P. 174

[1] Proposed Action, p. 4



U.S Forest Service, Lake Tahoe Basin Management Unit
Re: Meeks Bay Restoration Project
35 College Dr.
South Lake Tahoe, CA 96150
comments-pacificsouthwest-ltbmu@fs.fed.us

October 25, 2018

Subject: Meeks Bay Restoration Project Proposed Action

Dear Ms. Downey:

The Friends of the West Shore appreciates this opportunity to provide comments on the Meeks Bay Restoration Project Proposed Action (Proposed Project). The Friends of the West Shore (FOWS) works toward the preservation, protection, and conservation of the West Shore, our watersheds, wildlife, and rural quality of life, for today and future generations. FOWS represents community interests from Tahoma to Tahoe City.

FOWS is pleased to see the project objectives focused on environmental improvements as well as enhanced public access and environmental protection. We also appreciate the extensive efforts of staff to host the 10/10 tour of the project area. Our members have a variety of questions and concerns that the Draft Environmental Impact Report/Statement/Statement (EIR/S/S) needs to address, as well as suggested alternatives. There is also extensive concern regarding impacts to the non-motorized recreation use along the beach where the pier and boat ramp are proposed, as well as reductions in affordable campsites. Given the differing views and interests among the public expressed during the 10/10 tour and through other public comments, it will be important for the EIR/S/S to carefully and adequately analyze and disclose the impacts of different alternatives so the public and decision-makers have the information necessary to weigh the pros and cons of the project. In addition, the EIR/S/S should include strong language and measures to ensure implementation of the project follows sufficient Best Management Practices and is monitored and inspected regularly to prevent sediment and nutrients associated with construction from entering Lake Tahoe. Measures should account for the more intense periodic storms and floods that we now experience more frequently as a result of climate change.

FOWS hopes these comments will assist the USFS and agency partners in preparation of an adequate EIR/S/S. Please feel free to contact Jennifer Quashnick at jqtahoe@sbcglobal.net if you have any questions.

Sincerely,

Judith Tornese,
President

Jennifer Quashnick,
Conservation Consultant

Cc: Brian Judge, Lahontan Regional Water Quality Control Board
Shannon Friedman, Tahoe Regional Planning Agency

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The following comments include questions, concerns, and alternatives that have been raised by our members and supporters as well as members of the public in attendance at the 10/10 field tour. We first present highlights documenting questions and concerns, followed by associated suggestions for the DEIR/S/S analysis.

Aquatic Invasive Species (AIS) Eradication:

FOWS understands the importance of addressing the existing AIS population in the marina, and appreciates that only non-chemical methods will be relied upon for treatment.¹

Highlights:

- Some members of the public expressed interest in rehabilitating the existing marina. Questions included whether the AIS problem could be treated if the marina were to remain open. Staff acknowledged that treatments could be performed, however noted that the marina is currently the only west shore source of the west shore AIS population and therefore restoration of the marina is a high priority.
- Warmer waters tend to provide a more habitable environment for AIS. Staff explained that the water temperatures in the restored lagoon would be cooler due to shade and more moving water.

Suggestions for the DEIR/S/S:

- To address comments related to rehabilitation of the existing marina, the DEIR/S/S needs to examine the existing conditions with regards to AIS infestations and what options are available for treatment. This should include any environmental impacts of the treatment types, the cost, the success rate, required ongoing treatment, etc. The potential for AIS to spread into other areas of the lake associated with future use of the marina (should it not be restored) should also be examined.

¹ Proposed Action, p. 4

- A variety of treatment options should be evaluated, including but not limited to use of mats, UV light, Laminar Flow Aeration, and other options.
- Evaluate the potential for the existing marina to harbor more AIS if not restored. For example, with warmer waters, existing AIS infestations, and other parameters, is there a greater chance for quagga/zebra mussel establishment if the marina were to remain open and these species were introduced?
- Treatment options, costs, etc., and outcomes associated with restoration of the lagoon must also be fully evaluated so the public and decision-makers can understand the AIS implications of marina rehabilitation versus restoration to a lagoon.
- Significance criteria should address whether project alternatives contribute to conditions more hospitable to additional/new AIS infestation.

Remove Marina Infrastructure and Restore Meeks Lagoon:

FOWS commends the project's restoration-focused purpose: “[T]o move the Meeks creek stream channel, and wetland/lagoon below SR 89 to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem...”² We also understand that removal of the existing marina has already been discussed for some time in conjunction with the previously proposed Settlement Agreement with the Lahontan Regional Water Quality Control Board (LRWQCB), which called for a project with multiple benefits, including but not limited to: “*biodiversity, bank stabilization, riparian vegetation density and diversity, groundwater recharge and elevation, wildlife habitat and diversity, and flood attenuation.*”³ However, the restoration of the marina will affect existing motorized public access, and members of the public have raised several questions and concerns.

Highlights:

- FOWS understands that the USFS cannot provide an in-stream marina and still meet water quality objectives for the site,⁴ as also indicated throughout extensive documentation with the LRWQCB.
- During the tour, many members of the public expressed concerns over the removal of the marina including the loss of the slips (as well as the proposed location of the ‘moved’ boat ramp). Some questioned whether the existing marina could be retained; USFS staff acknowledged that the decision to remove the marina had not been finalized.
- There were concerns about the impacts of moving the marina and slips, and associated boat traffic, from an ‘offshore’ location to out onto the lake on a popular beach. For example, with existing boat ramps and marinas, there tends to be a greater concentration of air and water pollution from boat emissions, unanticipated gasoline spills/leaks, trash in the water and on the beach, noise, and increased turbidity from propeller action. Although the existing marina is connected to Lake Tahoe, these types of impacts generally occur within the marina, and therefore have little effect on the popular beaches

² Proposed Action, p. 3

³ Proposed USFS Meeks Resort Settlement, 3/30/2017. The proposed settlement was later rescinded as other acceptable solutions were approved. LRWQCB July 2017 meeting minutes.

https://www.waterboards.ca.gov/lahontan/board_info/agenda/2017/july/2017_july_minutes.pdf

⁴ Mike Gabor, USFS. 10/10 tour.

nearby. Placing a new pier and boat ramp along the shoreline may ‘transfer’ these impacts to the beach area, creating environmental, social, and public health and safety impacts.

- Under the current marina configuration, users (including campers) may launch their boats once during their stay and leave them attached to the slips overnight. Without the slips, presuming there have been campers who bring and launch their boats, some members of the public noted the proposed boat ramp may result in more day use/in-and-out launches, which may increase vehicular traffic and create more noise and public safety concerns.
- Alternatively, because boats are expensive to own and operate, it is unclear how many users of the less expensive campsites actually bring and launch boats.

Suggestions for the DEIR/S/S:

- To address questions raised regarding motorized boat access, including slip/mooring capacity, we recommend the EIR/S/S analyze boat access and slip opportunities along the west and north shores. With the recent publication of extensive shoreline information in the TRPA Shoreline Plan EIS and the California Tahoe Conservancy (CTC) July 2018 *Lake Tahoe Public Access Investment Plan Site Inventory, Volume 1: South Shore, Emerald Bay, West Shore* (“CTC Access Report”),⁵ this information should be readily available. The EIR/S/S should discuss any future plans for potential marina expansions in the west and north shore area and the associated impacts on the number of boat slips and/or other moorings.
- The proposed 10-20 mooring spaces along the new pier would accommodate ‘smaller’ boats.⁶ The DEIR/S/S should disclose the size and number of boats accommodated by the existing marina and analyze these same parameters associated with all action alternatives.
- Alternatives should consider other boat mooring opportunities in the vicinity of the project, along with how removal of the marina may affect usage of those other areas.
- The Proposed Action and NOP/NOI documents do not disclose how many current campers bring boats and moor them in the slips during their stay. This must be analyzed as part of existing conditions as well as proposed alternatives. This will also affect the determination of traffic and parking impacts, depending on how many campers using the moorings would have to switch to in-and-out launches each day during their stay. In addition, the marina has been closed for several years, however the campground has remained at capacity during peak periods. This raises questions regarding the demand for boat launching and mooring by campers, as the closure of the marina does not appear to have discouraged camping at the site. The EIR/S/S must examine campground use during the years the marina was closed to assess the potential demand, if any, for overnight mooring by campers.
- The EIR/S/S needs to examine the potential vehicle traffic generated by the proposed boat ramps. The analysis should disclose the average and maximum previous use (when the marina was open), the existing patterns with the marina closed, and the impacts of future boat ramps for all alternatives. Further, the EIR/S/S must assess the potential maximum number of boats that could use the new ramps and access the pier.

⁵ P. 171

⁶ Proposed Action, p. 7

- The environmental benefits and consequences associated with existing conditions and each alternative must be adequately assessed. For example, the DEIR/S/S should quantify the current impacts associated with the existing marina on water quality, air quality, noise, aquatic invasive species, wildlife, etc., and analyze the benefits of restoration. Alternatively, the existing environmental conditions in the areas where a new pier and boat ramp are proposed must be quantified, and the impacts of constructing this infrastructure in those areas thoroughly evaluated. The analysis must also incorporate the benefits and consequences of other project impacts associated with each alternative, including impacts from additional coverage (e.g. new boat ramps, roads, trailer parking, paving of new RV sites, bike paths) and disturbance of the shoreline.
- The marina was previously closed during drought years due to low water conditions and has been closed in recent years for other reasons. The analysis should document what alternative options have been utilized by those who would otherwise have used the marina during years it is closed. This can provide insight into the impacts to motorized recreation access and economic considerations for the area if the marina is removed (for alternatives with and without construction of a public pier and boat ramp).
- With restoration of the marina, the depth of the outlet to Lake Tahoe may be shallower than the current inlet to the marina from the lake. This may allow for additional public access across the beach between the north and south end (where currently, the depth of the inlet creates a barrier for access). The estimated depth of the lagoon outlet and potential for increased public access across this area should be thoroughly evaluated. Any differences in parking availability, fees, etc., that would encourage users to park on one side and cross the beach to the other side, if it's possible, must also be assessed.

Restore Meeks Creek from the SR 89 Bridge to the Confluence of Lake Tahoe:

Staff explained how the undersized Caltrans bridge on SR 89 has resulted in water patterns that cause erosion and damage to Meeks Creek, and how as part of restoration, 'steps' will be constructed to provide for better water movement.

Highlights:

- In response to questions, staff stated that project implementers hope to coordinate with Caltrans for bridge replacement (which is planned by Caltrans, but not scheduled) but there were no guarantees. At this time, it appears the project is being designed under the assumption the existing bridge will remain.
- Questions involved the extent and size of trees that will be removed, as noted in the NOP.⁷ Staff explained that in wet areas such as the project site, tree age was not necessarily tied to tree size as much as in drier areas. The implication appeared to be that there are trees close to 30" dbh that may have only grown since the marina was created.

⁷ "Remove trees up to 30 inches diameter at breast height (dbh) as needed for topography changes." (Proposed Action, p. 5)

Suggestions for the DEIR/S/S:

- Alternatives should evaluate options that include the existing undersized bridge remaining in place as well as being replaced with a larger bridge, and the related impacts from each option.
- Alternatives should look at alternative design options which retain as many larger trees as possible, even if the trees have grown only since the marina was constructed.

Construct a Pier and boat launch:

FOWS appreciates the inclusion of “sustainable recreation opportunities” as part of the project purpose, however there are two types of recreation that should be carefully distinguished in the project analysis: motorized and non-motorized. Accommodating more motorized use should not come at the expense of non-motorized use, and many FOWS members are concerned with the proposed location of the new pier and boat ramp on the south beach. The location is currently a very popular day-use beach with “heavy summer season use,” as noted in the CTC Access Report. The CTC Access Report also lists the following day use amenities in the area: ten upland picnic tables, four barbeque grills, two benches in the beach area, and two restroom buildings.⁸ Many of our members note regularly using this area for beach activities, kayaking, paddling, swimming, and scuba-diving, and that constructing the proposed infrastructure and drawing motorized boats to this area will negatively impact their experience (e.g. through increased noise, air and water pollution, vehicle use in area) as well as lead to increased potential conflicts between motorized and non-motorized recreation, thereby creating safety concerns. Campers and day users also regularly enjoy eating at the picnic tables and using the installed barbeques, and the exhaust from increased boat launching and motorized boats in this area will negatively impact their experience, as well as expose them to harmful emissions from boats and the vehicles pulling their trailers. Members also note frequently accessing this area via on-lake non-motorized means from the southern end; the proposed pier and additional boat use will impede on this popular access route. These concerns were also shared by many members of the public during the 10/10 tour.

FOWS believes that our already-crowded beaches and the increasing number of visitors to our area indicate a need for *more* non-motorized public beaches, not less. We are concerned with any potential loss of public beach use (“loss” isn’t just about access; the pollution, noise, safety concerns, and other impacts of a new pier and boat ramp are likely to ruin the beach experience sought by locals and visitors, effectively rendering this beach area unusable for non-motorized recreation users). Further, far more people experience Lake Tahoe (as well as Meeks Bay) via non-motorized means than motorized; with the increased boating infrastructure and boat use associated with TRPA’s new Shoreline Plan combined with increase visitation by boaters, we are concerned that non-motorized recreationists are not being provided a fair share distribution of recreational access to the lake (and specifically, Meeks Bay).

⁸ P. 174

Highlights:

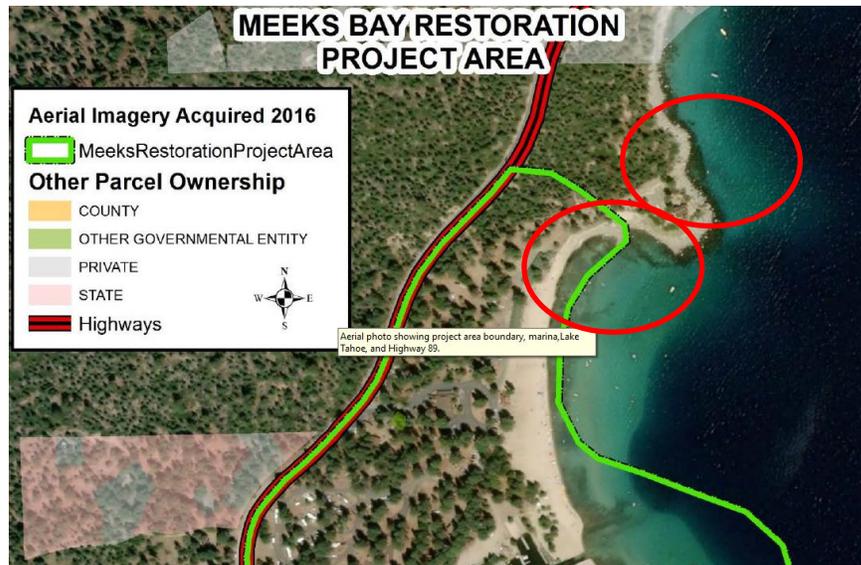
- There is extensive public concern regarding the proposed location of the new pier and boat ramp on the southern beach area. This area is popular with locals and campers seeking non-motorized recreation.
- USFS staff stated they had considered a northern location, however concluded that the impacts to the view shed were a concern, and that the depth of the bay made it more difficult. Staff also said they thought the public would prefer the southern location although they did not state why.
- The proposed pier would be up to 300' long. Buoys in place provided reference points for this length, raising concerns among many regarding the length and size of the pier in the proposed location (see image below).
- A member of the public stated that there are bald eagles on the south end (by proposed pier/ramp).



Staff explained that the second buoy (barely detectable in this picture; circled) represented roughly 300'.

Suggestions for the DEIR/S/S:

- Analyze all impacts to non-motorized recreation experiences in this area associated with each alternative. The EIR/S/S must also discuss available public beaches, their conditions, amenities, access, visitation, etc., in the vicinity of the project. Further, the northern end of the project site contains many existing commercial uses⁹ and our members have observed that the very far end of the northern beach is not as heavily used as the other more popular beach areas on the north and south ends. As suggested below, placing the pier and boat ramp on the northern end of the site is anticipated to be less obtrusive compared to the south site, and more in line with the commercial aspect of the area. There also appears to be more room for boat trailer parking on the northern side.
- Based on concerns and questions raised by FOWS members and other interested members of the public, the following alternatives should be examined:
 1. Locate the proposed pier and boat ramp at the far northern end of the site (including past the north beach area); rough locations are noted below by red circles (we understand these extend beyond the project area identified by the NOP/NOI, however we note public ownership of these additional locations¹⁰ and request they be evaluated):



2. Examine alternative variations of a pier and boat ramp at alternative north side location(s), including:
 - a) the proposed pier configuration;
 - b) a smaller pier;
 - c) a shorter pier with temporary additional floating segments that could be used to extend pier length during summer months and then removed during the winter; and

⁹ The CTC Access report notes resort lodging (e.g. motel/hotel units), a beach side restaurant/grill, and a general store/gift shop, as well as commercial concessionaires. (p. 163)

¹⁰ CTC Access Report, p. 30

d) a pier that only allows boat access on one side (farthest from public beaches).

- It was also suggested that the project consider options to mitigate noise on the southern beach area associated with vehicles on SR 89.
- All habitat associated with special species must be fully analyzed and impacts mitigated.
- The impacts and operation of the proposed boat ramp and pier during drought years and high water years must be assessed. This should also be compared to the operation of the existing marina during these conditions.
- Significance criteria should include any loss of public beach access for non-motorized use, whether directly (i.e. lost to infrastructure like a new pier and boat ramp) or indirectly (lost due to negative impacts to the users experience resulting from new infrastructure).

Parking (including trailer parking) and Vehicular Circulation Routes:

The public raised numerous questions and concerns with regards to the proposed parking and circulation routes. In addition, the NOP states: “*Construct day use parking area as described in Meeks Bay Master Plan, including pedestrian walkways, relocated vehicular circulation routes, entrance kiosk, drop-off areas, and supporting infrastructure.*”¹¹ However, the referenced Master Plan was not provided. Upon further correspondence with USFS staff, it appears there is no “Master Plan.”¹²

Highlights:

- There are concerns about the loss of parking spaces, especially given parking already overflows onto SR 89 during peak use days. There are also questions regarding whether the project will address overflow parking along SR 89.
- Many question where the trailer parking would be associated with the proposed new public ramp. If on the south side, this could reduce the number of parking spaces available for day users of the beach area. Already, on many summer days, the parking lot is full and day-users are forced to park on Hwy 89 or give up going to the beach in that area of the West Shore. The closest other beaches are at Sugar Pine Point and D.L. Bliss State Parks (which also have limited parking), creating more West Shore traffic as people drive around looking for public beach access.
- In response to questions during the tour, staff did acknowledge that there would be more space for trailer parking on the north side of the project (noted with regards to an alternative pier and ramp location on the northern end).

¹¹ Proposed Action, p. 9

¹² Pers. Comm., Michael Brumbaugh, Forest Planner: “*The “Master Plan” reference in the Proposed Action was to an assessment we asked the tribe to provide concerning its vision of the resort part of the project we’re proposing. There is no actual “Master Plan”. The wording was inaccurate and somewhat misleading. The actual title is the “Meeks Bay Resort Design Assessment”, and we will be considering proposals from that assessment into our project, along with other public input such as yours.*”

Suggestions for the DEIR/S/S:

- Impacts to parking, including number and size of spaces, associated with all alternatives must be rigorously examined.
- Alternatives should include options which maintain the existing number of spaces on-site.
- Alternatives should include parking strategies and management on SR 89 during peak use periods. Some suggested including options that would involve increasing the parking for the Meeks Bay trailhead across the highway and better managing overflow from the resort to help separate uses and reduce the need for people to cross SR 89.

Reconstruct Meeks Bay Campground:

According to the CTC Access Report there are approximately thirty-five camping spots; of this, nineteen are for tents and sixteen for RVs.¹³ The NOP states that the camping capacity will “remain within 20% of the existing capacity,” which suggests that the number of campsites may be reduced by up to 20%. Further, the NOP does not discuss whether reconstructed sites will include the same number of tent versus RV sites, however discussion by staff during the 10/10 tour indicated a potential loss in tent sites to favor more RV and “enhanced” sites (e.g. yurts).

FOWS members have expressed concern about the potential loss of tent sites at the campground. RV owners tend to be retired and/or have higher incomes, while many middle- and low-income families cannot afford to own or rent RVs, and therefore rely on tent camping to experience Lake Tahoe. The current campground is a popular area for campers with children, providing a unique and somewhat rare opportunity for young children to positively experience Lake Tahoe’s beauty from walking distance to a clean, sandy beach.

Highlights:

- Staff explained during the tour that the main purpose of the project was to restore the marina, however they are taking advantage of the opportunity to seek recreational enhancements for the south side/campground area, although funding was uncertain. Campground changes would include updated sites and amenities, better accessibility, and responding to current trends in recreation (e.g. RV versus tent camping). “Enhanced” camping such as camping in yurts, will also be included. Notably, RV sites will require larger spaces than tent sites, and the proposed reconfiguration may include more RV sites. The proposal would also seek to increase the space between sites, which will likely further reduce the total number of sites.
- FOWS members question the demand for ‘upgraded’ camping sites given the often full status observed at the existing campground, including tent campers. If demand for tent camping has declined, the campground should be experiencing vacancies in the tent sites during peak periods. From what our members have seen, this does not appear to be the case.
- Utility infrastructure will be improved, with one of the most notable changes being year-round water use.

¹³ P. 171

Suggestions for the DEIR/S/S:

- The EIR/S/S must disclose the existing utilization of the campground, including the occupancy of tent and RV sites during peak summer months. The EIR/S/S must also assess the demand for tent camping *specifically at this campground*; the EIR/S/S cannot simply rely on larger ‘trends’ in the camping industry that may not apply to this location.
- The EIR/S/S must analyze any changes to the number and type of existing campsites. If the proposed project and/or alternatives will reduce the number/type of campsites, the EIR/S/S must analyze alternative locations where camping is available on the beach along the West Shore and where increased opportunities for camping in equally close proximity to Lake Tahoe and with access to a similar beach will be located to make up for any losses at the project site.
- The EIR/S/S also needs to examine the economic and social impacts associated with any reductions in affordable campsites.
- As the campground updates were described as possibly ‘optional’ due to funding and other issues, the EIR/S/S should discuss what projects may be considered if the campsite changes are excluded from the project (or not funded). The EIR/S/S should also analyze an alternative with the pier and boat ramp located on the northern end of the bay and only minor upgrades made to the campground that would not affect the number, type, or size of existing sites.
- With year-round water use available, the EIR/S/S must analyze the impacts from additional camping, including vehicle use and emissions and any increases in boat use on the lake.
- Significance criteria should include whether there are reductions in the number of tent sites and any loss in affordable camp sites and access to Lake Tahoe.

Install Pedestrian Connectivity Routes:

There was extensive discussion regarding the proposed pedestrian and bicycle paths during the 10/10 tour.

Highlights:

- There are concerns about conflicts between bicyclists and pedestrians on the shared use path, especially over the proposed pedestrian bridge between the south campground and the resort, where it is anticipated there may be high use by pedestrians during the summer. Users are concerned with the safety impacts with bicyclists being directed through a heavy-use area.
- There are questions regarding what motorized equipment would be allowed on the path. Concerns were raised about electric scooters and the potential user conflicts if they are allowed.
- There are questions related to the proposed bike path extension from Meeks Bay south to Emerald Bay. People asked if the route in the proposed project would be part of the larger around-the-lake bike path, expressing concerns that this would mean even more people using the path, which may already be crowded from heavy use by those at the project site. USFS and TRPA staff members indicated that would be looked at; it was also stated that recent discussions regarding the proposed bike route from Meeks Bay south were

focusing on a route that would avoid the project area, instead following a route above the other side of the highway. Staff did note the potential route was not a ‘done deal.’ Questions were then raised regarding potential confusion among users if there were a bike path through the project site as well as on the other side of the highway.

- Staff stated that a possible option to link the on-site bike path to the around-the-lake route, if it were on the other side of the highway, included an underground tunnel as is being constructed on SR 28 in Nevada.

Suggestions for the DEIR/S/S:

- Consider alternative path design that will separate pedestrians and bicyclists. During the tour, USFS staff noted this had been done at the campground by Camp Richardson during recent upgrades.
- Evaluate what motorized equipment may or may not be allowed on the proposed path.
- Analyze the proposed bike path and how it may connect to/be part of the larger around-the-lake bike path system that will be constructed from Meeks Bay south. Options evaluated should include maintaining a separate path through the project area and how it may connect with the around-the-lake path, and the associated safety implications.
- Consider the implications on path usage based on other site variations. For example, if a new boat ramp is placed on the south end (as proposed), whether parking is provided on the south side or north side of the lagoon would have an impact on path usage as those parking trailers on the north side would presumably walk across the path to get to their boat after parking.

Additional recommendations for DEIR/S/S analysis:

- Due to the increases in intense precipitation, more rain and rain-on-snow events, and other impacts of climate change, the project should consider designing for the 100-year storm event, especially given the extent of coverage to be added throughout the project site. Impacts to the level of particulate matter, nitrogen, and phosphorous that may reach Lake Tahoe associated with all alternatives must be assessed.
- Impacts to water quality in the nearshore associated with the new pier and boat ramp (in various locations, as recommended previously).
- Public exposure to localized vehicle and boat emissions associated with proposed pier and ramp.
- Impacts from noise (generated by boats, vehicles, trailers, etc.) on non-motorized recreation experience, including day use and overnight camping.
- Opportunities to increase area available for non-motorized recreation access.

Cumulative impacts

Cumulative impacts that should be examined include, but are not limited to:

- Extent of trees to be cut for project alternatives and number and location of large trees recently cut down in the area for the bike path (e.g. extension of bike path to south of Meeks Bay).

FOWS Comments on Meeks Bay Restoration Project NOP/NOI

- Impacts to the number and type of campsites (as well as their cost) available along the west shore with close access to the lake.
- Impacts to pedestrian and bicyclist circulation and safety from proposed project along with the bike path extension to the north (almost completed) and south (future).
- Impacts to parking and traffic flow along SR 89.
- Changes in extent of beach area available for non-motorized recreation in and around Meeks Bay as well as along the West Shore.
- Boat slips and launch opportunities for motorized boats along the west and north shore.
- Additional coverage associated with project, along with increased coverage from bike path to the north and future path to the south.

Date submitted (UTC-11): 10/25/2018 9:11:00 AM

First name: Jennifer

Last name: Quashnick

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: jqtahoe@sbcglobal.net

Phone:

Comments:

Meeks Bay Restoration

Hello Denise,

The attached NOP/NOI comments are submitted on behalf of the Friends of the West Shore.

Thank you again to you and other USFS, TRPA, and Lahontan staff for a very informative public tour on 10/10.

Please feel free to contact me if you have any questions.

Sincerely,

~Jennifer Quashnick

Date submitted (UTC-11): 10/21/2018 4:59:38 AM

First name: Kent

Last name: Ramos

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: kentr@ramosoil.com

Phone:

Comments:

Meeks Bay Restoration Project

USFS, Lake Tahoe Basin Management Unit

Att: Denise Downie, Project Lead

35 College Ave

S. Lake Tahoe, Ca. 96150

Dear Ms. Downie,

My name is Kent Ramos and I am a part-time resident about 2 blocks from the proposed project. I am also a boater who berthed in the Meeks Bay marina for 2 seasons when it was still operational. My comment focus is directed to the recreational boating aspect of the proposed project. It is well known that there is an extreme shortage of seasonal berths at Lake Tahoe and also launching ramps so I am pleased that at least a ramp and pier is being proposed. However, I feel that the restoration of the existing marina and ramp is a much more cost effective and environmentally sound decision than a ramp with direct lake access. The proposed ramp and pier would reduce the current beach area as mentioned in the project description. Restoring and increasing the capacity of the existing ramp mitigates this issue while at the same time mitigating boat and auto congestion queuing to enter/exit the lake adjacent to the existing beach. Fuel spills could be easily contained by booming off the existing access channel. To conclude, restoration of the existing marina could be accomplished at a lower cost to taxpayers and at the same time reduce the environmental impact significantly of the proposed direct lake access ramp. Thank you for your consideration.

Sent from my iPad

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Kent Ramos

President

1515 South River Road

West Sacramento CA 95691

kentr@ramosoil.com

<http://www.ramosoil.com>

Phone: 916-371-3289 x. 31228

Cell: 916-825-9235

Fax: 916-371-0635

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Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Bill

Last name: Ray

Organization:

Title:

Comments:

Meeks Bay Restoration Project

Meeks Bay is one of the most beautiful and pristine spots Lake Tahoe has to offer. Over developing it will have many consequences and undesirable impacts, some predictable and some probably unforeseen. The Meeks Bay Restoration Project clearly has 2 separate parts: Restoration and Development. The Restoration of Meeks Creek is much needed and long overdue. I would like to briefly present four key undesirable impacts that the Development of the south end of the Bay will have.

First, the West Shore currently has numerous piers, boat launches and marinas, but a limited amount of easily accessible sandy beaches catering specifically to swimmers, paddle boarders, kayakers and scuba divers. Presently, the Marina effectively separates two beaches, one nicknamed "Coney Island" (the Resort Side) and one quieter and heavily utilized by swimmers, paddlers, scuba divers and book readers. Adding a pier and launch will drastically alter the culture and experience of the Forestry side of Meeks Bay. If a marina and launch are necessary, the Resort side of the Bay is much more suitable, as these facilities already exist, along with other amenities. Building a launch and pier at the south end of the Bay will displace the quiet and "natural" ambiance of the beach and alter its visual natural beauty.

Second, it was quoted at the Meeks Bay Project meeting on October 10th that virtually all Lake Tahoe beaches were having parking problems and there was a trend to add additional parking wherever possible. This project does the opposite. Not only does it reduce parking spaces, but also boat trailers and their vehicles will utilize more parking. This reduced parking will result in more overflow parking on Highway 89, which already is a well-known problem. Since the Meeks Bay entrance is sandwiched between two "blind curves", safety will be severely jeopardized for pedestrians walking longer distances to the beach entrance. In addition, with the increased development comes the potential for traffic congestion and bottlenecks, as seen at Camp Richardson and Sand Harbor. This project needs to improve the parking situation, not add to an already worsening problem.

Third, it was also mentioned at the Oct. 10th meeting that not only the lagoon, but the whole Bay is sensitive. It would seem, therefore, that the project is "fixing" the damage in one area and risking the same or similar damage in another area. What safeguards do we have that there won't be two areas of ecological damage?

A final concern is the financial impact. Specifically, what guarantees do we have that year after year operating cash will be available for the monitoring, maintenance and protection of these sensitive areas. What happens in lean budget years or years when funds are diverted to other at-risk areas in emergencies? Common sense is to restore Meeks Creek and re-build a modest marina in the lagoon with 10 to 20 slips, making the pier unnecessary. The USFS can then focus on preserving the creek and lagoon without adding to its burden with additional development.

Bill Ray

7110 W. Lake Blvd.

Tahoma, CA 96142

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Kathleen

Last name: Ray

Organization:

Title:

Comments:

Meeks Bay Restoration

Jeff Marsolais

Forest Supervisor

What needs to be restored at Meeks Bay? That's an easy answer: The creek and its critical environment. The 300-foot pier and boat launch should be referred to as development, not restoration. Meek's Bay is a gem on the West Shore of Lake Tahoe. Meek's Bay has housed three specific areas of use and cultures for many years. The Resort side has housed campers with RVs and visitors in cabins with amenities such as a snack bar and marina. The Marina once served campers and local boaters with a launch, boat slips and rentals. Many locals have nicknamed the resort and marina side of the bay as "Coney Island" with beach blankets and EZ Ups so thick it's difficult to get down to the water. The Forestry side of the bay, on the other hand has a reputation of being the quieter side. Here Lake Tahoe Locals and visitors alike enjoy picnics, swimming, kayaking, paddle boarding, scuba diving and even a small dog beach without interference from boats. In fact, this is one of, if not the only swim/paddle beaches on the West Shore in which users can park safely, unload and take a very short walk to the beach. To disrupt these recreational activities with boaters coming in and out of the cove would be the opposite of keeping the environmental and aesthetic beauty of Meeks Bay.

Along with the loss of a swim/paddle beach I foresee major safety problems with parking and traffic. The Resort and Forestry side of Meeks currently sell out of parking spaces on Fridays through Sundays in the summer. To reduce day use parking by 20% coupled with boat trailer parking will force more beach goers to park, unload and walk along Hwy 89. Beach goers and hikers alike already share roadside parking, as it is the access point to popular hiking trails. Another traffic mess the likes of Emerald Bay, Camp Richardson and Sand Harbor could be created. The West Shore has coined the name "The Best Shore" for a reason! Please don't ruin this unique and special place.

One last thought. This project has become necessary because of improper management of the marina. The invasive species were identified many years ago and nothing was done about it. Now a boat launch and pier is planned. What's to keep the invasive species from invading this still, pristine cove? If the boating element needs to be included, why not remodel the existing boat launch and rebuild the marina to accommodate 20-30 boats with access from the resort side. Once the invasive species are cleaned up under the current remediation, proper management techniques could keep it from contaminating the lake further. The current use of buoys, swim ropes and wake zone should be continued to separate the varied recreation activities of the bay.

In conclusion, please consider narrowing the scope of this project. Please make the necessary environmental improvements to Meeks Creek and Lagoon. Please leave the Forestry side of the bay pristine by NOT building the 300-foot pier, boat launch and trailer parking. Instead, please consider utilizing the existing boat launch, rebuilding the marina in the lagoon and manage it closely.

Respectfully,

Kathleen Ray

7110 West Lake Blvd

Tahoma, CA 96142

Date submitted (UTC-11): 10/28/2018 12:00:00 AM

First name: Kirk

Last name: Robinson

Organization:

Title:

Comments:

Meeks Bay Restoration Plan

Attached are comments on the Meeks Bay Restoration Plan. I apologize for being a little late with the comments -- due to family business I was unable to complete my comments until this weekend.

Thank you,

Kirk Robinson

I (Kirk Robinson), own the cabin at 8024 Highway 89 along with my sister, Jeanne Baker, and brother, Brooks Robinson. The cabin was built by our maternal great-great grandfather, Dr. Leroy F. Herrick in the 1920[s]s. Our property is likely one of the most impacted, for good or bad, by the proposed restoration plan in that it is adjacent to the upstream (above the Highway 89 bridge/culvert crossing Meeks Creek) restoration area.

What is the Forest Service[s] long term vision of Meeks Bay? And do the various projects described in the restoration plan enhance that vision? Not seeing a long term vision as part of the plan, I suggest that the Forest Service develop a vision that revolves around using Meeks Bay as a center for non-motorized forms of recreation, both along the lakeshore and in the Meeks Creek Valley. This vision would also incorporate the cultural and resource management responsibilities for the valley that the USFS shares with the Washoe Tribe.

A suggested vision statement: The Forest Service will develop and manage their lands along the Meeks Bay shoreline and in the Meeks Creek Valley in a manner that seeks to restore the natural functions of Meeks Bay, Meeks Creek and the surrounding valley while honoring the history and culture of the Washoe Tribe and providing non-motorized recreation opportunities (swimming, kayaking, bicycling, hiking, etc.)

I would encourage the Forest Service to look beyond the bounds of the Meeks Bay vicinity and focus on what Meeks Bay has to offer that is different from the other resort areas around Lake Tahoe. When I talk of going to our cabin at Lake Tahoe, many people ask, [ldquo]where on Lake Tahoe is your cabin located?[rdquo] When I answer, [ldquo]Meeks Bay,[rdquo] I get blank stares, then the question, [ldquo]is that on the north shore or south shore?[rdquo] Then I explain that it is a quiet spot on the west shore of the lake halfway between Tahoe City and Emerald Bay. Meeks Bay has evolved over the years to earn its distinction as a quiet little spot, with one of the best beaches, along the shores of Lake Tahoe. It wasn[rsquo]t always this way. I remember the old resort on the north side of Meeks Creek, including the movie theater, the dance hall, and the dock. I remember the crowded campground on the south side of the creek, including all the power boats parked on the beach (before and after the marina), with the bridge across the creek connecting over to the resort side. It was no different than many other resorts along at the Lake.

Since the Forest Service acquired the Kehlet property, and most of the original Herrick property (which

included the old Meadow Park Resort on the west side of Highway 89) in the 1980[s]s, the Meeks Bay area has been transformed into a less crowded and quieter destination on the Lake. From the reduction in the size of the campground to removal of many buildings in the old resort (including the movie theater), removal of the original dock, better regulation of Personal Watercraft on the lake, and the closing of the marina, Meeks Bay now sees much more use by kayaks, stand up paddleboards, swimmers, people just enjoying the beach, and even SCUBA divers. Meeks Bay is a fairly well protected bay on the lake with waters that are generally calmer than in many other locations on the lake, making Meeks Bay a popular place to enjoy these forms of water-based recreation.

Meeks Bay is also one of the major trail heads in the Lake Tahoe basin, serving as the northern terminus of the Tahoe-Yosemite Trail and for providing access into the Desolation Wilderness. There is also a loop trail in the lower valley that is used by day hikers and mountain bikers that passes through the old Girl Scout Camp

Wasiu. And with the recent extension of the West Shore bike path into the Meeks Bay Resort area will provide other opportunities for both recreation in, and access to, the Meeks Bay area.

Finally, there are also many opportunities for nature and wildlife viewing in the Meeks Bay area. As mentioned in the reports there many species of flora and fauna in the valley from flowers and trees to birds and mammals that can be enjoyed by all that take the time to observe what is around them.

Several of the projects that are proposed as part of the plan certainly fit the vision I describe, such as the restoration of the lagoon and creek, while other projects attempt to re-create the [ldquo]old Tahoe[rdquo] vision of docks and power boats that can already be found at many locations around the Lake.

Restoration

First, I strongly support the elements of the plan that call for the restoration of Meeks Creek both upstream and downstream of Highway 89. My biggest concern is that a key element of the creek restoration would seem to revolve around the Highway 89 culvert/bridge across Meeks Creek. While I understand the culvert/bridge is not within the Forest Service[rsquo]s jurisdiction, it is the elephant in the room regarding the restoration plan. As it is, the culvert/bridge is an obstacle to the natural flow of Meeks Creek, having created a waterfall (significant at high flows and a trickle at low flows) and the resulting hydraulic impacts both upstream and downstream. It would seem to me that factoring in replacing the culvert/bridge with a bridge that allows unimpeded flows (both horizontally and vertically) could help better restore both the upstream and downstream habitats to how they might naturally evolve. I understand the culvert/bridge is on CalTrans radar for replacement but is not a high priority. Maybe a recognition of mutual benefits would raise the priority for replacement, so work done by the Forest Service now is not undone by work performed by CalTrans later.

I have seen the work that the Forest Service has done in replacing the culverts on Blackwood Creek (on the road to Barker Pass as well as the creek restoration projects downstream to the Highway 89 bridge. It seems to be a great example showing that these kinds of culvert replacement and creek restoration projects can be successful.

I do have a personal concern with the current culvert/bridge. The introduction or re-introduction of beaver in the Lake Tahoe region has created a flooding issue upstream of the culvert/bridge. Most recently, in the mid-90[rsquo]s, a December storm combined with a high snowpack in the Meeks Creek Valley, the restrictive flow of the culvert, and beaver activity (more below) in the culvert created an ice dam that ended up flooding the valley upstream, including pushing over a foot of water into our cabin. Since then we have made sure that all evidence of beaver is removed from the culvert when we close the cabin for the winter.

I also support a return of a natural water flow through a lagoon in the marina area. When fully cleaned up after 50 plus years as a marina, it will be a wonderful example of how humans can work with mother nature to improve the environment. Living in the Pacific Northwest, I have had firsthand experience in a major restoration project as we have on numerous occasions visited and observed the removal of the Elwha River Dams and the return of the Elwha River to its original course. The speed with which the river has regained control of the valley and how quickly the valley has been revegetated, both with help and naturally has been phenomenal. The Meeks Bay restoration project is an opportunity to demonstrate the same sort of recovery, albeit on a smaller scale. As noted above, I heartily endorse the efforts to fully remove the marina and restoring the creek to a more natural flow.

Recreation

If the USFS has a vision of the Meeks Bay area that focuses on human powered recreation, there is no need for a boat launch and a 300 foot long dock. Human powered water craft can easily be launched from the beach. I also believe that such a dock is out of character for what Meeks Bay has become in terms of current recreation and would be inconsistent of trying to restore the area to a more natural condition. In addition, I would suggest that there are many other locations along the shores of Lake Tahoe where folks can launch and tie up a power boat. Why not save a special location like Meeks Bay from the noise and traffic, both vehicular and boating, would bring to the area? Rather than getting into the boat launch and temporary moorage business, why not leave that to the numerous private companies that operate boat launch and storage facilities at the lake. The USFS will also save taxpayer funds by not building or maintaining such facilities.

If the vision and plan do eliminate the dock and boat launch, there would not be a need for trailer parking. Instead use the space for additional beach parking. Currently there is often overflow parking along the highway, creating narrower lanes for vehicles as folks tend to park right next to the fog line. (As a side note, we often have difficulty seeing oncoming traffic as we are trying to exit our driveway, and we occasionally see people parking along the access to our cabin [ndash] an easement across USFS land.) Or you can use the area for additional camping when the campground is upgraded.

I believe the extension of the bike path into Meeks Bay will bring greater visitation to the resort and on a route that is consistent with continuing the bike path south of Meeks Bay. It may not happen soon, but to show a terminus at the dock is not consistent with the path extending further south.

Utilities

I noted that the USFS is planning to upgrade utilities in the resort area. On the west side of the highway, the power company just replaced several utility poles within the restoration area. There is an odd arrangement for utilities to four or five customers on the west side of the highway as power comes from the north and telephone comes in near the old Meadow Park store. It might have been beneficial to route the utilities along the same route, possibly in conjunction with any work done in the resort area.

Beaver

Finally, I am curious as to what the USFS intends to do about the beaver in the Meeks Creek Valley. I had always assumed that beaver had been native to the Lake Tahoe region and probably extirpated as a result of all the logging activity during the heyday of the Silver Rush in Virginia City. I was a bit surprised to read that there is some evidence (or lack thereof) that beaver are not native to the Tahoe basin and were introduced relatively recently (my recollection is that the beaver arrived in the Meeks Creek Valley in the late 70[rsquo]s to early 80[rsquo]s and colonized the creek up onto the bench upstream from the falls at the Girl Scout cam). Since then, the beaver have cleared an aspen grove on the north side of the creek in the first quarter mile west of the highway and have cleared significant amounts of willow in the area. Given our history with flooding (see above) we have co-existed with the beaver on the condition that the beaver do not attempt to build dams in Meeks Creek from the culvert to a bit past our cabin. Unless the USFS chooses to remove the beaver from Meeks Creek I would like to assume we can continue the current arrangement which could take place in the restored area upstream of the culvert/bridge across the creek.

I previously talked with Denise Downie about the possibility of arranging a time when we (my sister, brother and I) could meet with USFS personnel at the site to discuss our thoughts on the project. We could not make the public tour as we all either work or could not make travel plans on the short notice we had regarding the tour (I found out about it when my wife spotted an announcement on the Fire District Facebook page).

Thank you for your attention to these comments.

Kirk Robinson

9672 NE Timberlane Place Bainbridge Island, WA 98110 KirkRobinson0239@gmail.com 206-842-0774 (home)

206-498-8413 (cell)

Comments on the Meeks Bay Restoration Plan

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Finally, there are also many opportunities for nature and wildlife viewing in the Meeks Bay area. As mentioned in the reports there many species of flora and fauna in the valley from flowers and trees to birds and mammals that can be enjoyed by all that take the time to observe what is around them.

Several of the projects that are proposed as part of the plan certainly fit the vision I describe, such as the restoration of the lagoon and creek, while other projects attempt to re-create the “old Tahoe” vision of docks and power boats that can already be found at many locations around the Lake.

Restoration

First, I strongly support the elements of the plan that call for the restoration of Meeks Creek both upstream and downstream of Highway 89. My biggest concern is that a key element of the creek restoration would seem to revolve around the Highway 89 culvert/bridge across Meeks Creek. While I understand the culvert/bridge is not within the Forest Service’s jurisdiction, it is the elephant in the room regarding the restoration plan. As it is, the culvert/bridge is an obstacle to the natural flow of Meeks Creek, having created a waterfall (significant at high flows and a trickle at low flows) and the resulting hydraulic impacts both upstream and downstream. It would seem to me that factoring in replacing the culvert/bridge with a bridge that allows unimpeded flows (both horizontally and vertically) could help better restore both the upstream and downstream habitats to how they might naturally evolve. I understand the culvert/bridge is on CalTrans radar for replacement but is not a high priority. Maybe a recognition of mutual benefits would raise the priority for replacement, so work done by the Forest Service now is not undone by work performed by CalTrans later.

I have seen the work that the Forest Service has done in replacing the culverts on Blackwood Creek (on the road to Barker Pass as well as the creek restoration projects downstream to the Highway 89 bridge. It seems to be is a great example showing that these kinds of culvert replacement and creek restoration projects can be successful.

I do have a personal concern with the current culvert/bridge. The introduction or re-introduction of beaver in the Lake Tahoe region has created a flooding issue upstream of the culvert/bridge. Most recently, in the mid-90’s, a December storm combined with a high snowpack in the Meeks Creek Valley, the restrictive flow of the culvert, and beaver activity (more below) in the culvert created an ice dam that ended up flooding the valley upstream, including pushing over a foot of water into our cabin. Since then we have made sure that all evidence of beaver is removed from the culvert when we close the cabin for the winter.

I also support a return of a natural water flow through a lagoon in the marina area. When fully cleaned up after 50 plus years as a marina, it will be a wonderful example of how humans can work with mother nature to improve the environment. Living in the Pacific Northwest, I have had firsthand experience in a major restoration project as we have on numerous occasions visited and observed the removal of the Elwha River Dams and the return of the Elwha River to its original course. The speed with which the river has regained control of the valley and how quickly the valley has been revegetated, both with help and naturally has been phenomenal. The Meeks Bay restoration project is an opportunity to demonstrate the same sort of recovery, albeit on a smaller scale.

As noted above, I heartily endorse the efforts to fully remove the marina and restoring the creek to a more natural flow.

Recreation

If the USFS has a vision of the Meeks Bay area that focuses on human powered recreation, there is no need for a boat launch and a 300 foot long dock. Human powered water craft can easily be launched from the beach. I also believe that such a dock is out of character for what Meeks Bay has become in terms of current recreation and would be inconsistent of trying to restore the area to a more natural condition. In addition, I would suggest that there are many other locations along the shores of Lake Tahoe where folks can launch and tie up a power boat. Why not save a special location like Meeks Bay from the noise and traffic, both vehicular and boating, would bring to the area? Rather than getting into the boat launch and temporary moorage business, why not leave that to the numerous private companies that operate boat launch and storage facilities at the lake. The USFS will also save taxpayer funds by not building or maintaining such facilities.

If the vision and plan do eliminate the dock and boat launch, there would not be a need for trailer parking. Instead use the space for additional beach parking. Currently there is often overflow parking along the highway, creating narrower lanes for vehicles as folks tend to park right next to the fog line. (As a side note, we often have difficulty seeing oncoming traffic as we are trying to exit our driveway, and we occasionally see people parking along the access to our cabin – an easement across USFS land.) Or you can use the area for additional camping when the campground is upgraded.

I believe the extension of the bike path into Meeks Bay will bring greater visitation to the resort and on a route that is consistent with continuing the bike path south of Meeks Bay. It may not happen soon, but to show a terminus at the dock is not consistent with the path extending further south.

Utilities

I noted that the USFS is planning to upgrade utilities in the resort area. On the west side of the highway, the power company just replaced several utility poles within the restoration area. There is an odd arrangement for utilities to four or five customers on the west side of the highway as power comes from the north and telephone comes in near the old Meadow Park store. It might have been beneficial to route the utilities along the same route, possibly in conjunction with any work done in the resort area.

Beaver

Finally, I am curious as to what the USFS intends to do about the beaver in the Meeks Creek Valley. I had always assumed that beaver had been native to the Lake Tahoe region and probably extirpated as a result of all the logging activity during the heyday of the Silver Rush in Virginia City. I was a bit surprised to read that there is some evidence (or lack thereof) that beaver are not native to the Tahoe basin and were introduced relatively recently (my recollection is that the beaver arrived in the Meeks Creek Valley in the late 70's to early 80's and colonized the creek up onto the bench upstream from the falls at the Girl Scout cam). Since then, the beaver have cleared an aspen grove on the north side of the creek in the first quarter mile west of the highway and have cleared significant amounts of willow in the area. Given our history with flooding (see above) we have co-existed with the beaver on the condition that the beaver do not attempt to build dams in Meeks Creek from the culvert to a bit past our cabin. Unless the

USFS chooses to remove the beaver from Meeks Creek I would like to assume we can continue the current arrangement which could take place in the restored area upstream of the culvert/bridge across the creek.

I previously talked with Denise Downie about the possibility of arranging a time when we (my sister, brother and I) could meet with USFS personnel at the site to discuss our thoughts on the project. We could not make the public tour as we all either work or could not make travel plans on the short notice we had regarding the tour (I found out about it when my wife spotted an announcement on the Fire District Facebook page).

Thank you for your attention to these comments.

Kirk Robinson
9672 NE Timberlane Place
Bainbridge Island, WA 98110
KirkRobinson0239@gmail.com
206-842-0774 (home)
206-498-8413 (cell)

Date submitted (UTC-11): 9/26/2018 9:08:08 AM

First name: Katie

Last name: Roos

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: ktroos@comcast.net

Phone:

Comments:

Meeks Bay Marina

To Whom It May Concern,

I am a life long Meeks bay visitor and vacationer of the area. I am so grateful to spend time in Meeks Bay all seasons of the year. It is how amazingly special that is has brought me back for 50 years!

I believe not bringing back the Marina is a better plan. The Marina is noisy, air polluting, and disturbs the wild life. The beautiful birds, and geese would lose their natural habitat. It is a very popular camping and beach destination and there are many recreational activities going on. I think since the Marina has been gone, it has not only been safer, but more activity in and around the beach with wildlife as well as with families enjoying nature.

I know the convenience of having a Marina may appeal to many, however there are plenty of other Marinas in the near proximity.

Spending much time in the Meeks Bay neighborhood as well as with fellow visitors, alike. I know many feel the same way. I hope it is with strong consideration of all, that you reconsider leaving the Meeks Bay "Marina free".

Thank you for your time,
Katie Roos

Sent from my iPhone

Date submitted (UTC-11): 9/26/2018 8:46:02 AM

First name: Marc

Last name: Roos

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: mroos@serenogroup.com

Phone:

Comments:

Meeks Bay Restoration

Hello,

I would like to make a comment. I think having a marina at Meeks Bay is a very bad idea. People enjoy the peace and tranquility of Meeks Bay, and boaters endanger swimmers, paddle boarding and also the environment. Most boats are also noise polluters as well as lake polluters.

If boats have to be allowed at all, I would propose that no more than 10 boats are allowed in the Meeks Bay harbor at any one time.

Thank you in advance for your time.

Marc Roos

Date submitted (UTC-11): 10/21/2018 12:50:31 PM

First name: Anon

Last name: rosale@aol.com

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: rosale@aol.com

Phone:

Comments:

Meeks Bay Proposal

Dear Mr. Marsolais,

Attached is a letter expressing concern over proposal for Meeks Bay.

Thank you for your consideration.

Rosalee Smith

rosale@aol.com

Date submitted (UTC-11): 10/25/2018 7:47:11 AM

First name: Dana

Last name: Schneider

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: danafschneider@gmail.com

Phone:

Comments:

Meeks Bay Resort

Dear Denise,

Thank you for your consideration. My husband and I own a home in Tahoe Hills. I am concerned about some of the proposed plans regarding Meeks Bay.

I have concerns regarding losing the south beach to a new 300' pier/ramp and access/noise/pollution impacts to the public beach including how it will impact non-motorized recreational users. It appears there will be loss of campsites, loss of parking and additional traffic. Consideration of the pier and boat ramp in the far north beach location where there is more room and better access should be considered.

I also support the environmental report to carefully and adequately analyze and disclose the impacts of the project. Best Management Practices should be followed and inspected regularly to prevent sediment during construction from entering Lake Tahoe.

Thank you for your consideration,

Dana Schneider

482 Sweetwater Drive

Meeks Bay

--

Dana Schneider LMFT

License #M13811

504 South E Street

Santa Rosa, Ca. 95404

707.566-9303

<http://danaschneidermft.com/>

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Date submitted (UTC-11): 10/24/2018 3:48:50 AM

First name: Leigh

Last name: Schubert

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: muttpup@ymail.com

Phone:

Comments:

Meeks Bay Resort & Pier project

To Debbie Downie,

Meeks bay is so crowded with visitors in the summer months. As a local has always been so nice to be able to enjoy the south end of the bay and be able relax where there isn't as many crowds since the beach isn't as big. It is more of a locals hangout where my family & neighbors have enjoyed for many years. I feel like the locals are drawn it this area & it has brought us closer as a community. I also enjoy being able to walk my dog in this area & be able to sit with her by the water. My family also enjoys swimming, kayaking, paddle boarding in this area. I worry about the dangers there. And it would be such a disappointment to not have that space available for non motorized water sports.

Why won't they put the new boat launch & pier on the north end where there are less swimmers?

I also really worry about the amount of noise this so going to bring to the bay & oil going into the water right by where the swimming area is. I personally hope the boat ramp is not put it at all.

Thanks for your consideration,

Leigh Schubert

502 Lakeridge Court

Tahoe Hills Resident

Date submitted (UTC-11): 10/9/2020 12:00:00 AM
First name: Michael
Last name: Schwartz
Organization: North Tahoe and Meeks Bay Fire Protection Districts
Title: Fire Chief
Comments:
October 8, 2018

Jeff Marsolais, Forest Supervisor

Re: Proposed Meeks Bay Restoration Project

Dear Jeff,

We were recently informed of the proposed Meeks Bay Restoration Project and wanted to respond directly to you on the related opportunities to our agencies.

As you are aware, North Tahoe Fire Protection District and Meeks Bay Fire Protection District provide all risk emergency fire, rescue, and medical response to the west shore of Lake Tahoe from Tahoe City to Emerald Bay. Additionally, automatic and mutual agreements allow our personnel and apparatus to respond south to South Lake Tahoe and Lake Valley Fire jurisdictions. Our District is also a mutual aid partner to the US Forest Service and CALFIRE direct protection areas throughout the 89 corridor. The Districts provide direct service to the Meeks Bay area from our Meeks Bay Station 61. The proposed project is directly adjacent to the station property.

Therefore, we would like the scope of the project to include the additional considerations and potential opportunities as listed below:

1. Community Fire Station. A public/public or public/private partnership to develop a community fire station in the Meeks Bay area. A potential partnership could include a joint station with USFS to replace the current Station 43. A community fire station model could be considered that would include a dedicated park, transit center, Class 1 trail access, WIFI connectivity, parking, bicycle storage, utility undergrounding, and community meeting areas.
2. Public Safety Access Pier. Inadequate hydrant water supply has caused our Districts to consider alternative delivery of water supply via an over the water fire boat. The Districts often also have a need to access injured or ill patients from Lake Tahoe. The Districts will likely be purchasing a boat for fire and rescue response in the near future. The need for a pier that is accessible for our fire boat or other agencies boats would be beneficial.

Project location to existing Fire Station. The proposed project is directly adjacent to Station 61. We believe the Districts should be considered in the planning and implementation phases. The Districts Fire Marshall should also be consulted for any fire prevention related items, especially in the area of access and water supply.

Fuel reduction and Defensible Space. Any project that has an opportunity and nexus for fuel reduction and defensible space could be mutually evaluated for funding, project development, and implementation opportunities.

Cellular connectivity. Cellular connectivity continues to be an issue for emergency notification to 911 by the public on the Highway 89 corridor. Cellular connectivity is also crucial to responder situational awareness, incident notification from our dispatch center, and overall communications. Improvements to the basin wide communication infrastructure utilizing cellular and radio area networks would be profoundly beneficial to public safety in the project area.

Public Access AED. Our District has recently developed and is now implementing the deployment of automatic external defibrillators (AED) through the communities we serve in an effort to improve cardiac arrest survivability. More than 460,000 Americans die each year from sudden cardiac arrest. Sudden Cardiac Arrest is a major unsolved public health problem and a leading cause of death in the United States. Clinical studies have shown the survival rate increases to 30% to 70% when an automated external defibrillator is available and used on a victim within three minutes from the onset of a cardiac arrest. Therefore a potential consideration would be to establish AED stations in the area.

Thank you in advance for your consideration of the above referenced opportunities. Please contact me at your convenience to discuss them further.

Respectfully,

Michael Schwartz

Fire Chief



North Tahoe and Meeks Bay Fire Protection Districts



**222 Fairway Drive
P.O. Box 5879
Tahoe City, CA 96145
530.583.6913
Fax 530.583.6909**

Michael S. Schwartz, Fire Chief

October 8, 2018

Jeff Marsolais, Forest Supervisor

Re: Proposed Meeks Bay Restoration Project

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for fire and rescue response in the near future. The need for a pier that is accessible for our fire boat or other agencies boats would be beneficial.

3. Project location to exiting Fire Station. The proposed project is directly adjacent to Station 61. We believe the Districts should be considered in the planning and implementation phases. The Districts Fire Marshall should also be consulted for any fire prevention related items, especially in the area of access and water supply.
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Thank you in advance for your consideration of the above referenced opportunities. Please contact me at your convenience to discuss them further.

Respectfully,



Michael Schwartz
Fire Chief

Date submitted (UTC-11): 10/17/2018 12:00:00 AM

First name: Joshua

Last name: Shelton

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: joshshelton139@gmail.com

Phone:

Comments:

Meek Bay Comment

Good Morning,

Please see the attached word document for comments regarding the proposed actions for the restoration of Meeks Bay.

Thank you, Josh Shelton

October 12th, 2018

Denise Downie

U.S. Forest Service, Lake Tahoe Basin Management Unit

35 College DR.

South Lake Tahoe, CA 96150

Dear Denise,

I am writing this letter as a frequent visitor of Federal Lands managed by the United States Forest Service, Lake Tahoe Basin Management Unit. I am a boater, a camper, a hiker and a skier. I frequent Meeks Bay for a variety of recreational endeavors. I pay day use fees and wilderness permit fees as applicable. For all these reasons, I am a stakeholder in the proposed action at Meeks Bay.

I have some concerns with a few of the proposed items. Historically the boat launch and trailer parking were located on the Meeks Bay Resort property that is operated as a concession by The Washoe Tribe of Nevada and California. I understand this will no longer be feasible due to the restoration of Meeks Creek and removal of existing marina infrastructure. However, I do not think shifting the burden of vehicle and vessel traffic associated with vessel launching and trailer parking into publicly operated land is the answer.

I believe there will be a significant increase in noise, vehicle and vessel traffic that will negatively impact the day use recreational visitors and campers as well as the homeowners along the northern portion of Meeks Bay Road. I agree that the lack of launching facilities on the West Shore left by the closure of Meeks Bay Marina should be restored with a new launching facility, but the addition of a 300-foot pier is simply excessive, unprecedented and unnecessary.

What is the projected cost of building the pier? Will the Washoe Tribe of Nevada and California contribute to the initial cost of the pier and the maintenance? Will there be lighting on the pier? Will it be maintained throughout the winter to allow for year-round accessibility? What is the proposed disposition of the Washoe house located on the southern border of the project? This structure is currently operated as a rental by The Washoe Tribe of Nevada and California. According to the proposed project map, the land terminal of the pier

would be located in the same area. What is the historical significance of this structure? Will the structure still be available for public use? Will it be demolished? Will it continue to be available for private rental through the operator of the resort?

In closing, I commend the proposed actions to restore Meeks Creek and remove the existing marina infrastructure. The reconstruction and updating of the campground, along with the construction and improvement of pedestrian connectivity routes are reasonable and publicly appreciable features of this proposal.

Respectfully Concerned, Josh Shelton

cc/Meeks Bay Vista Property Owners[rsquo] Association

Tahoe Lake Front Owners[rsquo] Association

October 12th, 2018

Denise Downie
U.S. Forest Service, Lake Tahoe Basin Management Unit
35 College DR.
South Lake Tahoe, CA 96150

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Respectfully Concerned, Josh Shelton

cc/Meeks Bay Vista Property Owners' Association
Tahoe Lake Front Owners' Association

October 12th, 2018

Denise Downie
U.S. Forest Service, Lake Tahoe Basin Management Unit
35 College DR.
South Lake Tahoe, CA 96150

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Respectfully Concerned, Josh Shelton

cc/Meeks Bay Vista Property Owners' Association
Tahoe Lake Front Owners' Association

Date submitted (UTC-11): 10/17/2018 7:38:29 AM

First name: Joshua

Last name: Shelton

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: joshshelton139@gmail.com

Phone:

Comments:

Meek Bay Comment

Good Morning,

Please see the attached word document for comments regarding the proposed actions for the restoration of Meeks Bay.

Thank you, Josh Shelton

Date submitted (UTC-11): 10/25/2018 12:00:00 AM

First name: Murray

Last name: Smith

Organization:

Title:

Comments:

I am in receipt of your request for input from the neighbors on your proposed action in Meeks Bay, California. My family owns the third home in from the campground on the south side of Meek Bay, being 8201 Meeks Bay Avenue, Tahoma, CA.

As I view your plans for a buoy field, boat ramp, and 300' pier, I am quite perturbed that we have been notified this late in the process. If you have observed the proposed area of the project site, you will have noticed this area is a protected portion of Meeks Bay, and is primarily used for swimming, SUPPING, Scuba Diving, and other individual and personal water enjoyment. The conflict of boating in this area is the total antipathy of current usage. In addition to this, the five homeowners on the south side of Meeks Bay will be severely impacted from the noise and confusion from the surcharge of additional boat traffic.

My current questions to you are, based on SEQA, what are the findings of this action on the existing private properties that are located in the vicinity? What impact will the proposed action have on the current usage of the Bay. Has the loss of economic value to the property owners been addressed? What means of compensation for this loss is being provided?

Over the past 100 or so years Meeks Bay has been a repetitive gathering place for families in the summertime. We have enjoyed the amenities of a dance hall, movie theatre, and additional affordable accommodations. One by one these attributes have been removed to the detriment of those that cannot afford a private home on the lake. Now we have lost a marina that has provided boat storage for upland owners. In addition, the existing cabins are in disrepair and very poorly cleaned.

I ask you, has the State addressed the possibility of restoring the marina and boat ramp in the previous location, and simultaneously providing for eradication of invasive species, with the protection of the environmental concerns? This option should be addressed along with the current proposal, so that the most reasonable solution can be attained. As an adjacent property owner, the marina has not always been in concert with our desires. However, I feel the benefit to others, easily overrides my concerns. I urge you to reconsider reconstruction the marina. This will have the benefit of avoiding the deleterious affects of your current proposal.

Thank you for this opportunity to comment.

Respectfully,

Murray M. Smith

Murray Smith
PO Box 11255
Lahaina, HI 96761

Denise Downie
USFS Lake Tahoe Management Unit
35 College Oak Drive
South Lake Tahoe, CA 96150

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Thank you for this opportunity to comment.

Respectfully,



Murray M. Smith

Date submitted (UTC-11): 10/23/2018 12:00:00 AM
First name: Randall
Last name: Smith
Organization:
Title:
Comments:
Meeks Bay Restoration

Please find attached comments to the recently released Meeks Bay Restoration Project.

Sincerely,

Randy Smith

The purpose of this message is to provide comments concerning the proposed Meeks Bay Restoration Project. My family has had a home in Glenridge Park, approximately half a mile from the Meeks Bay recreation area, since 1968. We are frequent users of the Meeks Bay facilities and have kept a boat in the Meeks Bay marina almost every summer, until we were deprived of that opportunity the last few years. As a long time marina slip renter, I received the detailed Meeks Bay Restoration Project description.

I strongly support restoration of the Meeks Bay marina rather than construction of a day-use launch and pier as featured in your initial proposal. A fully developed Alternative Proposal that restores and maintains the marina must be added to the Project analysis.

Before its closure, the marina was a valued and well-used facility, providing berthing space for approximately 150 boat owners and their families. Unless you are fortunate enough to be a [ldquo]1 [ndash] percent[rdquo] that can afford a lakefront home, there are too few opportunities to keep a boat on the lake during the summer months. By eliminating the Meeks Bay marina, you exacerbate the elitist trend in the Tahoe Basin.

Proposed Action responses.

1. Aquatic Invasive Species Eradication. I support the elimination of invasive species. This can be done without removing the marina. With an active marina there will be fewer boat launches per day, mitigating the potential for increase contamination. Even with the required inspections there is a risk of introducing foreign material to the lake every time a boat is launched.

2.

Remove Marina Infrastructure. This removes a vital recreation opportunity that can not be replaced by a day-use pier and new launch location. Instead, the Marina should be restored, embankments secured,

existing boat ramps rebuilt, the service buildings (and toilets) should be replaced, and the access roads and parking area should be paved.

3. Restore Meeks Lagoon. While it may be noble to restore the lagoon to its natural state, this does not address the very different climate of today compared to the mid-20th century. During the inevitable drought, when lake levels are low and the creek is dry, the [ldquo]lagoon[rdquo] would become a brackish pond and breeding ground for mosquitos, etc.

4. Construct a Pier/Construct a Boat Launch. With a day-use pier, the number of launches would be increased by as much as a 100-fold, compared to recent years. A day-use launch and pier, if fully utilized, would require a large parking area for boat trailers and towing vehicles, and the need to launch and pull boats out of the water would create significantly more vehicle traffic than a marina, especially every morning and evening. This would be especially disturbing and possibly dangerous for the campground users. There is already inadequate day-use parking for the beach; don[rsquo]t make it worse. In addition, you would be removing the opportunity for early morning and evening boat rides outside the hours of operation of the launch.

5.

Install Pedestrian Connectivity Routes. Any alternative plan should include pedestrian and bike connectivity across Meeks Creek to connect the Resort with the Campground. This will improve safety in that pedestrians will not need to use the busy Highway 89 for access.

For all these reasons and comments made by other members of the public, an Alternative Proposal that restores and maintains the marina, while achieving some of the other environmental objectives must be considered.

Sincerely,

Randall Smith

The purpose of this message is to provide comments concerning the proposed Meeks Bay Restoration Project. My family has had a home in Glenridge Park, approximately half a mile from the Meeks Bay recreation area, since 1968. We are frequent users of the Meeks Bay facilities and have kept a boat in the Meeks Bay marina almost every summer, until we were deprived of that opportunity the last few years. As a long time marina slip renter, I received the detailed Meeks Bay Restoration Project description.

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Before its closure, the marina was a valued and well-used facility, providing berthing space for approximately 150 boat owners and their families. Unless you are fortunate enough to be a “1 – percenter” that can afford a lakefront home, there are too few opportunities to keep a boat on the lake during the summer months. By eliminating the Meeks Bay marina, you exacerbate the elitist trend in the Tahoe Basin.

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1. Aquatic Invasive Species Eradication. I support the elimination of invasive species. This can be done without removing the marina. With an active marina there will be fewer boat launches per day, mitigating the potential for increase contamination. Even with the required inspections there is a risk of introducing foreign material to the lake every time a boat is launched.
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For all these reasons and comments made by other members of the public, an Alternative Proposal that restores and maintains the marina, while achieving some of the other environmental objectives must be considered.

Sincerely,
Randall Smith

Date submitted (UTC-11): 10/20/2018 1:53:06 PM

First name: Rick

Last name: Smith

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: mrichardsmith@gmail.com

Phone:

Comments:

Meeks Bay Restoration

>

> Dear US Forest Service,

> I am a home owner on Meeks Bay Avenue just south of the subject proposed project. I fully support the USFS effort to improve the environment at Meeks Bay but strongly disagree with one aspect of the plan. It is not appropriate to site a large pier and boat ramp at the far southern end of the project area. Anyone who frequents that area as I do will know that it is a quiet area, free of boat traffic and safe for children and others to enjoy the water it is the only such area on the Bay. Those seeking more developed infrastructure and the accompanying boat traffic have and continue to use the northern end of Meeks Bay which is commercialized by Meeks Bay Resort. I strongly encourage you to move the pier and ramp to the north end of the Bay where it is more appropriate and will be more functional.

> M Richard Smith

> 8227 Meeks Bay Ave

> Tahoma, CA 96142

>

> Sent from my iPad

Date submitted (UTC-11): 10/2/2018 6:18:38 PM

First name: Rick

Last name: Smith

Organization:

Title:

Official Representative/Member Indicator:

Address1:

Address2:

City:

State:

Province/Region:

Zip/Postal Code:

Country:

Email: mrichardsmith@gmail.com

Phone:

Comments:

Meeks Bay Resort and Marina Project

Dear Ms Donnie,

I am writing to provide comments regarding the subject project. My wife and I own a house at 8227 Meeks Bay Avenue, just south of the Meeks Bay campground. Our family members visit the area often entering through the pedestrian gate at the north end of Meeks Bay Avenue. We value the area of the campground and its the beach and waters as a quiet place free of power boat traffic where our young grandchildren can play, swim and kayak safely. We often see other families, both campers and locals using the area for the same reason.

We strongly support the environmental objectives of the project and its potential positive impacts on the lake. Our concerns are regarding the placement of a commercial pier and boat ramp at the south end of the campground. We believe that if this addition infrastructure is necessary, and we question if it is, it should be placed at the north end of the project area which is already very active with boats rather than the quiet southern end of Meeks Bay. Placing a large pier and boat ramp at the south end together with expanding the facilities of the already highly commercial Meeks Bay Resort at the north end will eliminate entirely any quiet natural area along one of the most beautiful bays on the lake.

We believe a boat ramp and large pier at the location being considered is not appropriate and that if you had the opportunity to witness the use of the area on a regular basis as we do you would agree. We encourage you to consider locating this additional infrastructure at the north end of the project area where existing commercial use makes it more appropriate.

Sincerely

M Richard Smith

Sent from my iPad

Date submitted (UTC-11): 10/21/2018 12:00:00 AM
First name: Rosalee
Last name: Smith
Organization:
Title:
Comments:
Meeks Bay Proposal

Dear Mr. Marsolais,

Attached is a letter expressing concern over proposal for Meeks Bay.

Thank you for your consideration.

Rosalee Smith

rosale@aol.com

Thank you for the informative meeting held at Meeks Bay on Oct. 10 2018. I found your presentation very disturbing for the project was presented as if all had been decided. But in reading the handout, it is only a proposal. And there are " alternatives".

I feel there are better ways to accomplish the proposal and include people as well as "wildlife, plants, water quality, recreation, heritage, social values and other resources."

Unfortunately the current concessionaire has let the Meeks Bay Resort fall into disrepair! What it needs is help to restore the existing marina, rather than build a new boat ramp and pier and disrupt the Bay even more.

I have been coming to the West Shore of Tahoe since 1945 and enjoyed all that was offered. The West Shore from Tahoe City south has limited access to sandy beaches. Most of the lakefront property is held privately. There are buoy fields also along most of the shore. Until you come down to Sugar Pine Point State Park, there is limited public access. I won't go into naming all the little "beaches" unless you require further detail.

Meeks Bay is a special jewel and needs to be cared for. This summer the lake saw the largest influx of traffic and people ever. We need to be working toward accommodating more visitors, not less.

1. I agree that the Invasive Aquatic Species needs to be eradicated. Use the mats that are there to start the process. This is long overdue. Also this should not slow the rest of the process.
2. Remove the existing marina infrastructure which has been trashed.
3. Restore the boat ramp in the existing marina and put in new docks, an office and restrooms.
4. Pave the parking lot and grade in such a way as there is not runoff into the marina.
5. There was not a trailer parking problem, except for day use as most owners who kept their boats in the marina took their trailers away to other parking.
6. This would provide for emergency access if needed by providing a temporary dock for sheriff, etc.
7. There should also be kayak racks so people could store kayaks down at the beach area near the marina.
8. Plant the banks of the marina with proper plant life that would help keep banks from eroding between the access points to the boat slips.
9. All boats must be inspected.
- 10.

The capacity of the marina would allow for more people to enjoy boating than the proposed boat ramp and new pier on the south side. That would be very limiting. We need more places than less.

Now I remember the former "lagoon" as more of a mosquito bog. I have observed plenty of wildlife in the marina, such as muskrats, beaver, birds and fish.

I do not know if I feel that a walking bridge is needed between the two sides. But I believe there was need for getting water to both sides. If it is to have people come back and forth to use the food concession, you better understand how poor this service has been run lately.

As to the bike path, it will be used by walkers and families. Serious bikers do not use the bike path, but slow traffic on the roads instead. But of course consider having a few bike racks to safely park bikes for those who need them.

It sounded like the stream coming into the lagoon included a new bridge which was not addressed, as it is a Cal Trans issue. Unfortunately any native trout would not have any stream water to go up in the late spawning season. The creek is only a trickle this time of year.

Please also consider the disruption you are suggesting with the south side of Meeks Bay.

A two car wide boat dock to launch boats and a 300 foot pier into the lake would be very disturbing.

It would take up a good portion of the beach area. Many families prefer to use this side of the beach as it is quieter. It would create a traffic nightmare with cars and boats coming in and out all day. Your plan would take away, not add parking spaces. They need more car spaces, not boat trailer parking spaces. Also shifting the boats to this part of the bay would make the swimming a much smaller space and more danger for swimmers with boats coming in and out all day. You mention overnight boat camping. Where do the boats stay safely at night? Everyone would want overnight tieups.

Perhaps they could use more picnic tables, a kayak rack and bike rack on this side as well. And dogs used to be allowed at the far south side of the beach. This would be nice again and put in a disposal bag dispenser and trash receptical.

I can't speak well to what the campground needs. I have not used the campground. There are hookups on the north side of the bay. But this is a special family space and doesn't need more traffic which a ramp and pier would bring to this side.

Unfortunately the lake has become a playground for the rich. Don't keep out the homeowners that are not on the lakefront, or families who like to camp. We would like access as well and the marina has been a wonderful asset to boating families that can enjoy the lake as well and not clutter the waterfront with a huge buoy field.

I feel that the options of restoring what we have had in the past and monitor good management practice is much more cost efficient than a new pier and boat ramp, which would completely disrupt the south side of the bay.

Do you have a citizens of Meek's Bay Committee who can work with the USDA to help answer the needs of people? There is a lot to consider. Thank goodness Mr. Packard of H&P kept this land from developers so it could come to the people. The sooner we get back on track with the needs of the people, the better.

I also wrote to Mr. Becker to address my concerns about the inefficient management of the Meeks Bay Resort side. I did not address this issue with you, but would be glad to send you a copy.

I have been coming to the lake since 1945 camping with my family and a property owner since 1968.

That's 73 years and I hope many more. I am very interested in the "health" of the lake.

Thank you for your time and consideration to this very important issue. Keep us informed as you go forward with this process.

Sincerely,

Rosalee Smith

2679 Blue Heron Loop

Lincoln, CA 95648

Summer address. P. O. Box 481

Tahoma, CA 95648

October 21, 2018

Jeff Marsolais Forest Supervisor
LTBMU
RE: Meeks Bay Restoration Project
US Forest Service
35 College Dr.
South Lake Tahoe, CA 96150

Dear Mr. Marsolais,

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As to the bike path, it will be used by walkers and families. Serious bikers do not use the bike path, but slow traffic on the roads instead. But of course consider having a few bike racks to safely park bikes for those who need them.

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Sincerely,

A handwritten signature in cursive script that reads "Rosalee Smith". The signature is written in black ink and is positioned above the printed name.

Rosalee Smith
2679 Blue Heron Loop
Lincoln, CA 95648

Summer address. P. O. Box 481
Tahoma, CA 95648

Date submitted (UTC-11): 10/24/2018 12:00:00 AM

First name: Rosalee

Last name: Smith

Organization:

Title:

Comments: