

STAFF REPORT

Date: January 20, 2020
To: TRPA Regional Plan Implementation Committee
From: TRPA Staff
Subject: Meeks Bay Restoration Project Alternatives

Summary:

Staff will provide an update on the Meeks Bay Restoration Project and solicit feedback on the range of environmental alternatives. This item is for informational purposes and no action is required.

Project Description/Background:

The Meeks Bay Restoration project area extends from Highway 89 to Lake Tahoe in Meeks Bay and includes Meeks Creek, Meeks Marina, the campground and resort on the north side of Meeks Creek, as well as the campground and day use area south of Meeks Creek. A small section of Meeks Creek upstream from Highway 89 is also included in the project area.

Recreational use and development along the shoreline of Meeks Bay began in 1928 with the establishment of a private resort and grew steadily into a destination that included at its height cabins, a dance hall, a movie theater, boat house, stable, a pier and car camping. A bridge was constructed across Meeks Creek on SR 89 in 1929 that is still in place today.

In 1960 a marina with approximately 120 boat slips and a boat launch facility was dredged at the mouth of Meeks Creek in the natural lagoon. In 1974 the Meeks Bay Resort, Marina and Campground were acquired by the U.S. Forest Service. The Lake Tahoe Basin Management Unit (LTBMU) maintains the resort and campground operations through special use permits. The marina operator discontinued its lease and ceased operation of the marina in 2015. Since that time, the LTBMU removed the floating docks to begin an aquatic invasive species control project in the lagoon.

MEEKS BAY RESTORATION PROJECT AREA

Aerial Imagery Acquired 2016

 MeeksRestorationProjectArea

Other Parcel Ownership

 COUNTY

 OTHER GOVERNMENTAL ENTITY

 PRIVATE

 STATE

 Highways



0 0.05 0.1 0.2 Miles

89

The deteriorating condition of the marina infrastructure, concerns over aquatic invasive species, and concerns over degraded habitat for native species have prompted the need for action at Meeks Bay. The purpose of this project is to restore the Meeks creek stream channel and wetland/lagoon below Highway 89 to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem while continuing to support sustainable recreation opportunities. Ecological improvements involve removing the marina infrastructure and replacing the Highway 89 bridge to facilitate restoration of Meeks Creek, lagoon, and barrier beach. Restoring the reach of Meeks Creek below the highway would complement the Washoe Meadow restoration project, led by the Washoe Tribe, to restore 300 acres of meadow habitat by conifer removal, vegetative treatments, and prescribed fire.

The LTBMU is considering replacing the motorized boating access that was available at the marina with a pier or a boat launch in another location at Meeks Bay. Other recreation improvements that are being considered include improved paddle craft facilities, redesign of the campgrounds, parking, and pedestrian connectivity.

The design of recreation amenities, circulation, and parking at Meeks Bay is being closely coordinated with implementation of the Highway 89 Recreation Corridor Management Plan. The trail would be designed at Meeks Bay to connect with the proposed Tahoe Trail, closing the gap between West Shore and South Shore. Additional parking, transit service, and trail connections would help alleviate roadside parking congestion and safety concerns along the highway at Meeks Bay. The project must also be consistent with the Lake Tahoe Shoreline Plan, which includes design and location standards for shoreline infrastructure.

This project has been identified as a high priority Environmental Improvement Project (EIP # 01.02.02.0039).

Project Goals include the following:

- Restore a functioning stream and lagoon ecosystem.
- Control and eradicate aquatic invasive species.
- Enhance fish and wildlife habitat.
- Provide sustainable recreation opportunities and access.
- Improve educational and interpretive opportunities.
- Restore habitat for Tahoe yellow cress, Lahontan cutthroat trout, and species of value to the Washoe Tribe of Nevada and California.

The USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU), TRPA, and Lahontan Regional Water Quality Control Board (Lahontan) released a scoping notice for the project in September 2018. The proposed action included removing the marina infrastructure, fully restoring Meeks Creek, relocating the ramp, and building a pier at the south end of Meeks Bay.

The LTBMU, as the land manager for Meeks Bay, will be the joint environmental document lead as well as the project implementor. TRPA, under a participating agreement with the LTBMU, is managing the joint environmental analysis and facilitation contracts for the project. TRPA contracted with Ascent Environmental and the Consensus Building Institute (CBI) to complete the environmental analysis and public engagement. The project planning team consists of staff from the three lead agencies and the consultant team.

Issues and Concerns:

Based on feedback received during the scoping period, a stakeholder assessment, recent Stakeholder Forum meetings, and public workshops, the key issues and concerns raised include the following:

- Desire to retain quiet recreation experience at Meeks Bay where motorized boating and swimming/paddling conflicts are avoided
- Necessity of additional infrastructure such as a pier
- Concern over removing marina mooring and launch opportunity for recreational boaters.
- Concern with impacts from increased visitation
- Desire to improve emergency access to and from the lake, specifically for the Meeks Bay Fire District

Environmental Review:

The LTBMU, Lahontan, and TRPA will prepare a joint Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Meeks Bay Restoration Project. This joint document is an EIR prepared by Lahontan pursuant to the California Environmental Quality Act (CEQA); an Environmental Impact Statement (EIS) prepared by the LTBMU pursuant to the National Environmental Policy Act (NEPA), and an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. The planning team anticipates that the Draft EIS/EIS/EIR will be available for public review in Fall 2021, with consideration of the final document in Spring 2022.

The planning team has prepared a range of environmental alternatives as required by NEPA, CEQA, and TRPA. The alternatives represent varying levels of infrastructure improvements, with the stream restoration as the element central to each of the action alternatives. Project features that are common to all action alternatives include:

- Restoration of the creek and lagoon
- Removal of the remaining marina infrastructure and boat ramp
- On-site paddle craft storage
- Bike path along the highway with a spur loop through the project area
- Interpretive trail around creek
- Shoreline stabilization
- Reconfigured and expanded parking near the resort (North)
- Replacement of the Highway 89 bridge to improve fish passage
- Best Management Practices
- Aquatic Invasive Species Control
- Utility infrastructure relocation
- Formalize parking lot near resort cabins
- Tahoe Yellowcress habitat enhancement and protection
- Waterfowl nest structures, bat boxes, and willow plantings

A comparison between the action alternatives is included below and in Attachment C:

	1 RESTORATION W/BOATING PIER	2 RESTORATION W/PEDESTRIAN PIER	3 RESTORATION FOCUS	NO ACTION
Alternative Features				
PIER	Central pier with boating and pedestrian access. Fire boat lift	Central pedestrian pier	No pier	No pier
CAMPGROUNDS	Reconfigure Meeks Resort (North): 36 Meeks (South): 40	Reconfigure Meeks Resort (North): 36 Meeks (South): 40	Reconfigure and expand (+20) Separate tent & RV sites Meeks Resort (North): 46 Meeks (South): 50	No change Meeks Resort (North): 36 Meeks (South): 40
CABINS	Relocate one building	No change	No change	No change
PARKING	Formalize lot near cabins. Reconfigure South parking Meeks Resort: 141 Meeks Day Use: 76	Formalize lot near cabins Meeks Resort: 141 Meeks Day Use: 76	Formalize lot near cabins Expand South parking (+14) and relocate from beach w/drop off Meeks Resort: 141 Meeks Day Use: 90	Meeks Resort: 141 Meeks Day Use: 76
DAY USE-SOUTH	Expand	Reconfigure & Expand	Reconfigure & Expand	No change
NON-MOTORIZED FEATURES	Paddle craft storage at south end	Paddle craft storage at south end	Paddle craft storage at south end, accessible paddle launch	No change

Alternative 1: Full Restoration & /Public Pier with Boating Access

This alternative achieves the restoration objectives while including opportunity for short-term motorized boat mooring, and pedestrian viewing via a pier in a protected bay. This alternative also provides improved emergency access and response within proximity to the Meeks Bay Fire District and Forest Service fire stations.

This alternative involves full restoration of the Meeks Creek stream channel and removal of the marina infrastructure. A new public pier would be located slightly north of Meeks Creek near the Meeks Bay Resort “snack shack”. The pier would be approximately 300’ long to reach a navigable depth at lakebed elevation 6,217’. The pier would also include a boat lift to accommodate the Meeks Bay Fire District 28’ long firefighting boat. One of resort cabins would be removed to expand the available beach area and compensate for public beach area that is affected by the pier.

Alternative 2: Full Restoration with Pedestrian Pier

This alternative achieves restoration objectives while including opportunities for pedestrians to access the lake via a shorter public viewing pier. This alternative involves full restoration of the Meeks Creek stream channel and removal of the marina infrastructure. A pedestrian pier would be approximately 100 feet long and located near the Meeks Bay Resort snack shack. The pier would be available for pedestrian viewing and walking only, with no motorized boat mooring. Depending on the design, paddle craft may be able to temporarily tie off to the pier. The parking in the south would be reconfigured to expand and improve the day use picnic area.

Alternative 3: Full Restoration with No Pier

This alternative achieves restoration objectives and focuses recreation improvements on upland facilities. This alternative involves full restoration of the Meeks Creek stream channel and removal of the marina infrastructure. The main parking in the south would be relocated and serve as a buffer between the highway and the campground, allowing for an expanded day use picnic area and accessible drop off and paddle craft launch. This alternative would also reconfigure and expand the campgrounds, adding up to 20 campsites.

No Action Alternative:

The No Action Alternative will evaluate a range of feasible conditions that could occur if the project were not implemented, ranging from an inoperable marina to re-opening the marina. If the project were not implemented, the LTBMU could leave the stream channel “as is”, continuing to treat aquatic invasive species and implement limited BMPs on the site. The LTBMU could also re-open the marina under a new concession contract. In either scenario, the purpose and need for the project would not be addressed and restoration objectives of the project would not be met.

Alternative concepts Considered but Dismissed from Further Evaluation:

South Pier and Ramp: Based on public feedback and input from the Stakeholder Forum members, the LTBMU is no longer considering a pier and boat launch in the south side of Meeks Bay. There is concern that this would disrupt the day use and swimming area. A boat launch would introduce noise, exhaust, and result in loss of beach.

Public Safety Pier: The Meeks Bay Fire Protection District requested that the planning team consider a pier that would provide greater access for emergency response, including protected mooring for multiple boats. The scale and design of this type of public safety pier would be much larger than what is proposed in Alternative 1, and access would be limited to emergency response providers. The LTBMU could not support a pier that does not allow public access, as it would not meet the recreation objectives of the project. Furthermore, the Highway 89 Recreation Corridor Plan identifies improved public safety access and a water taxi stop at Sugar Pine Point State Park, just north of Meeks Bay. The planning team recommends a more comprehensive evaluation of lake wide emergency response needs prior to proposing such a public safety pier.

Reduced Capacity Marina: The planning team investigated the feasibility of a “partial marina” where a limited number of slips and a boat launch would be retained. A ramp only design was also considered that would involve dredging a channel to the north of the stream to allow for some restoration. Another option would be to provide upland boat storage outside of the stream channel with a launch. The Forest Service deemed these options to be operationally infeasible given the low revenue that would be gained from

limited moorings. Maintaining a dredged channel would require installation of barriers to separate a lagoon from the restoration area, limiting the ability of the stream to meander and for beach restoration.

Public Involvement:

Scoping: The LTBMU published the proposed action on September 12, 2018 and provided a 45-day scoping period for the public to provide input on the project. At that time, the LTBMU also led a site tour at Meeks Bay to discuss the proposed action, demonstrate the need for restoration, and solicit feedback from the public. During the scoping period, the LTBMU received over 100 comments on the project, the majority of which were supportive of restoration but opposed to a new pier or boat ramp at Meeks Bay. Others questioned the need to remove the existing marina to achieve restoration objectives.

Stakeholder Assessment: Based on these scoping comments, In March 2020, CBI conducted interviews with 29 individuals to assess perspectives on the future of Meeks Bay; identify areas of convergence and divergence; and to clarify key issues. Interviewees generally supported the restoration opportunities but shared mixed perspectives on a pier and relocated boat ramp. There was considerable resistance to placing a pier and boat launch in the southern section of Meeks Bay and concerns that any new infrastructure would be disruptive to the quiet recreation experience. Others would prefer to see the marina remain in place and returned to operable condition. The interviewees expressed the need to evaluate a range of technical information to support a robust alternatives analysis. A summary of the stakeholder assessment can be found in Appendix B.

Stakeholder Forum: Following the assessment, the planning team invited stakeholder representatives to participate in a Stakeholder Forum. Participants included representatives from the Washoe Tribe, Friends of the West Shore, Lake Tahoe Marina Association, Tahoe Lakefront Owners Association, Meeks Bay Yacht Club, League to Save Lake Tahoe, Lake Tahoe Water Trail, and the Meeks Bay Fire District. TRPA hosted four stakeholder forum meetings between July and December 2020 to flush out concerns, get input on project alternatives and design features, and compile the best available information for the environmental analysis. The forum members had the opportunity to provide input on design features such as campground layout, bike and pedestrian path alignments, paddle amenities, and the feasibility of various pier and ramp locations. Stakeholder Forums were held virtually and open to the public.

Public Workshops: TRPA also hosted two virtual public workshops, one in August and the other in January. The first was to introduce the project, describe the purpose and need, and to solicit feedback on a range of site conditions. Approximately 72 people attended the webinar. The second webinar, focused on the project alternatives and restoration objectives, was held on January 7 with 95 attendees.

Project Website: TRPA created a Meeks Bay project interactive website that includes maps, background documents, history of the project and site, and information on workshops. <http://meeksbayproject.org/>

Contact Information:

For questions regarding this agenda item, please contact Rebecca Cremeen, Acting Senior Planner, at (775) 589-5214 or rcremeen@trpa.org.

Attachments:

- A. Proposed Action
- B. Stakeholder Assessment Findings
- C. Alternative Diagrams

Attachment A

2018 Proposed Action



Proposed Action for the Meeks Bay Restoration Project



USDA Forest Service Pacific Southwest Region
Lake Tahoe Basin Management Unit
El Dorado Co., California

PROJECT AREA DESCRIPTION

The Meeks Creek Watershed is located on the western shore of Lake Tahoe in El Dorado County, California in NE ¼ Section 29, Meeks Bay, California Quadrangle map. The project area extends from Highway 89 to Lake Tahoe in Meeks Bay and includes Meeks Creek, Meeks Marina, the campground and resort permit area on the north side of Meeks Creek (Meeks Resort), as well as the campground permit area on the south side of Meeks Creek (Meeks Campground). In addition, a small section of Meeks Creek upstream from State Route 89 (SR 89) is also included in the project area. See Figure 1 for a map of the project area.

PROJECT SUMMARY

The deteriorating condition of the existing marina infrastructure, along with concerns over water quality, aquatic invasive species, and degraded habitat for native species have prompted the need for action in Meeks Bay. The purpose of this project is to move the Meeks Creek stream channel and wetland/lagoon below State Route 89 (SR89) to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem while continuing to support sustainable recreation opportunities.

The following project activities are proposed. A more detailed explanation of project activities can be found below, in the Proposed Action.

1. Aquatic Invasive Species Eradication
2. Remove the existing marina infrastructure
3. Restore Meeks Lagoon in the location of the existing marina
4. Restore Meeks Creek from the SR 89 crossing to the confluence of Lake Tahoe
5. Install Utility Infrastructure
6. Implement Resource Protection Barriers
7. Wildlife Enhancement Actions
8. Construct a Pier
9. Construct a Boat Launch

10. Reconstruct Boat Trailer Parking and Vehicular Circulation Routes
11. Reconstruct Meeks Bay Campground
12. Install Pedestrian Connectivity Routes
13. Install Interpretation Opportunities
14. Construct Day Use Parking Areas
15. Implement Shoreline Stabilization Measures
16. Install Best Management Practices

BACKGROUND

The proposed Meeks Bay Restoration project area (Figure 1) is approximately 68 acres and historically included a stream channel, wetland, lagoon, and barrier beach habitat. The shoreline zone at Meeks Bay is considered special habitat, as this habitat is not only rare in Lake Tahoe, but has been highly degraded or lost entirely due to collective land use activities. The shoreline wetlands were likely important habitat areas for rearing native fish and for waterfowl and amphibians. This area also provided historic habitat for a variety of Threatened, Endangered, Proposed, Candidate, and Sensitive species (TEPCS).

Recreational use and development along the shoreline of Meeks Bay began in 1928 with the establishment of a private resort and grew steadily into a resort destination that included at its height cabins, a dance hall, a movie theater, boat house, stable, a pier and car camping. A bridge was constructed across Meeks Creek on SR 89 in 1929 that is still in place today. The *Meeks Creek Watershed Ecosystem Assessment Report (USDA, 2006)* contains detailed information on the history of the marina, the surrounding land use, and the impact to natural resources.

In 1960 a marina with approximately 120 boat slips and a boat launch facility was dredged at the mouth of Meeks Creek in the natural lagoon (Figure 2). In 1974 the Meeks Bay Resort, Marina and Campground were acquired by the U.S. Forest Service. The Lake Tahoe Basin Management Unit (LTBMU) maintains the resort, marina and campground operations through special use permits. Approximately 23 acres of functional wetland/lagoon habit were eliminated by construction of the Meeks Marina. Habitat for numerous bird, mammal and amphibian species was destroyed through removal of the wetland/lagoon system.

EXISTING CONDITION

The Meeks creek channel between the marina and the Highway 89 Bridge is highly degraded with steep, eroding banks supporting only sparse shoreline vegetation with limited diversity (Figure 3). The reach of Meeks Creek within the Meeks Bay Marina has

steep, linear, uniform and barren banks with a flat and unnaturally wide streambed. These conditions have simultaneously increased fine sediment production and eliminated the spreading of fine sediment onto the floodplain, which has likely increased fine sediment discharge to Lake Tahoe over pre-development conditions.

The marina has been dredged into an artificially deepened, widened, and fixed configuration, resulting in a lack of natural geomorphologic and hydraulic processes and function in the dynamic floodplain/shoreline area, which has impaired water quality conditions and reduced species viability. The marina environment is favorable to invasive aquatic plant and fish species, and provides poor habitat for macroinvertebrates, and native fish species.

Existing recreation infrastructure in the project area includes the marina, boat launch, two campgrounds, lodge, food service facilities, historic cabins, two day use swimming beaches, and day use parking areas. A section of Lake Tahoe bike path terminates within Meeks Bay Resort, as well. Various utilities exist on the site including overhead power lines, water, and sewer. The white sand beach and calm bay are a popular summer destination for swimming, kayaking, paddle-boarding and other water sports. The campgrounds are usually filled to capacity during the summer season and day use parking overflows onto the highway.

The condition of the slope stabilization around the 90,000 square foot marina is poor and much of the sheet pile and rock slope stabilization is incomplete and defective. Erosion of the side slopes around the 1,400 linear foot perimeter of the marina has undermined tree roots, decreased the operational depth of the marina, and destabilized the gangways. The marina is currently not in operation and is not under special use permit.

PURPOSE AND NEED

Purpose:

The purpose of this project is to 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 while continuing to support sustainable recreation opportunities.

Need for Action:

To move towards the desired conditions for sustainable recreation, and to address the needs for improved environmental conditions of the Meeks Bay area, the following needs have been identified:

- Improve hydrologic function and processes of Meeks Creek, Meeks lagoon, and associated floodplain.

- Restore degraded aquatic, riparian, and wetland habitats and barrier beaches, to provide high quality habitat that is resilient to a changing climate.
- Improve fish passage through the SR 89 stream crossing, and control or eradicate current populations of terrestrial and aquatic invasive plant and animal species.
- Maintain and enhance access to Lake Tahoe and NFS system lands.
- Provide sustainable recreation opportunities consistent with a functioning ecosystem.
- Enhance educational and interpretive opportunities.
- Enhance species of value to the Washoe Tribe.
- Promote the TEPCS species Tahoe yellowcress (*Rorippa subumbellata*) and Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*)

PROPOSED ACTION

See Figure 4 for a conceptual map of the proposed action.

1. Aquatic Invasive Species Eradication

Control or eradicate aquatic invasive species (e.g., warm water fish, American bullfrogs, aquatic invasive weeds) from the proposed project area using manual (chemical free) methods¹. Because treatment of aquatic invasive species is a multi-year effort² and the threat of new infestations moving into the area post implementation is high, monitoring and continued control actions are a key element in long term success. These actions would meet the following performance measures:

- Aquatic invasive plant infestations are treated prior to any ground disturbing activities or activities that would create plant fragments;
- Methods for bullfrog control have been developed; and
- If warm water fish are detected, a treatment plan has been developed before construction activities at or above the existing bridge.

2. Remove Marina Infrastructure

Remove the existing marina infrastructure, including the concrete boat ramp, steel and concrete seawalls, boulder riprap, the marina office, and other various

¹ Manual methods of aquatic invasive species removal could include, but would not be limited to: bottom barriers and diver-assisted hand pulling of weeds, and electro-shocking and netting of bull frogs and warm water fish.

² Aquatic invasive weeds would need approximately three years of treatment while control of warm water fish and American bullfrogs would need longer term treatment and maintenance.

underground support structures for the marina. These actions would meet the following performance measures:

- All infrastructure that was constructed to support the marina operation is removed and disposed offsite.
- Fill material that cannot be utilized in the restoration efforts or other projects onsite is removed and disposed offsite.
- Utilities serving the marina are disconnected or capped as per current regulations.

3. Restore Meeks Lagoon:

Grade the stream and marina banks to mimic lagoon topography similar to the lagoon that was present before Meeks Marina was constructed. Place natural materials resistant to erosion on the bank slopes. Remove trees up to 30 inches diameter at breast height (dbh) as needed for topography changes. Revegetate with native plant species appropriate to the site. Remove, store, and transplant after construction any Tahoe yellowcress populations as needed to protect plants from project activities. Figure 5 is a photo of the historic lagoon that the restoration activities would seek to conceptually re-create. These actions would meet the following performance measures:

- Aquatic organisms could move unimpeded from Lake Tahoe to Meeks Creek until mouth of Meeks Creek naturally closes;
- Stream has a sediment regime that is in equilibrium and is neither accumulating nor eroding excessively (banks and stream bottom are stable);
- Natural stream substrate (stream bottom) provides spawning habitat for native aquatic species;
- Stream mouth displays natural lateral migration (stream mouth can move back and forth along the beach);
- Lagoonal waters will be interactive with back water of Lake Tahoe (the lagoon fills and empties as Lake Tahoe rises and falls);
- Restoration activities would not increase the inundation frequency (frequency of flooding) of adjacent recreation infrastructure;
- Lagoon and associated floodplain supports a mix of obligate wetland plants and mixed riparian vegetation (native wetland plants);
- The resulting habitat is complex and supports various life stages of native species;
- The existing sand bar at the confluence of Meeks Creek and Lake Tahoe is allowed to breach naturally (the mouth of Meeks Creek can naturally open and close); and

- Existing native vegetation and soil removed during restoration activities is salvaged and transplanted to the extent feasible.
- Impacts to Tahoe yellowcress populations are mitigated.

4. Restore Meeks Creek from the SR 89 Bridge to the Confluence of Lake Tahoe

Recontour stream banks and reduce stream forces that cause erosion (i.e., realign portions of the stream course). The stream banks would be reconstructed and revegetated with desirable vegetation and would be designed to be in a state of dynamic equilibrium (stream beds and banks are neither accumulating nor eroding excessively). Fell trees up to 30 inches dbh as needed and install large wood in the creek downstream of SR 89 to improve aquatic habitat. Logs would be anchored in position using natural materials. Install grade control structures that blend visually with the surrounding natural environment. Restoration activities would extend less than ¼ mile upstream from the crossing of Meeks Creek at SR 89. All of the performance measures described for the lagoon restoration would apply. In addition, the actions would meet the following performance measures:

- Scour and erosion have been reduced in Meeks Creek (banks are stable);
- Log placement creates natural patterns of sediment scour and deposition;
- Logs are placed in such a way that flow is deflected away from banks that are at risk of erosion;
- Stream channel has a series of riffles and pools; and
- Grade of the Meeks Creek bridge outlet is transitioned in a sustainable channel slope to the elevation of the lagoon.

5. Install Utility Infrastructure

Construct infrastructure to secure the Tahoe City Public Utility District sewer line that crosses Meeks Creek. Relocate powerline infrastructure from within the restoration footprint. Relocate the USFS waterline from Meeks Creek Bridge to under the scour limits of the restored Meeks Creek channel. Install or relocate necessary utility infrastructure either above or below ground for project activities, including water, sewer, electric, and communication lines. These actions would meet the following performance measures:

- The sewer/water line encasement and associated infrastructure (e.g., grade control structures) is constructed in a manner that is compatible and consistent with the restored channel profile; and
- Utilities are designed for year-round use.

6. Implement Resource Protection Barriers

Install new barriers (natural or fenced) in areas of relocated Tahoe yellowcress communities. Natural barriers would include willows or other vegetation screening, downed logs, boulders, or other natural materials. These actions would meet the following performance measures:

- Barriers discourage pedestrian access to sensitive habitat (e.g. Tahoe yellowcress swale habitat) but do not prevent beach access;
- Barriers protect the majority of Tahoe yellowcress occurrences and are moveable as necessary to continue such protection;
- Barriers are used in areas where appropriate for existing vegetation types, use native, locally abundant species, and do not interfere with the establishment or persistence of existing Tahoe yellowcress occurrences;
- Barriers allow for unrestricted wildlife movement; and
- Barriers visually compliment the natural environment.

7. Wildlife Enhancement Actions

Install nest/perch structures for waterfowl, install bat boxes, and plant willow in select locations. These actions would meet the following performance measures:

- Willows are sourced onsite or from genetically similar stock.

8. Construct a Pier

Construct a 12-18 foot wide pier at furthest south end of FS property in Meeks Bay to accommodate day use pedestrian access from the land, day use boat-in access from the lake, and boat-in camper access from the lake. These actions would meet the following performance measures:

- Pier is accessible via small boats in Lake Tahoe and is connected via a walkway to the land;
- Pier is accessible by a maintenance vehicle;
- Pier meets all applicable USFS accessibility standards;
- Pier allows for temporary mooring of 10-20 boats for day use and boat-in campers;
- Pier is up to approximately 300 feet long;
- Utilities on the pier accommodate electrical and water; and
- Lighting meets US Coast Guard guidelines and US Forest Service lighting recommendations for dark skies initiatives where allowable.

9. Construct a Boat Launch

Construct a double lane boat launch, marina office, restrooms, aquatic invasive species (AIS) inspector facilities, and supporting infrastructure adjacent to the pier. These actions would meet the following performance measures:

- Boat ramp is designed to launch boats at water level elevation of 6223 feet and above;
- Marina office and restrooms are designed for the capacity of both the pier and boat launch use;
- Areas of allowable boating traffic within Lake Tahoe are clearly identified and prevent interference with the designated swim beach at Meeks Bay Campground;
- Utilities support user point-of-sale transactions;
- Lighting of boat launch and supporting infrastructure meets US Coast Guard guidelines and US Forest Service lighting recommendations for dark skies initiatives;
- AIS facilities support an inspector to verify seals and stickers of boats entering Lake Tahoe; and
- Launch has the ability to be closed to access to one or both lanes.

10. Reconstruct Trailer Parking and Vehicular Circulation Routes

Construct a boat trailer parking area and vehicular circulation routes as needed for the pier and boat launch within Meeks Bay Campground. Reconstruct and realign day use parking areas and access roads as needed, including reconfiguration of the entrance and relocation of the entry kiosk. These actions would meet the following performance measures:

- Capacity of parking spaces designed for beach day use remains within 20% of existing levels;
- The capacity of the boat trailer and vehicle parking is sized to meet the capacity of the pier and boat ramp;
- Entry kiosk functions for campground, day use, and boat launch/pier traffic and is designed so that traffic does not back up onto the highway during high use periods.

11. Reconstruct Meeks Bay Campground

Reconstruct Meeks Bay Campground (south of Meeks Creek) to include utilities (water, electrical), host sites, restrooms, and a centralized waste dump station. These actions would meet the following performance measures:

- Campground is screened/separated from day use areas;
- Capacity of camping units remains within 20% of existing;
- Types of camping units may include tent camping, full hookup sites, and/or yurt type sites, or a combination of these; and
- Campground functions during the shoulder seasons (i.e. cold-resistant utilities at campsites and restrooms)

12. Install Pedestrian Connectivity Routes

Construct a pedestrian/bike bridge over Meeks Creek to connect Meeks Bay Resort to Meeks Bay Campground. The location of the bridge will be chosen based on the final restoration design, roughly in the location shown on Figure 4. Install an accessible multi-use pathway connecting Meeks Bay Resort lodge area to the Meeks Bay Campground and the new pier/boat launch. Construct accessible beach access routes from parking areas and access points to the beach. These actions would meet the following performance measures:

- Bridge accommodates two-way pedestrian and bicycle traffic, as well as standard vehicle loading;
- Pathway accommodates two-way pedestrian and bicycle traffic; and
- Beach access paths are constructed with stable, non-eroding materials outside of the backshore zone, and meet Forest Service universal accessibility standards.

13. Install Interpretation Opportunities

Install interpretive opportunities along the restored lagoon and creek area. Interpretive opportunities may include signage, interactive displays, or other methods of interpretation. These actions would meet the following performance measures:

- Interpretive opportunities highlight restoration activities, history of the Washoe Tribe in Meeks Bay, and species of concern to the Washoe Tribe; and

14. Construct Day Use Parking Areas in Meeks Resort

Construct a day use parking area in the location of the former trailer parking in Meeks Resort. 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. These actions would meet the following performance measures:

- Day use parking lot in the former trailer parking area accommodates approximately 20 vehicles and provides beach access for Washoe Tribal Elders and persons with disabilities; and
- Parking areas are paved and meet all Forest Service, TRPA, and Lahontan Water Board requirements for BMPs.

15. Implement Shoreline Stabilization Measures

Remove and replace gabion walls and concrete wall along the north end of Meeks Bay with natural retaining structures. Remove the wire fragments along the beach and swimming area. These actions would meet the following performance measures:

- Sand beach area is expanded along the area of gabion wall removal; and
- Retaining wall accommodates beach wave run-up action.

16. Install Best Management Practices

Install permanent Best Management Practices (BMPs) in the parking lot areas, restrooms, and along roadways to capture and infiltrate storm water. The BMPs would include but not be limited to installation of infiltration basins, re-contouring and repaving of the parking areas to ensure proper drainage of storm water off paved surfaces, drip-line trenches, or other means of directing and infiltrating storm water.

- Permanent BMPs are consistent with Forest Service, TRPA, and Water Board requirements.

PROPOSED ACTION FIGURES

The figures included below are graphic representations of the text provided in this document. A larger format map of the proposed action, Figure 4, can be found on the [project website](#).

Figure 1: Meeks Bay Restoration Project Area

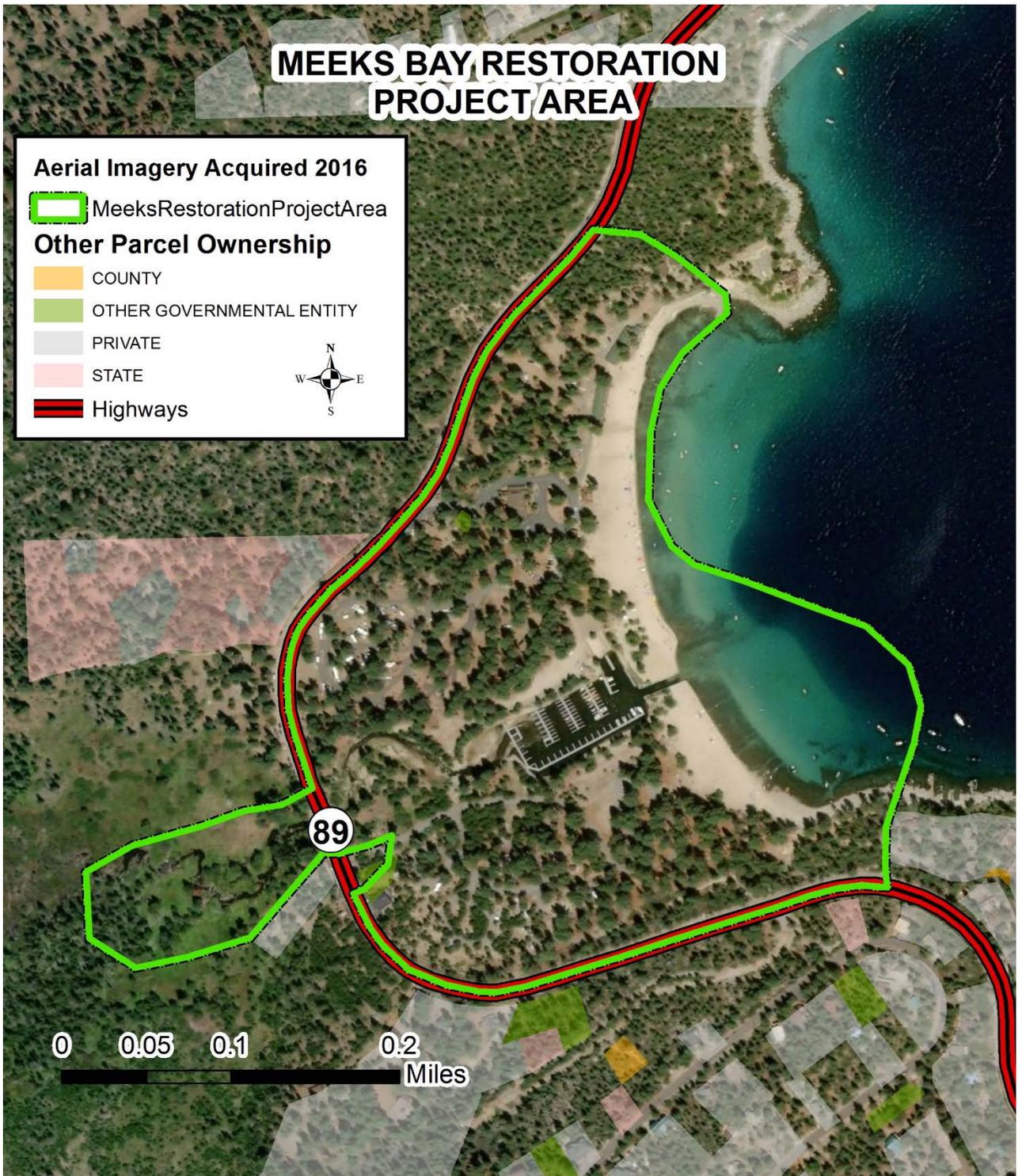


Figure 2: Land Use History Aerials Showing Before and After Marina Dredging (Source: Swenson Environmental Report, 2007)

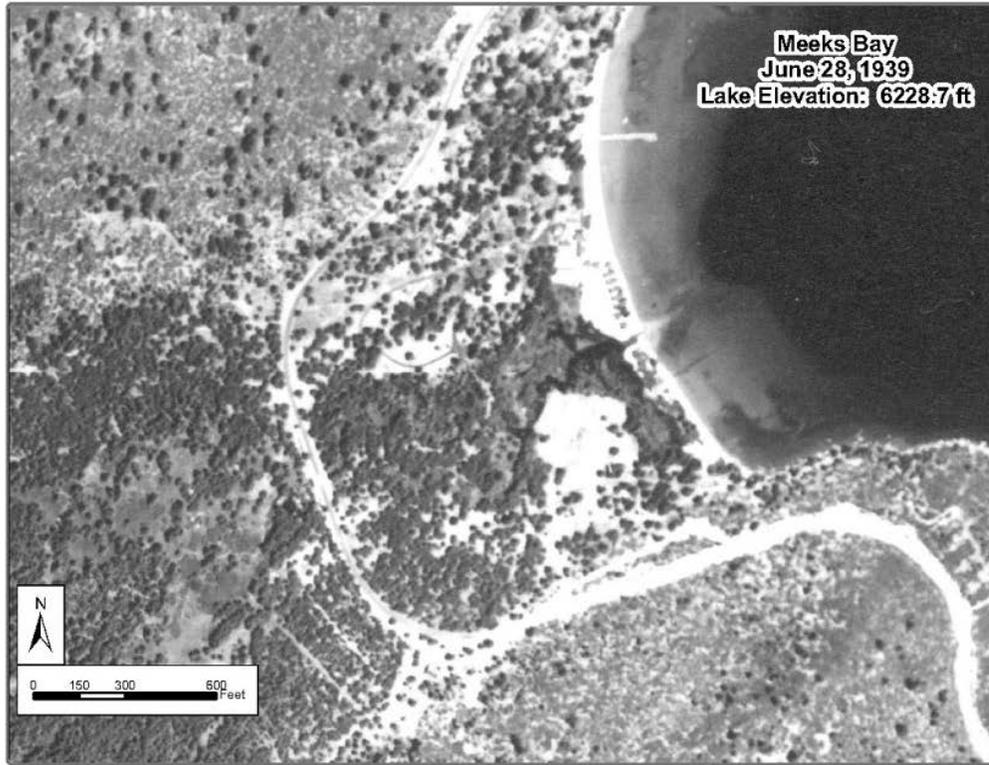
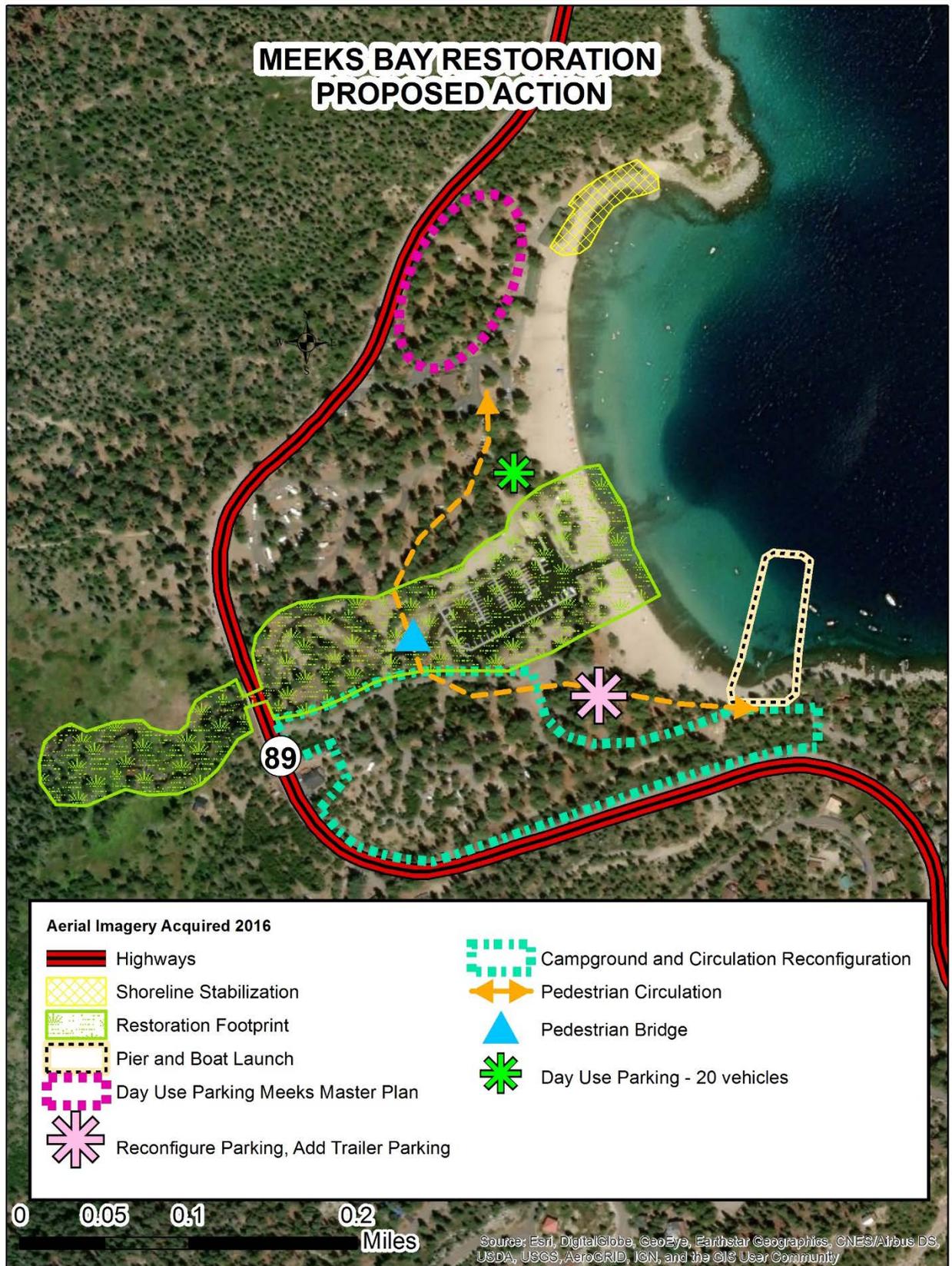
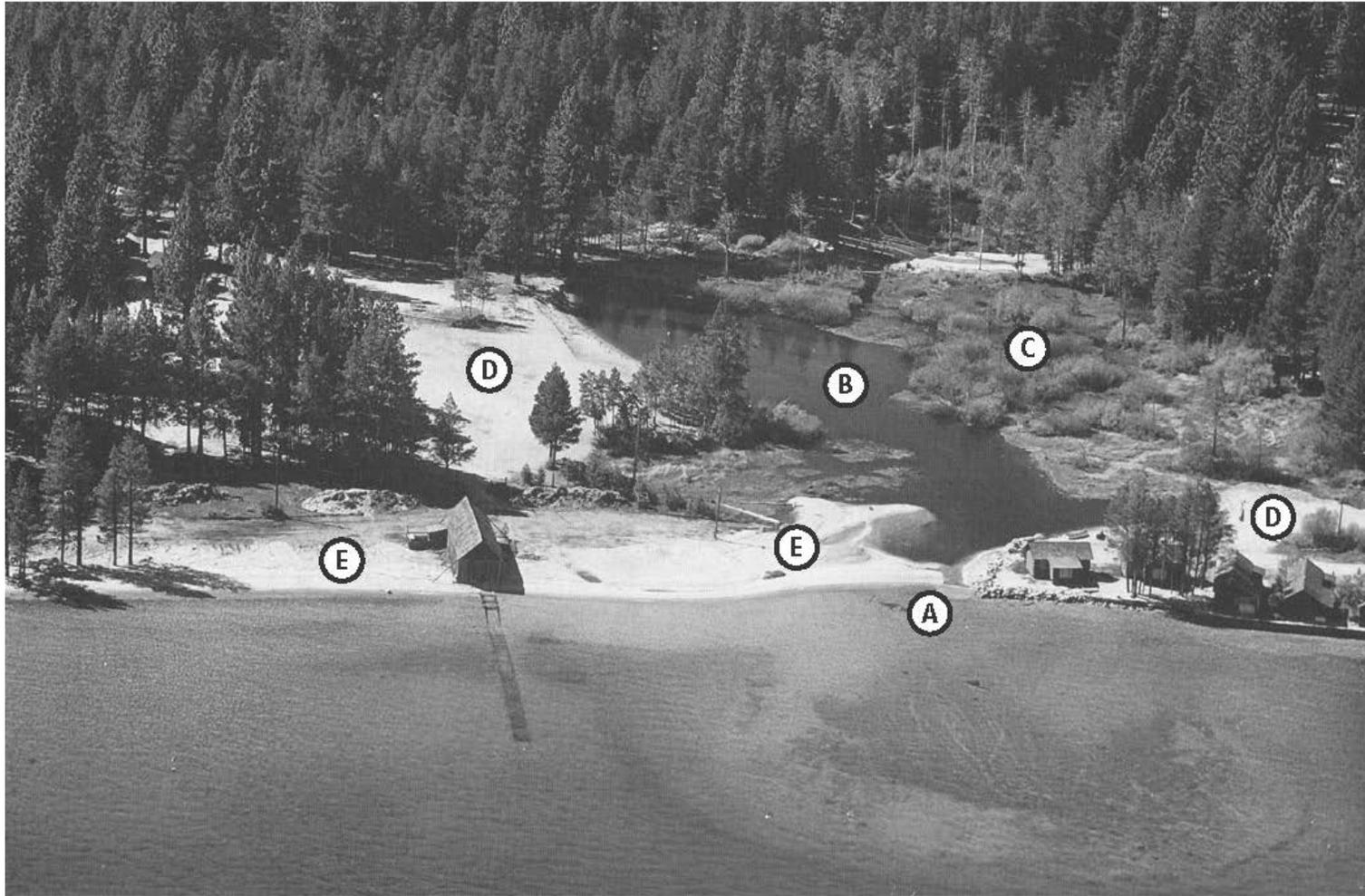


Figure 3: State Route 89 highway bridge over Meeks Creek showing the barriers for fish passage and the downstream condition of Meeks Creek (Source: Swenson Environmental Report, 2007)



Figure 4: Meeks Bay Restoration Proposed Action Conceptual Plan





SWANSON HYDROLOGY+GEOMORPHOLOGY
500 Seabright Ave, Suite 202 Santa Cruz, CA 95062
PH 831.427.0288 FX 831.427.0472

FIGURE 4.22: Aerial view of the mouth of Meeks Creek about 1960 just prior to dredging and construction of the Marina. (A) shows a closed mouth with water backed up into lagoon (B). (C) shows willow scrub/marsh plant communities. (D) shows areas of fill (old dump site), and (E) shows areas of recent grading activity. (D) shows areas of fill, and E shows areas of recent grading activity.

Figure 5: Historic photo of the Meeks Creek lagoon before dredging of the marina (Source: Swenson Environmental Report, 2007)

ASSUMPTIONS

- Heavy equipment will be used for restoration work in and near all existing waterways.
- Meeks Creek will be diverted around construction into Lake Tahoe during construction.
- A temporary barrier would be constructed for closure of the mouth of Meeks Creek during aquatic invasive species removal efforts and during construction efforts to prevent unintended dispersal of sediment or invasive species into Lake Tahoe.
- The installation of signs, trash receptacles, dog waste bag stations, and other small infrastructure and maintenance items does not require analysis through an environmental impact statement (EIS) and may proceed as separate actions without inclusion in this proposed action.
- The Forest Service and partners or other agencies implementing the work have the relevant experience to conduct this work, and the engineering knowledge and technology is available to construct the project. The project will be constructed to current Forest Service and TRPA guidance for BMPs, grading timelines, and design standards at the time of installation. Necessary construction permits would be obtained.
- All temporary construction access areas would be restored to better-than or equal to pre-project conditions.
- This proposed action does not preclude any future project-level proposals.
- Meeks Bay Campground may be closed for all or part of an operating season for reconstruction of the campground.

ANTICIPATED LEVEL OF ENVIRONMENTAL DOCUMENTATION

This proposed action is being issued jointly by the US Forest Service Lake Tahoe Basin Management Unit, the Tahoe Regional Planning Agency (TRPA), and the Lahontan Regional Water Quality Control Board. The anticipated decision document is a joint California Environmental Quality Act (CEQA) Environmental Impact Report (EIR), National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS), and Tahoe Regional Planning Agency (TRPA) EIS. The US Forest Service is the lead agency for the NEPA EIS component. Jeff Marsolais, LTBMU Forest Supervisor, is the responsible official for the NEPA EIS component.

POSSIBLE ALTERNATIVES

Possible alternatives based on existing public comment and agency input include an alternative that fully reconstructs the existing marina (including supporting infrastructure such as parking areas and utilities). Additional alternatives will be developed based on public comment received during the scoping period.

NATURE OF DECISION TO BE MADE

The responsible official will decide, for purposes of the NEPA decision:

- (1) Whether or not to implement the project activities as described in the proposed action,
- (2) Whether or not to implement the project activities as described in one of the alternatives analyzed in detail,
- (3) Whether to implement a combination of alternatives analyzed in detail, or
- (4) Whether to take no action.

PRELIMINARY ISSUES

Preliminary issues that have been identified are maintaining access to the existing recreation opportunities on the site, and the potential impacts to the character of Meeks Bay from restoration activities and the relocation of recreation infrastructure.

HOW CAN I HELP SHAPE THE PROJECT?

This document is called the proposed action. It was developed based on input we received from stakeholders, as well as agency input. You are seeing this document during what is called the public scoping period. This is an opportunity for the public to help us shape the proposed action moving forward. There will be additional opportunities for public input as the project moves forward in the NEPA/CEQA process.

The public scoping phase of the project is the time when the public has the opportunity to tell the Forest Service how close we are to the right solution that meets the purpose and need for the project and moves the land towards the desired condition. Comments received during the scoping period are used to inform the analysis in the draft Environmental Impact Statement/Environmental Impact Report, which is the next phase of the NEPA/CEQA process. Comments are also used to help us develop alternatives that could provide a different solution while still meeting the purpose and need for the project.

The public comments that help the Forest Service in getting to the absolute best solution are based on effects.

The comments that are most helpful for the Forest Service in informing the analysis, developing an alternative, or modifying the proposed action answer one of the following questions:

- What are the effects of the proposed action on wildlife, plants, water quality, recreation, heritage, social values, or other resources? Are the effects positive or negative?
- Does the proposed action adequately address the purpose and need for the project?
- Are there unintended consequences from the proposed action?
- Are there alternatives to the proposed action that should be considered because they can accomplish one of the following?
 - Mitigate a negative effect of the proposed action
 - Better address the purpose and need for the project
 - Better provide a positive benefit to one resource, while not causing negative impacts on other resources (including wildlife, plant, heritage, water quality, recreation, and other social resources)
 - Provides a better solution that prevents unintended consequences

Comments that address the questions shown above are the most helpful.

There are some comments that we commonly receive that do not provide the Forest Service a path forward.

Some of these comments include general opinions on the proposed action without any supporting rationale. Suggestions to include actions that are outside the scope of the project (meaning they are not part of the purpose and need for the project) are beyond what the Forest Service can accomplish with the project. While we strive to accomplish the most good with each project, we cannot accomplish all of the goals we have for any one piece of land with a single project. And not every piece of land can provide every type of resource, recreation, or social benefit to all at one time. And of course the Forest Service must remain within law, regulation, and policy. Suggestions to take actions that would require a change in a law, regulation, or policy to accomplish are also outside what the Forest Service can achieve through the proposed action. Reading the proposed action closely and commenting on the actual proposal is very helpful in making sure that your comments are addressing the actual proposal and are not based on generalities or misperceptions.

Providing input during the designated scoping period is the most helpful in allowing the Forest Service to meaningfully respond to comments. Comments are most helpful

if received by October 26, 2018. The Forest Supervisor has the option to extend the public scoping period if they feel the public needs more time to provide meaningful input. The comment periods for the next steps in the NEPA process are prescribed by law and have a designated length that cannot be extended.

*Thank you for taking time to read and provide comment on
the Proposed Action!*

Attachment B

Stakeholder Assessment Findings



Assessment Findings and Recommendations

Meeks Bay Project

July 15, 2020

REGIONAL PLAN IMPLEMENTATION COMMITTEE
AGENDA ITEM NO. 3

Stakeholder Assessment

- **CBI** conducted an assessment on the Meeks Bay restoration & recreational access project
- **Purpose:** Assess perspectives on the future of Meeks Bay; identify areas of convergence and divergence; clarify key issues
- **Methodology:** 19 interviews with 26 people; high level, key themes summarized without attribution
- **Participants:** Broad range of stakeholders representing diversity of perspectives (see list in appendix)

ASSESSMENT FINDINGS



“Meeks Bay is a gem.”



“...one of the last places with an open view.”



1. Interviewees Wish to Maintain & Enhance Meeks Bay's Unique Character

Clear blue
water

Serene

Quiet, slow
pace

Scenic
vistas

Safe, sandy
beach

Wind
protected

"Paddler
oasis"

1. Interviewees Wish to Maintain & Enhance Meeks Bay's Unique Character

Accessible for public day use

Open to all people of various backgrounds & levels of wealth

Family friendly

Beach barrier lagoon system

Culturally important for Washoe Tribe

Many families have deep history & connection

**“This effort should maximize
the things we love about Meeks Bay.”**



2. Interviewees See Opportunity for Meeks Bay Restoration & Stewardship

Interviewees described this effort as an opportunity to:

- Protect **water quality** to ensure the water remains clear
- Improve **creek function** to support **connectivity** between lagoon and upper watershed
- Reduce **sediment**
- Reduce **fuel loads & increase defensible space**, where possible
- Restore **habitat** to enhance species composition and **biodiversity**
- Eradicate **aquatic invasive species** (AIS) - milfoil, bullfrogs, warm water fish species
- Interface with and coordinate CalTrans **SR89 corridor planning** effort and other transportation planning efforts
- Enhance **interpretive signage** about Meeks Bay natural & cultural history (in partnership with Washoe Tribe)

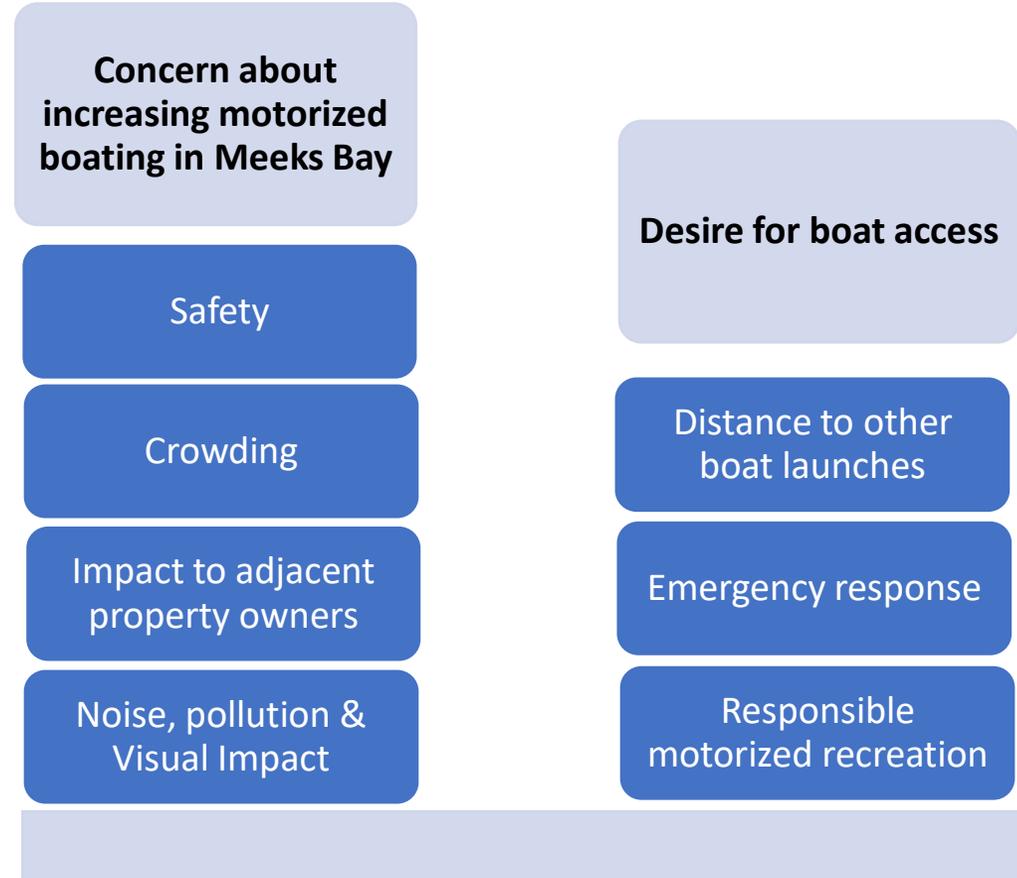
**“We have the opportunity to do this
right to restore Meeks Bay.”**



3. Interviewees Shared Mixed Perspectives on a Prospective Pier

Many interviewees articulated a **preference for nonmotorized** recreation in Meeks Bay.

Yet some interviewees would like the **ability to put boats in the water** in Meeks Bay.



3. Interviewees Shared Mixed Perspectives on a Prospective Pier

Many interviewees **expressed concern** about a proposed pier.

Some interviewees described the importance of a **public safety access pier** with dedicated space for emergency deployment.

Some suggested a **smaller pier**, perhaps designed for nonmotorized watercraft.

Interviewees would like to see **more details** about the proposed pier.

4. There is considerable resistance to placing a pier & boat launch in the southern section of Meeks Bay

Interviewees cited the following reasons not to place a pier & boat ramp in the proposed location:

- Southern section of Meeks Bay is **quiet**
- Proposed location would involve **tree removal & loss of beach**
- Some perceive that this plan attempts to **fit too much** in a small area changing the character of Meeks Bay
- A pier and boat launch are **noisy & disruptive** (thus shouldn't be beside the beach or near adjacent private property owners)
- Increase in boat traffic would decrease **privacy** on beach and to adjacent property owners

“Boat ramps have **noise**, yelling, cars backing up, people hauling stuff in and out. It’s noisy and **disruptive**...It would disrupt the **serenity** [of Meeks Bay]. ”



4. There is considerable resistance to placing a pier & boat launch in the southern section of Meeks Bay

Some - including motorized recreators - prefer to see a pier in the **north side** of Meeks Bay.

However, many people noted **physical constraints** in Meeks Bay that may limit possible placement options for a pier.

Several people suggested restoring the **existing boat launch**, which has a one-way, drive-through design for **traffic** management.

5. Many Interviewees Expressed Concern About Increasing Visitors to Meeks Bay

Interviewees are concerned that a pier would draw increased traffic to Meeks Bay, thereby disrupting its **quiet, peaceful character**.

Some wish to enhance access and circulation for **low impact recreation** (bike, pedestrians, kayak, etc.)

Many articulated concern that **increased visitation** (due to motorized boating) would lead to:

- Further development
- Traffic congestion
- Inadequate emergency egress
- Negative environmental impact
- Decrease in privacy

Some interviewees cited development at Tahoe Keys, Zephyr Cove and South Lake Tahoe as examples of **what not to do**.

Some are concerned that there are more visitors to Meeks Bay than the **ecosystem** can sustain.

These interviewees suggested using a **parks model** with a user-friendly interface to **equitably manage** the number of visitors.

6. Stakeholders Express a Specific Concern around Increased FIRE risk If Recreation Infrastructure is Expanded

Stakeholders note that **Highway 89 is already a high-risk road in the case of fire**; increased visitation and boating traffic in particular would exacerbate these risks for visitors and local home-owners.

Stakeholders highlight the Gondola Fire and Cascade Fire of 2016 as examples of the major fire-risk that exists along the Highway 89 corridor.

In addition to mitigating fire risk by avoiding increased congestion on Highway 89, some stakeholders suggest specific **collaboration with local fire and rescue authorities** on projects that would increase public safety in the area.

7. Interviewees Expressed Concern About Visual Impact from Buoy Field

NOTE - Though the Proposed Action did not include a buoy field and one is not proposed due to compliance with the Lake Tahoe Shoreline Plan, commenters shared the following concerns with any buoy field proposals:

Interviewees expressed concern that **boat slips** from the decommissioned marina would be replaced by moorings in Meeks Bay.

Interviewees fear that this would **impair open views** that some describe as “pristine.”

Additionally, interviewees fear that a buoy field would compromise **safety** for nonmotorized recreators.

Some interviewees suggested **reopening/rehabilitating the Marina** as a model “green marina.” These interviewees cited:

- Aesthetic benefit (vs. buoys)
- Dependable revenue source
- Boat storage
- the marina avoids the need for a pier and boat launch
- The marina has historically provided crucial "safe harbor" for boats when storms roll in

“Restoring the marina would have the least impact on the Bay, on the views, on the beach users, on boaters, kayakers, and everybody else .”



**“It will take away from the Meeks Bay
feel if many moorings are put in.”**



INFORMATION NEEDS



Interviewees Suggest Considering a Range of Technical Information to Support Robust Alternatives Analysis & Decision-Making

- Water levels, **shelves** & **sandbars**
- Size of various **user groups** (e.g. beach users, motorized boaters)
- More details about the **proposed pier**, including location, size, level and type of use, how it will be constructed
- **Anticipated boating activity** associated with pier & boat launch (day use vs. overnight; potential user conflicts)
- Boat and/or pier effect on **littoral drift** on shoreline
- **AIS control** (is RCD able to staff a boat launch inspection station?)
- Can we **fully restore bay** area & eliminate need for retaining wall?
- Impact of **SR89 bridge** on creek sinuosity and fish passage (current width vs. design alternatives)

Interviewees Suggest Considering a Range of Technical Information to Support Robust Alternatives Analysis & Decision-Making

- Impacts to **creek meander** if sheet piling is removed & creek mouth restored
- **Scenic** impacts
- **Noise, air & water quality** impacts
- Alternative with **reduced boater access** (no pier and/or no boat launch)
- Ecological benefits of **lagoon restoration** vs. available treatments for **marina reopening** & associated impacts
- Impact to quiet, safe, **nonmotorized access** (as is presently available)
- Impacts of **alternative locations for ramp and pier** (particularly on north side of Bay)
- **Campground** trends & demands
- **Parking & traffic circulation**
- Approaches to equitably **manage high demand** and **mitigate over-use**
- Existing conservation strategy for **Tahoe yellow cress**

“Ensure things are right-sized and complementary.”



RECOMMENDATIONS: PUBLIC OUTREACH & ENGAGEMENT



“One of the biggest mistakes agencies make is not telling the public what’s going on.”



Communicate With an Open, Inclusive, Transparent Process to Build Trust

Communicate clearly, directly & transparently

- Clearly frame issues, timeline, opportunities for engagement

Seek **early, broad public input**, before the outcome is determined

- Present options as draft/work in progress
- Very polished proposals may be read as a “done deal”

Use **descriptive messaging**

- Framing as a restoration project - when recreation & development are also significant components - can lead to public distrust

“They can’t release public documents in October and then hold public meetings when no one is there to attend.”



Timeline & Schedule Must Support Summer Engagement

Conduct public outreach & hold key meetings in the **summer**

- In-person public processes held in autumn & winter are perceived as disingenuous
- However, **virtual workshops** present opportunity for year-round engagement

Aim for **spring release** of key documents

- Target April or May release, followed by summer outreach

During off-season, continue to disseminate **monthly project updates**

- While the project will proceed year-round, routine email updates will support ongoing engagement & transparency

“Because people love this place so much, they will be organized.”



Shape Public Outreach for Varied Ages & Technology Access

Interactive webpage for public review and feedback

Communicate via **email** & **direct mail**

Provide on-site information via **signage**

On busy beach days, host an **information tent** and offer a **survey**

Local media coverage (print, radio, television)

Shape Public Outreach for Varied Ages & Technology Access

Social media

- Partner organizations can share project information via Next Door, Facebook & other social media platforms
- Note that the lead agencies are unable to moderate discussion on third-party social media pages

Partner with **local entities** to spread word to their networks

- Washoe Tribe newsletters
- Water Trail and marinas can communicate to end users
- HOAs
- Tahoe Environmental Research Center
- Existing local committees and organizations

Hold **virtual & in-person meetings** (in summer!)

- Stakeholder Forum is open to public
- Public workshops (in-person & online)
- Online tools

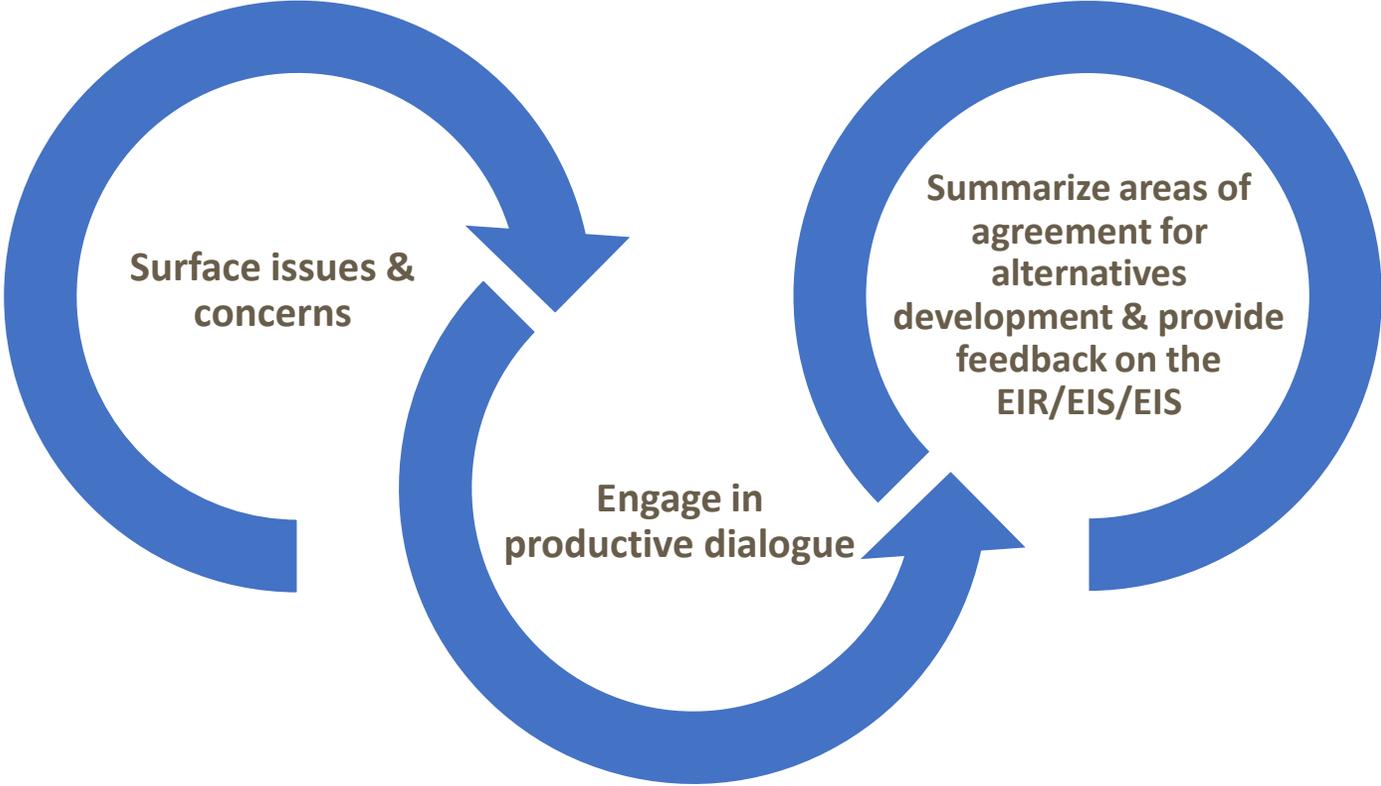
“Have a strong visual simulation partner to illustrate the options. People like seeing the vision. It gives them something besides white paper with text.”



RECOMMENDATIONS: STAKEHOLDER FORUM



Stakeholder Forum Purpose



9 facilitated sessions over the course of development of alternatives from a broad range of interests & perspectives

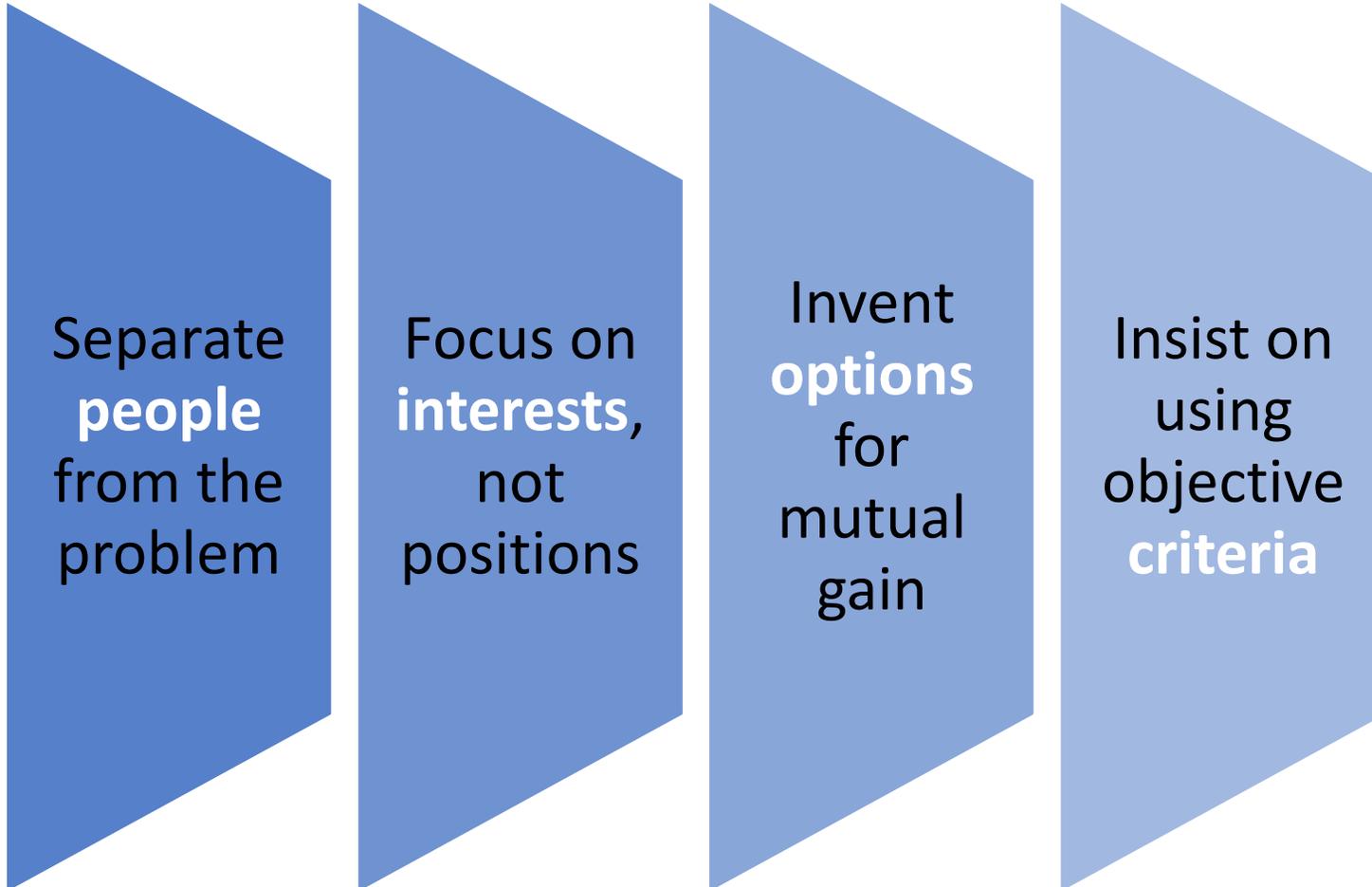
Stakeholder Forum Principles to Establish a Foundation of Trust

Encourage problem solving & issue resolution via **mutual gains approach**

Work closely with **technical team** from outset

Ensure **transparency**; sessions are open to the public

Principle Elements of Mutual Gains Approach



Stakeholder Forum Participation Criteria

Need **representation** from a **broad range of interests** & perspectives

- Washoe Tribe (environment & cultural)
- Residents
- Nearby/adjacent property owners
- Motorized recreators
- Nonmotorized recreators
- Environmental
- Day & weekend users
- Emergency response
- Agencies – in consultation role?

APPENDIX



Interviewees

INTERVIEWED	
California Land Management	Eric Mart
California State Lands Commission	Jason Ramos
California State Parks	Courtney Rowe
California State Parks	Silver Hartman
Friends of the West Shore	Jennifer Quashnick
Lake Tahoe Marina Association	Bob Hassett
Lake Tahoe Marina Association	Jim Phelan
Lake Tahoe Water Trail	Becky Bell
League to Save Lake Tahoe	Gavin Feiger
Local Resident	David Jonsson
Meeks Bay Resort original family owners	Daret Kehlet
Meeks Bay Vista Property Owners Association	Dick Renard
Meeks Bay Vista Property Owners Association	David Coward

Meeks Bay Vista Property Owners Association	William Magrath
Meeks Bay Vista Property Owners Association	Anthony Evans
Meeks Bay Yacht Club, Commodore	Steve Matles
North Tahoe & Meeks Bay Fire Protection District	Steve McNamara
Property Owner	Julie Hutchinson
Sustainable Community Advocates	Steve Teshara
Tahoe Lakefront Owners Association	Jan Brisco
Tamarack Mutual	Julie Lane-Gray
Washoe Tribe Director of Cultural/Language Dept. & Washoe Tribal Council member	Herman Fillmore
Washoe Tribe Vice Chairman & Manager of Meeks Bay Resort	Rueben Vasquez
Washoe Tribe Office of Environmental Protection	Susan Jamerson
Washoe Tribe Office of Environmental Protection	Rhiana Jones
Washoe Tribe Office of Environmental Protection	Coralee Ditman

Interview Questions

Introduction

1. Tell me a little bit about yourself/your organization's history in the Lake Tahoe area and involvement with Meeks Bay related issues.

Vision & Values

2. What do you value most about Meeks Bay and the surrounding areas? What's most important about Meeks Bay to you and/or your organization?
3. If you came back to Meeks Bay in 50 years, how would you know that the restoration and recreational access actions had been successful?

Issues

4. What are your primary interests or concerns related to the proposed restoration and recreational access project at Meeks Bay?
5. What do you consider the opportunities and constraints associated with this site?
6. What issues would a successful Meeks Bay project address? What issues might others raise?
7. What types of disagreements or conflict would you anticipate might emerge during the development of design alternatives for Meeks Bay? How might those conflicts be addressed or resolved?
8. What can we learn from previous efforts in the Lake Tahoe Basin that might inform or improve this effort?
9. What political issues would you recommend that we be sensitive to as this effort moves forward? Whose support is essential?

Interview Questions

Technical

10. What information would you like to have or what technical questions would you like to be answered as part of this effort? Who has the knowledge/expertise, and credibility to provide that information?

Stakeholder Engagement & Concluding Thoughts

11. The engagement approach under consideration is to have a stakeholder committee (forum) help guide the development of design alternatives for Meeks Bay restoration and access. Who might you recommend to participate in the stakeholder forum and what primary interests/concerns do they represent?
12. What do you think are the most effective ways to communicate and engage with stakeholders such as yourself and the public about this project?
13. Is there anything else you think we should know or advice that you might offer? What other groups or individuals do you think are critical for us to speak with?

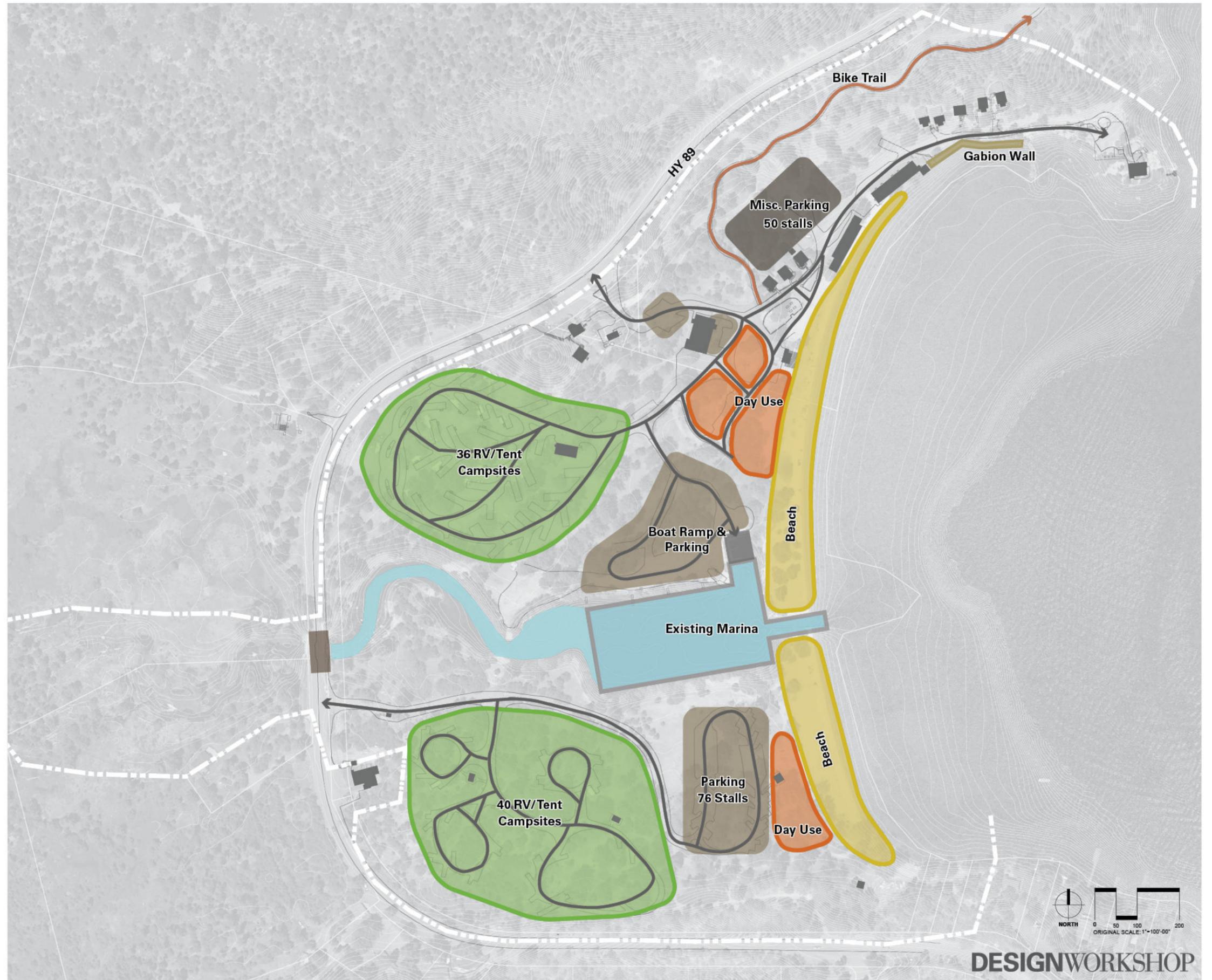
Attachment C

Alternative Diagrams

No Action Plan

Legend

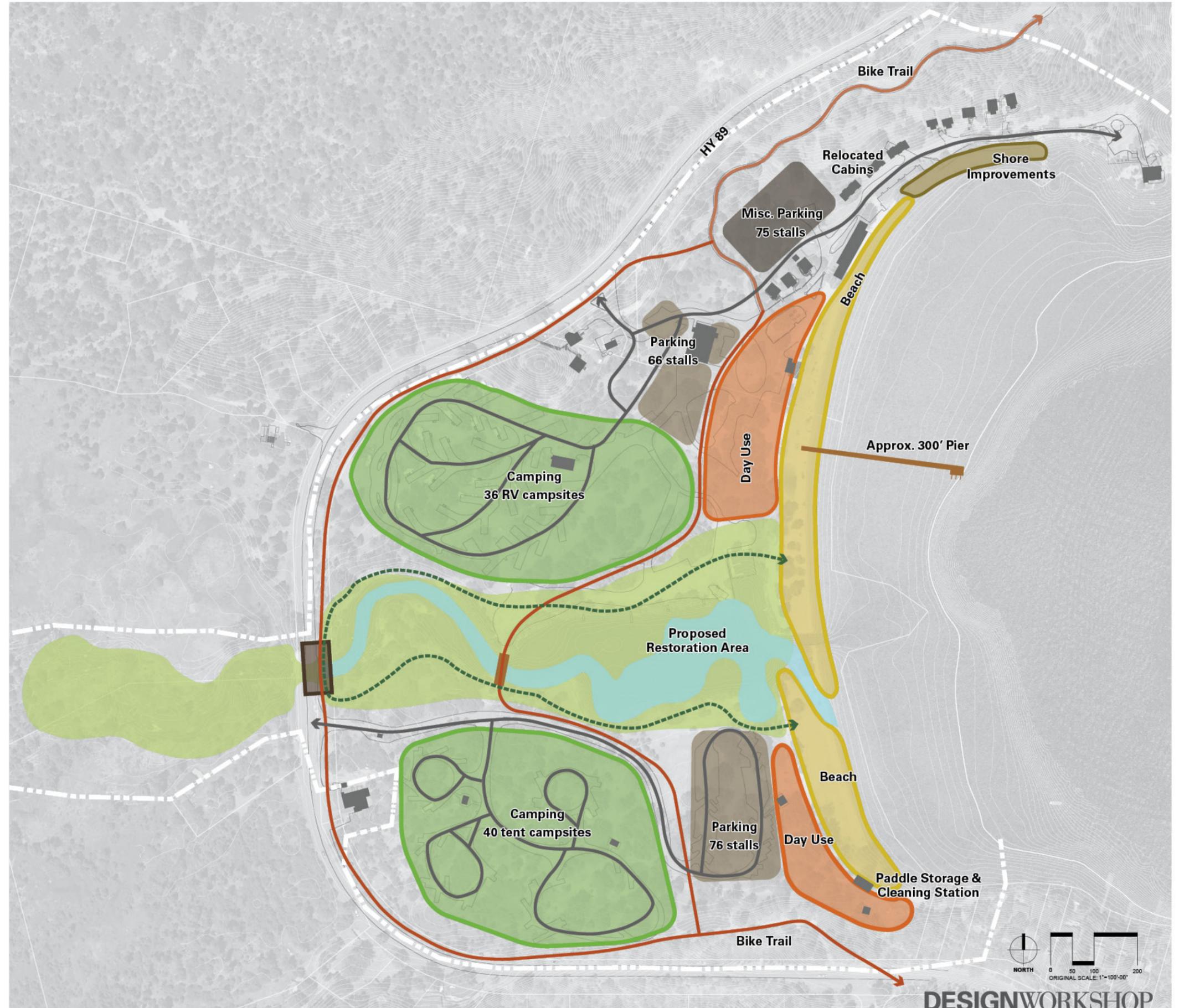
-  Day Use
-  Beach
-  Camping
-  Shore Improvements
-  Restoration
-  Parking
-  Roads
-  New Bike Path
-  Existing Bike Path
-  Combined Road/Bike Path
-  Interpretive Trail
-  Buildings
-  Vehicular Bridge
-  Pedestrian Piers/Ramps



DESIGNWORKSHOP

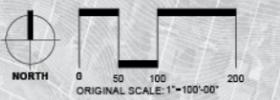
Alternative #1

Full Restoration with Boating Pier



Legend

- Day Use
- Beach
- Camping
- Shore Improvements
- Restoration
- Parking
- Roads
- New Bike Path
- Existing Bike Path
- Combined Road/Bike Path
- Interpretive Trail
- Buildings
- Vehicular Bridge
- Pedestrian Piers/Ramps



DESIGNWORKSHOP

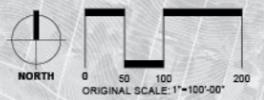
Alternative #2

Full Restoration with Pedestrian Pier



Legend

- Day Use
- Beach
- Camping
- Shore Improvements
- Restoration
- Parking
- Roads
- New Bike Path
- Existing Bike Path
- Combined Road/Bike Path
- Interpretive Trail
- Buildings
- Vehicular Bridge
- Pedestrian Piers/Ramps



DESIGNWORKSHOP

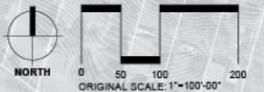
Alternative #3

Full Restoration with No Pier



Legend

- Day Use
- Beach
- Camping
- Shore Improvements
- Restoration
- Parking
- Roads
- New Bike Path
- Existing Bike Path
- Combined Road/Bike Path
- Interpretive Trail
- Buildings
- Vehicular Bridge
- Pedestrian Piers/Ramps



DESIGNWORKSHOP