

MEEKS BAY RESTORATION PROJECT STAKEHOLDER FORUM

Virtual Meeting #5 | July 21, 2021 (9 am - 12 noon)

DRAFT Meeting Summary

Meeting Purpose

- Review preliminary results from environmental review of proposed project alternatives.
- Discuss input received from online Town Hall and Forum member's responses to pre-meeting survey (available here).
- Discuss preferred alternative selection process.
- Share overall project schedule and remaining milestones.

Welcome, Zoom Overview, Agenda Review, Introductions & House Keeping

Austin McInerny, facilitator from the Consensus Building Institute, welcomed participants to the fifth meeting of the Meeks Bay Restoration Project Stakeholder Forum. He quickly reviewed the Zoom meeting controls, reminded participants of the need to follow the general principles of collaboration during the meeting, and provided an overview of today's agenda topics. He also explained the composition of the Project Development Team (PDT) and the Stakeholder Forum membership and requested that meeting attendees introduce themselves in the Chat Box. Laura Patten has joined in place of Gavin Feiger to represent the League to Save Lake Tahoe while Bernadette Nieto has taken over for Rueben Vazquez to represent the Meeks Bay Resort. Lastly, he asked if there were requested revisions or clarifications to the draft summary of the 4th Forum meeting held in late December 2020. Receiving no comments, the summary will be posted to the project website as final. Note: Forum meeting attendance is shown in Appendix A at the end of this document.

The presentation and group discussion portion of today's meeting was recorded and is available for viewing [here](#).

Summary of Significant Developments Since Last Forum Meeting

Mr. McInerny provided an overview of the significant developments since the last Forum meeting. Specifically, he shared that the PDT been primarily focused on continued design and analysis, including:

- Continued alternative refinements
- Additional conceptual restoration design
- Technical report preparation
- Preliminary environmental review

Additionally, the PDT has continued seeking public and agency engagement by:

- Convening a public workshop this past January
- Soliciting online public input via an innovative "Town Hall" website; and
- Holding coordination meetings with Caltrans

Ms. Cremeen (TRPA) added that the coordination with Caltrans is focusing on the bridge replacement on Highway 89. She explained that the bridge really is critical to the restoration project, and she is happy to report that the PDT has made really good progress coordinating on this feature. She also added that the PDT recently met with resource agency staff out on the site to talk about wildlife crossings and project design.

Public Comment Period #1

Mr. McInerney asked if any non-Forum members in attendance cared to speak. No speakers.

Proposed Project Alternatives and Preliminary Environmental Analysis

Mr. Lewandowski from Ascent Environmental provided an overview of how each preliminary alternative has been refined based on continued review by agency specialists and collective input received to date. For each of the three alternatives, Lewandowski shared a diagram and went into detail explaining the current proposal and rationale. He also explained that the environmental review is still underway, but that he will provide a brief intro to the analysis and how to structure comments on the draft environmental document when it is published.

For those wanting to see the alternative diagrams and to hear Mr. Lewandowski's detailed explanation of each alternative theme, please listen to the [recording of the meeting](#) and see the presentation (available on the project website). Attachment B to this memo provides the alternative diagrams.

Overview of Refinements to Project Alternatives: Referring to the diagrams, Mr. Lewandowski provided the following:

Alternative #1 (motorized peer) Refinements

A few refinements have been incorporated since our last meeting. Specifically:

- Campgrounds: existing 36 on north and 40 on south
 - No change in number on north side
 - South side the alternative included minor reconfigured to
 - Increase privacy
 - Improve access
 - With reconfiguration, may be a need to remove a couple of sites
 - Or there might be an opportunity to add another site or two
 - Won't be known until final design and layout of campground, thus a range of 36-42 is analyzed.
- Management of RV by limiting hookups , spur length, turn radius, vehicle length limits
- Potential for yurts, wall tents, camp cabins in either campsite
 - No definite plan, but USFS is considering the option
 - Intent: provide opportunities for camping for people who might not otherwise camp
- Bike path would be closer to lake.
- Cabin – open more beach, if moving one, really get a lot more benefit by moving both

- Updated inventory of existing parking on north side – still no change proposed in number of parking spaces in resort under any alternative.
- Otherwise, other design elements are same.

Alternative #2 (pedestrian pier) Refinements

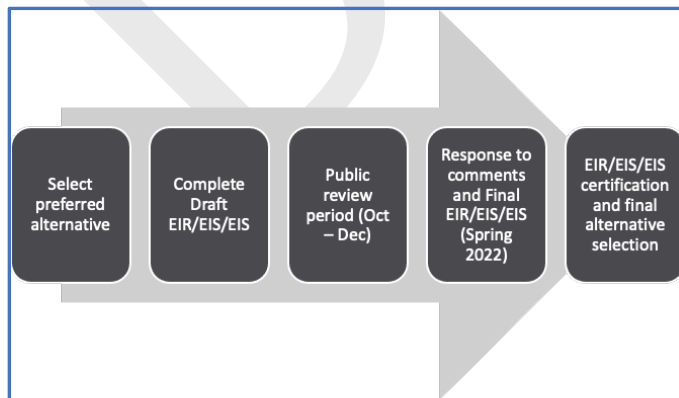
- Fewer changes
- Campground – same as alt 1
 - No change in number on north side
 - Range on south side (40 existing) proposed 38 – 42 TBD in final design
- RV management and yurt potential
- Existing parking spaces updated on resort – no proposal to change number of parking spaces

Alternative #3 (no pier) Refinements

- No Pier, non-moto launch, reconfigured parking on south side
- Campgrounds – both campgrounds expanded – changed to a range with exact number TBD in final layout.
 - North side 36 exist – expand to 41-46
 - South side 40 exist – expand to 42 – 52
- Existing parking updated, but not proposal to increase parking in resort

Conceptual Restoration Design: Mr. Lewandowski then provided an overview of the conceptual restoration design (see Appendix C for diagram). While the design is still conceptual, the PDT has slightly refined the conceptual design zones to better mimic natural processes and to add large woody debris where appropriate. He noted that the final bridge design is not known, the structure could be a boardwalk or large span bridge and what is shown in the diagram is merely a conceptual representation. He reviewed the various details presented on the diagram.

Planning Process Overview: Referring to the image below, Mr. Lewandowski explained where in the overall planning process the effort is currently and that the draft environmental document (Draft EIR/EIS/EIS) is anticipated to be publicly released this coming October. The



Draft EIR/EIS will evaluate all alternatives and will treat them all equally. However, one of the requirements of CEQA is that the agencies select a preferred alternative that reflects their proposed action at the time the Draft EIR/EIS/EIS doc is released. Thus, the lead agencies, using your input today and ongoing project review, will identify a preferred alternative that will be presented in the Draft EIR/EIS/EIS.

The next step is to complete the Draft EIR/EIS/EIS. While this document will be referred to as “Draft”, but it will be a complete analysis suitable for public review. Once published, there will be a 60-day public review period and the next Forum meeting will be held during that review period to allow for a presentation of the findings of the review and solicitation of public comments. Then, written responses to all comments received and potentially revisions to the Draft EIR/EIS/EIS will be issued. Then, the PDT will produce and release a Final EIR/EIS/EIS for lead agency consideration. Final selection of an action alternative and project approval would come after certification of the Final EIR/EIS/EIS.

Commenting on the Draft EIR/EIS/EIS: Members of the public and Forum are asked to consider these recommendations when preparing comments on the Draft EIR/EIS/EIS and further asked to please share with friends, neighbors, and constituents:

- Consider separate comments on the project and environmental document.
- Address the accuracy of information, methodology, or assumptions used for the environmental analysis.
- Present new relevant information.
- Be solution-oriented (e.g., propose corrections or mitigation).
- Clearly state:
 - Why the information provided in the document is in error
 - Alternative ideas about how to address the issues identified in the document
 - The sources of your information

Selected Environmental Analysis Topics: Draft EIR/EIS/EIS will examine a wide range of issues and Mr. Lewandowski highlighted a couple issues where some of the alternative might have a significant environmental impact.

Scenic Quality Analysis: Knowing that scenic resources are important and that the views provide one of the reasons so many people come to Meeks Bay, the scenic impact analysis is very important. The analysis will evaluate features that could detract from the views and the proposed pier has the potential to negatively impact views. There are also features that can improve views, such as: relocation of cabins; gabion shoreline revetment on north end; and creating a natural creek mouth that would cumulatively create a net positive scenic effect.

TRPA has a rigorous, quantitative system for scenic analysis that will be used. This approach determines what the visible mass of the proposed pier is and then determines the visual magnitude of features viewed from the lake looking at: visible façade, color, materials and texture, and vegetative screening. The analysis will consider scenic quality, including:

- Viewed from lake towards shore;
- Viewed from shore towards lake (like sims);
- Character of the site itself (e.g., design of buildings and infrastructure; and
- Views from road into Meeks Bay.

If impacts are anticipated, the project will require mitigation before proceeding. This topic is something for Forum members and the public to think about when reviewing the Draft EIR/EIS/EIS.

Recreation: is another key issue for this project. As you know, the removal of the marina and rest of the lagoon would affect use and access, and there are features proposed to enhance recreation. The Draft EIR/EIS/EIS will look at five recreation related considerations:

- Quality of Recreation
 - Overall recreation opportunities and experience
 - Consider things like crowding
 - Variety of recreation opportunities
 - Whether types of opportunities align with demand
- Potential User Conflicts
 - Will design create conflicts btw user groups
 - For example, would an alt place motorized boaters and swimmers/paddlers in the same area
- Access for moto watercraft and sailboats
 - Look at both regionally and locally
 - How would removal of the marina and ramp affect overall access for boaters on Lake Tahoe
 - How would it affect access opportunities along the west shore, for people who live or recreate near Meeks Bay
- Access to Lake Tahoe and the project area
 - Will improvements make it easier for people to get to the lake/enjoy Meeks Bay?
 - Will they present barriers to people accessing the lake/ site?

Following the presentation, the following items were discussed by meeting participants.

- Question: Does the scenic quality include looking at all the boats that will be at the pier?
 - Response: The visual simulations analyzes the visible mass of structures that will be seen when looking at the pier itself and the permanent facilities onshore. It's also looking at anything that will be their more long-term so as you saw in the simulation the fireboat is shown because the thinking is that it would be docked there long-term. We won't have simulations of a quantified evaluation of boats that could come up to the pier and more temporarily used but that's, something that would be discussed more qualitatively in the analysis.
- Question: How will that boat activity alter the safety of non-motorized use of the bay and swim area?
 - Response: Motorized boats in Meeks Bay would alter the safety of non-motorized use areas in the bay and it is a topic that is being looked at in the

environmental document. While we don't have a definitive answer on how swimmers would be affected at this time, it's something that the PDT is very aware of. As such, the design of the alternatives considers keeping those uses separate by using swim buoys to separate out the swim areas from areas near the pier particularly in Alternative #1 where you might have increased boat visitation. The USFS representative added that boats would only be allowed to the pier and wouldn't be allowed closer to shore or swimming areas.

- **Question:** What have boaters done since the marina and ramp have been closed? Has there been a study to determine if there is in fact any impact limiting boating?
 - **Response:** we're going to look at the whole effect on recreation, so we also want to consider the effects on the motorized boaters. We're assuming that if there are no motorized boating in the area then this is as a positive effect on paddling and swimming. We also know if motorized boats are not allowed it's a detriment to those who like to recreate using motorized boats. There's also a question about what boaters have done since the marina and ramp have been closed. However, we have not undertaken a study to determine what the impact from the marina closure has been. Forum members are welcome to share an information that they may have concerning how the marina closure has affected boaters.

- **Question:** Will the DEIS/R examine the demand for non-motorized vs. motorized by number of people who desire each?

Response: This is an issue that was identified in comments received during the scoping of the project. It is a little difficult to get exact kind of quantitative information on the number of people that are looking for motorized recreation versus non-motorized especially with the marina having been closed for some time. The PDT is looking to recreation demand and the types of activities that people want to engage to help inform the analysis. The consultants believe that there is enough known to undertake a qualitative review. Thus, the Draft EIR/EIS will address this topic with the information that's available.

- **Question:** What is the opportunity to mix/match features in the current alternatives before a preferred alternative is selected?

Response: Mr. Lewandowski explained that this is possible and the rationale behind the Town Hall survey and questions being asked today is to help the PDT better understand which of the design elements identified in the three alternatives have broad support from the most concerned parties. The intent is to be able to learn which elements people like so that we can mix and match elements into a preferred alternative. It is quite possible tha the final alternative approved by the lead agencies is some combination of features from the three alternatives currently being evaluated. Ms. Cremeen added that she believes the PDT can choose various elements and she is very interested in hearing the thoughts from those present on the proposed elements.

- **Question:** Will refueling facilities be provided on the pier and will potential noise impacts be evaluated?
 - **Response:** No fueling facilities are included in any of the project alternatives and all potential noise impacts will be evaluated.

- **Comment:** The bike path through the site and the campground may result in conflicts between bike riders and pedestrians. Please clarify exactly where is the bike path is going to exit the Meeks Bay area to the south. Will the path be along the highway or on Meeks Bay Avenue?
 - **Response:** There is already a bike path spur that comes down from Sugar Pine Point for those of you who have been out there it's a new section of bike trail. This class one bike trail was constructed about a year or two ago and it comes out near the resort. It's a multi-use path for a variety of uses such as people pushing strollers as well as riding their bikes or walking. One option is to have certain sections of the path be for walking only which would require bikers to walk as well. The design also envisions that bikers who do not want to dismount or slow down can take the path closer to the highway to bypass the resort area. Those that do ride closer to the water will need to be respectful of everyone else.

- **Comment:** If boaters have the whole lake and they want to be on the water, what is the purpose of a pier in Meeks Bay? Meeks is already at capacity from land and boaters have access to other lake areas. There has been no discussion on how many boats the pier would serve, is it overnight mooring, how long could they be there? Frankly, the motorized activity was added in without any information or input from the Forum or public on the intended use of the pier. I think this remains a huge issue.

Discussion of Town Hall Input & Forum Responses to Focused Questions

Following a short break, Mr. McInerney explained that the Town Hall interactive website had received 95 unique commenters, but that not all provided responses to every question. He further shared that all Forum members except the Washoe Tribe and Meeks Bay Resort operator completed the pre-meeting survey.

Meeting attendees were then presented a summary of the input received from both the website and the pre-meeting survey and comments (note: please see the meeting presentation available from the project website here for the summary graphs).

Comments and questions from meeting participants were discussed on the following topics:

Should the cabin relocation be included in the preferred alternative?

- Ms. Sibr (USFS) clarified that the cabin units are right on the water and visitors enjoy them. They have a lot of deferred maintenance and USFS needs to do significant structural repairs or relocate. There would be cost either way.
- Mr. Judge (CA Water Board) shared that the cabins are in the way of the natural shoreline, impacts natural shoreline process and prohibits natural shoreline restoration.
- Question: Are there environmental issues with relocating the cabins?
 - Response: permitting for relocation presents significant issues, which is why they haven't been addressed yet. Tearing down and removing would be much easier than fixing in place. The same cabins would not be relocated – they would be torn down and new cabins built. When we build new, we can use new technologies with updated utilities, which allows us to build with a lot lower environmental impact. The cabins being located across the roadway and out of the shore zone would eliminate most of the existing environmental damage being done by the cabins
- Comment: all the cabins at the resort have multiple deferred maintenance issues. Moving them seems like an environmental nightmare. Tearing them down would cost the resort bottom line quite a bit. New cabins: same environmental issues?
- Question: New cabins equal higher costs to rent? It is already expensive except in the off season. Would it get more expensive?
 - Response: The permit structure does not include a typical "rental fee", it is based on revenue. Fees would depend on the amenities provided and the local market demand; we would not have that information until the design for the cabins is finalized.
- Comment: Try to keep some open space throughout the area. Don't try to fill everything in with more camping or parking.

Which pier alternative do you prefer?

- No comments

What option for the campground would you prefer?

- No comments

Which option for paddlecraft amenities do you prefer?

- Mr. Lewandowski clarified that the paddlecraft launch provides accessibility for mobility challenged and a variety of visitors.
- Comment: kayaks and SUP are changing quickly. Storage is a great idea – paddlecraft are heavy and will allow people to not have to drag them to the beach. Consider pedal

craft in storage design. No objection to having a ramp or small structure for paddle launches.

- **Comment:** Support storage rack, but location is critical. Would want to see it located toward end of south beach. Concerns re: launch on south beach consider on north beach. Subsequent discussion:
 - TRPA representative asked, why would you prefer on north side?
 - Commenter explained, “South end, doesn’t support parking reconfiguration. Launch would concentrate users on south end. With reconfigured parking – it would concentrate more users. Makes more sense on north end where there is more activity anyway.
 - USFS representative explained that paddle launches are technically not allowed in swimming areas, which limits locations. Try to keep the location out of the middle of activity (e.g., not right off the lodge in the swimming area).
 - Mr. Lewandowski stated that we could consider north end as a potential location in a variation of an alternative.
 - Lahontan Regional Water Board representative explained that south end was chosen to keep low intensity uses and non-motorized use on the south side.

- **Question:** Wanted to clarify the purpose of amenities? For day users or long-term storage for neighbors that want to store, or just for campers. Racks would need to be screened from view – not on beach. Need to also consider views from on the beach and recreation area. Need to consider conflicts with location of pier and launch with swimmers.
 - USFS representative stated that the launch increases accessibility, storage is uncertain exactly who would use. Tradeoff between long-term and short-term storage.
 - TRPA representative suggested that the project consider mix, there is a benefit to reducing trips with long term storage
 - Mr. Lewandowski stated that the location will be considered re: views from beach/shore as well as lake.

- **Question:** USFS asked participants to provide input on preferences for long term storage. Responses included:
 - The north beach is much more accessible with parking at beach and already a walkway to water.
 - There are currently rental Kayaks on the South Beach at Meeks. This takes up about 75 feet of the beach and is a bright yellow eyesore as they are there 24/7.
 - League to Save Lake Tahoe stated that they would be interested in long term paddlecraft storage.
 - Long term paddle craft storage for local homeowners should not take precedent over campers/day users/resort renters.
 - The Washoe Tribe representative stated in the chat that she is not interested in having long term paddle craft storage, as she believes it is not necessary.

- The community member at large stated that she would be interested in long term paddle-craft storage. Should be annual passholders and even with a cost to have storage space.
- Ms. Brisco (Tahoe Lakefront Owners' Association) shared that it would be good to screen the storage racks from view from the lake and from the other recreation areas.
- Mr. Lewandowski explained that there is no plan to do a visual stimulation of the storage, but that some representative photos of what the ultimate design might look like are in the plan. The placement of that storage rack has been considered, and the thought is to put it tucked back away in the trees so it's not highly visible.

Which bike path alignment would you prefer?

- The Meeks Bay Homeowners are not interested in bike path that comes down Meeks Bay Ave. They would support path on west side of highway – views are spectacular.
- The Washoe Tribal representative believes that the bike path realignment could cause some serious safety issues between people walking toward beach and bikers going too fast through the site. Ms. Hutchinson concurred with this.
- Mr. Robinson (non-Forum member): The idea of a through route (follow the highway) and a business route (meander through the resort) appeals to me. The real issue is the southern exit.
- USFS explained that there is a separate alignment along the highway for through-bikers
- Washoe Tribal representative shared that Alternative 2 bike path alignment looks better to her.
- Charlie Ferris: bike path should not go through the resort, should possibly include spurs that dead end at beach area to avoid bike/pedestrian conflicts, injury.

Should the parking area on the south side of Meeks Bay be reconfigured and expanded?

- Ms. Sibr explained that the restoration work impacts the entrance road and parking lot so there is no option to just leave the parking exactly as is. Thus, the question should really be separate questions related to reconfiguration and expansion
- Ms. Quashnick observed that quite a few comments indicate that people do not want parking relocated. She wants to see it stay where it is. Operators on south side said they would prefer additional spaces. Could support some changes but not relocation.
- Mr. Evans: expand parking may result in smaller campsites and encourage more day use. Concern that expanding campsites and parking could increase congestion and evacuation during emergencies. It is a small area that is visible from the road, lake, and within property: why can't we look at Sugar Pine Point for other amenities instead of Meeks? Could have heliport and other features there rather than Meeks Bay.
- Ms. Patten: What are reasons for parking reconfiguration regarding proposed parking and cabin relocation? It would be helpful to provide the rationale for each change. She wonders how this will be presented to TRPA Governing Board.
- Mr. Robinson: Overflow parking affects neighbors but keep open space and don't fill everything in with camping and parking. Provide more space between campsites and

have open space nearby. Compare to Sugar Pin Point – very large campground, keep Meeks Bay small.

- Ms. Jones stated that she agreed with Mr. Robinson’s suggestion.
- Ms. Hutchinson: The parking lot is not an issue, and it actually provides a nice break between beach and campground without cars even visible. The traffic and noise will increase dramatically and create problems for campers if you move the day use parking. Leave parking as it is, and where it is.

Other Topics Asked in Town Hall

- Question: Swim area vs boats. What options are there with no pier, can we delineate a large area that motorized boats cannot access?
 - Response: USFS: no boats are allowed in swimming zones. One exists on site now and is marked by buoys. There are no restrictions outside of a swimming zone – boats are allowed onto shores outside of swimming beach. Boat restrictions depend on how big swim area is. Without marina, swim area can be expanded.
- Question: What will the effect on paddlecraft be in the swim area? Can the project consider expanding the swim area while still accommodating paddlecraft?
 - Response: The paddlecraft launch ramp will need to be outside of the swim area (e.g., north or south area) or a small corridor through swim area for paddlecraft. It was clarified that a no wake zones already exist 600 feet from shore as well as a moving no wake zone surrounding swimmers and paddlecraft is in effect.
- Comment: Some of the amenities already exist.
 - Response: Ms. Sibr explained that many of these amenities would not require environmental analysis to install. However, large items such as showers and bathrooms would require NEPA-complaint environmental review. Things like picnic tables, trash cans, etc. are site amenities that can be added and/or removed as needed on the site. The Draft EIR/EIS will identify which items are not typical and require analysis.

Interpretative Signage Content and Location

- Mr. Evans: Would like to see signage throughout site with history and photos of historic Meeks Bay; also, information on flora and fauna and restoration.
- Ms. Cremeen: Washoe Tribe is interested in interpretive signage and programs. They would like to continue to coordinate with USFS and TRPA re: interpretive materials and programs.
- Ms. Hutchinson: Interpretive signage are a great idea and should include Washoe history, resort History, and environmental education. Maybe instead of a bike path it is a trail for interpretive education and all walking.
- Ms. Sibr explained that no signs are totally UV resistant, but that the USFS would use high quality signs when they are installed.

Additional Input Received

- stated that she does not want a boat accessible bar.
- Ms. Sibr reiterated that related to any restrictions on boaters, there are universal rules for the lake that cannot be changed thru this project. One example is the distance from shore motorized boats are allowed to go.
- Mr. Ferris shared that rules are only as good as enforcement is applied. Otherwise, they are useless.
- Ms. Jamerson stated that loud music and massive shade structures are unpleasant for other visitors. To address this, she suggested that a "pop up zone" 30' behind the surf line could be delineated.

Overview of Preferred Alternative Selection Process

Mrs. Cremeen explained that the California environmental review laws require that the lead agency identify a "preferred alternative" and the draft environmental document publicly state what this alternative is. Thus, the Draft EIR/EIS will identify the preferred alternative and explain what the agency's preference is for this selection. At this point, the PDT has received a good amount of constructive feedback that will be shared with the TRPA Governing Board next week.

Ultimately, the lead agency executives will take the input received to date to identify a preferred alternative. Regardless of which alternative is selected, all alternatives will have been analyzed equally, thus providing an opportunity to mix and match some of the proposed elements that we talked about earlier today. Also, after the close of the public review period and after response to all written comments have been prepared, the lead agencies could select a revised alternative that's different than what was originally analyzed as a preferred based on the feedback we received from the public and concerned parties. Bottom line is that all design elements are still on the table if they are included in the Draft EIR/EIS. One aspect of the project that we may see a little bit more information develop concerning the bike path alignment and the Highway 89 improvement effort which is underway.

Overview of TRPA Governing Board Meeting and Remaining Forum Meetings

Mrs. Cremeen shared that the TRPA Governing Board would be meeting on Thursday, July 29 in the late morning and will be discussing the Meeks Bay Restoration Project. Forum members and the public are welcome to attend the virtual meeting and, if interested, may address the Governing Board. Details on how to register to speak at the meeting will be shared via email after the meeting and details may be found at the TRPA website here:

<https://www.trpa.gov/meeting-materials/>

- Question: Ms. Hutchinson asked if the next Forum meeting could be held in-person?
 - Response: With the rise of the Delta Variant of Covid-19, it is unlikely at this time, but we will have to wait to see what happens.
- Question: Please clarify who is on the TRPA Governing Board.

- Response: Ms. Cremeen explained that the Governing Board consists of representatives from all the counties around Lake Tahoe as well as appointees from both of the states of Nevada and California, so we have some pretty high-level folks serving on the board which is entrusted with protecting the public trust.

Public Comment Period #2

Mr. McInerny asked if any non-Forum wished to share anything. He also explained that due to the relatively small number of meeting participants and the fact that everyone was keeping their comments and questions brief, he was not denying non-Forum members from weighing in during the discussion today. He thanked everyone for allowing broader participation in the discussions and reiterated his appreciation for non-Forum members in attendance who continue to participate productively and respectfully. No comments were provided.

Next Steps & Closing Remarks

Mr. McInerny presented the next steps below and explained that the next Forum meeting will be held early in the public review period for the Draft EIR/EIS which is anticipated to be published in October. He ended the meeting with a review of the tasks:

Forum Members:

- Review today's meeting summary when sent out
- Confer with your constituents to prepare for release of Draft EIR/EIS/EIS
- Consider attending TRPA Governing Board meeting July 29

Members of the Public and Interested Parties:

- Make sure we have your email address if you are not already on the project list: please enter your name and contact info in the chat box
- Stay tuned for information and details on the publication of the Draft EIR/EIS and public comment period
- Follow @TahoeAgency and track website to keep informed
- Review the project website for materials (www.meeksbayproject.org)

Ms. Cremeen shared in the chat that the Meeks Bay Restoration Project was featured in the newspaper *Tahoe In Depth* and the full article is available [here](#).

Appendix A: Stakeholder Forum Meeting Attendance

Affiliation	Representative	Mtg #1	Mtg #2	Mtg #3	Mtg #4	Mtg #5
Woodland Pier Association	Bill Anson / Kent Ramos		*	*	*	*
Lake Tahoe Water Trail	Becky Bell	*	*	N/A	N/A	N/A
Tahoe Lakefront Owners Association	Jan Brisco / Drew Briner	*	*	*	*	*
Meeks Bay Vista Property Owners Association	Tony Evans / Dave Coward	*	*	*	*	*
League to Save Lake Tahoe	Laura Patten / Gavin Feiger	*	*	*	*	*
Washoe Tribe Cultural/ Language Department	Herman Fillmore	*		*		
West Shore Community	Julie Hutchinson / Daret Kehlet	*	*	*	*	*
Washoe Tribe Office of Environmental Protection	Susan Jamerson / Rhiana Jones	*	*	*	*	*
Meeks Bay Yacht Club	Steve Matles / John Gallagher	*	*	*	*	*
Meeks Bay Fire District	Steve McNamara / Steve Leighton	*		*	*	*
Lake Tahoe Marina Association	Jim Phelan / Bob Hassett	*	*	*	*	*
Friends of the West Shore	Jennifer Quashnick / Judith Tornese	*	*	*	*	*
Washoe Tribe Meeks Bay Resort	Bernadette Nieto			*		

Additionally, a number of the alternate representatives from a number of the groups represented on the Stakeholder Forum were in attendance along with a few members of the public (Kirk Robinson and Charlie Ferris). Note: only those who provided their names in the Zoom chat box are shown as attending and new participants have been added to the project mailing list.

Appendix B: Alternatives Comparison

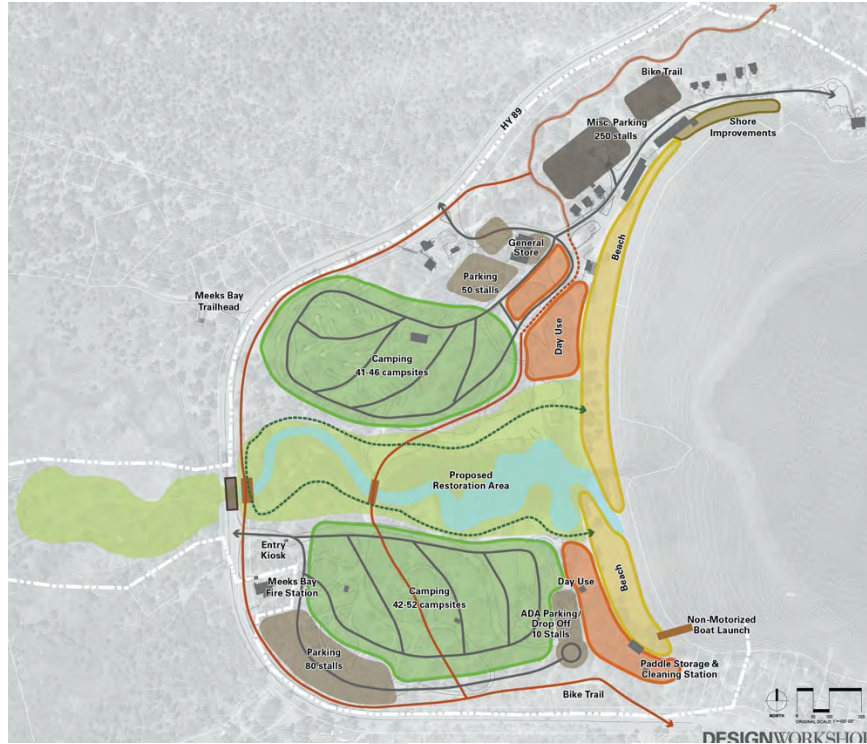
Alternative 1



Alternative 2



Alternative 3



Appendix C: Conceptual Restoration Design

