

MEEKS BAY RESTORATION PROJECT STAKEHOLDER FORUM

Virtual Meeting #2 | August 5, 2020 (9 am - 12 noon)

Meeting Summary - FINAL*

Meeting Purpose

- Review and finalize summary of Forum meeting #1;
- Share contact information and present project website;
- Understand preliminary alternatives themes and planning constraints;
- Participate in group exercise to provide input on design elements to be considered when developing a range of alternatives for the Meeks Bay Restoration project; and
- Review project schedule and next steps.

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

Austin McInerny, facilitator from the Consensus Building Institute, welcomed participants to the second meeting of the Meeks Bay Restoration Project Stakeholder Forum. After a brief review of the Zoom tools and meeting agenda, Mr. McInerny reviewed the Stakeholder Forum membership and explained that after the first meeting, the Project Development Team decided to add the Woodland Pier Association to the Stakeholder Forum; thus, Mr. Bill Anson (primary) and Mr. Kent Ramos (alternate) have joined the Forum. Mr. McInerny reviewed the representatives from the various agencies and consultants involved with the project. Note: Forum meeting attendance is shown in Appendix 1 at the end of this document.

Mr. McInerny referred to the project public workshop and hearing schedule diagram to emphasize that the project is in its early stages and the focus now is on developing ideas to be explored in alternative themes. He asked for everyone in attendance to adhere to basic set of meeting guidelines to ensure collaborative participation.

The draft summary of the first meeting was then presented, and Mr. McInerny asked if anyone had any comments or requests for modifications to the document. No edits were suggested, and the summary document was accepted as final and will be posted on the project website.

Lastly, the draft project website was introduced and those interested in tracking the project are encouraged to visit www.meeksbayproject.org and to share the project email address (meeksbayproject@trpa.org) to those who want to provide feedback, questions and/or requests to be added to the project mailing list.

The presentation portion of today's meeting was recorded and is available for viewing [here](#) (password: wyAd4.e0).

* Note: This summary was adopted by the Stakeholder Forum at it's September 9 meeting with one revision requested by the Washoe Tribe on Page 10 indicating, "The Washoe Tribe supports full restoration of the lagoon and think a marina would not meet the purpose and need of the project."

Alternative Themes and Sideboards: Presentation & Discussion

Adam Lewandowski from Ascent Environmental provided an overview of the preliminary alternative themes and key considerations and sideboards for each theme. Mr. Lewandowski explained that the exercise today is intended to solicit input on elements to include in the project alternatives and that the workshop on August 19 will provide an opportunity for the members of the public to contribute to the alternative development as well. The third meeting scheduled for September 9 will be an opportunity to see and review the preliminary alternatives which will be developed based on the input generated today, as well as from the public workshop and the information collected during the scoping process.

The alternative themes provide a range of approaches to address key questions, including should motorized boat launching or mooring be provided at Meeks Bay and, if so, how and where? Mr. Lewandowski presented an overview of three preliminary alternative themes and planning constraints in order to provide a framework for stakeholders and the public to provide input on design elements to be considered when developing a range of alternatives for the Meeks Bay Restoration project. The details of his presentation are shared in the explanation of each of the alternative themes presented below.

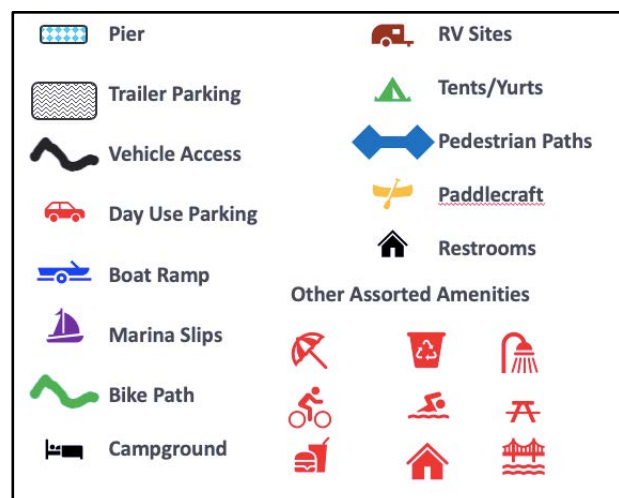
Break Out Exercise to Develop Alternative Themes

To foster creative brainstorming and interaction between meeting participants, a series of simultaneous breakout groups were virtually convened allowing every participant an opportunity to discuss each of the following alternative themes:

- Alternative Theme # 1 – Modified Version of the Proposed Action
- Alternative Theme # 2 – Provide or Retain Partial Marina Infrastructure
- Alternative Theme # 3 – Non-Motorized Access Emphasis

Forum members were pre-assigned to each theme’s initial breakout group and then rotated and mixed-up after 30-minutes to allow time for engagement with a different group of Forum members and the public on each of the alternative themes. Four (4) non-Forum members of the public in attendance were randomly assigned to various groups to observe and were also provided time with each of the alternative themes.

A facilitator and a recorder from the Project Development Team were assigned to each of the themes to help orient, guide and record the discussions of each break-out group. Each group was asked to consider a number of questions specific to each theme and to collaboratively develop ideas regarding the most appropriate locations for various design elements within the project area. A graphic “menu” of design elements (shown to the right) were available to each group.



All participants were reminded that whatever options produced from the meeting would need to be evaluated to ensure they are feasible and meet the proposed project's purpose and need and that this exercise was aimed at helping inform the preliminary site designs for the various alternatives. Also, to foster creativity, each group was presented with a blank base map of Meeks Bay and the previous group's work was not shared. Thus, for each of the alternative themes, three separate collections of individuals representing various interests produced their own unique design ideas and corresponding rationale and questions. After the final design session, the facilitator and recorder shared the maps, rationale and questions raised by each of the groups.

The remainder of this memo presents the outcomes from each of the breakout groups for each of the three alternative themes. The Project Development Team will utilize the ideas and questions raised to develop preliminary alternative designs which will be shared with the Forum at a future meeting.

After each theme group shared their work, Mr. McInerney presented the following next steps and adjourned the meeting:

Forum Members:

- Review today's meeting summary when sent out by or before 8/19
- Review September 9 Forum meeting agenda & materials (issued by 8/26)
- Confer with your constituents to prepare for next forum meeting
- Help spread word about upcoming August 19 public workshop

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 August 19 public workshop
- Follow @TahoeAgency and track website to keep informed

Outcomes from Break Out Group Exercises

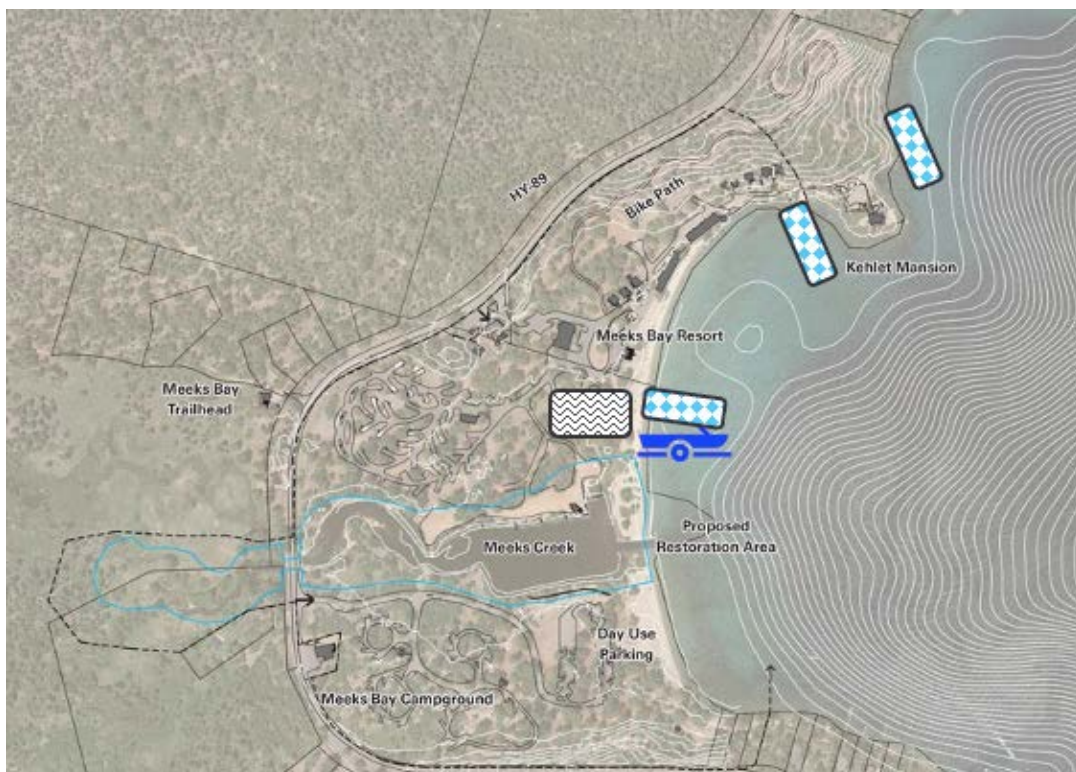
Alternative Theme 1 – Modified Version of the Proposed Action

This alternative or alternatives would include the same basic elements as the proposed action released in 2018. The alternative(s) would include complete removal of the marina infrastructure and restoration of the creek and lagoon. Public motorized watercraft access would be provided by a boat ramp and pier. Refinements or modifications to the location, size, and/or design of project elements included in the 2018 proposed action could be considered, such as the location of the pier and the boat ramp along the shoreline.

Planning Sideboards:

- ▲ TRPA Code prohibits piers and ramps near a stream mouth
- ▲ The pier and ramp should avoid bisecting beach areas
- ▲ The pier and ramp should minimize disturbance to campers and nearby property owners
- ▲ The ramp will require adequate vehicle access and parking

Breakout Group #1 – Diagram



Breakout Group #1 – Rationale

- ▲ Location for the pier and boat ramp. *North shore more appropriate and at the furthest end. South side less developed, non-motorized activity, adjacent to homes. Noise concerns. Should be limits to boats per day. North side of bay has more amenities and has a history of more development. Stream mouth protection zone. Location may depend on the utility of the pier and whether it needs to be close to the ramp. Having the pier and ramp together would make more sense. Interest in having it as far north as possible.*
- ▲ Locations for boat trailer parking near the pier and ramp. *North – was previously provided in that area*
- ▲ Best location for an access road that will provide vehicle access connecting the entryway to the boat ramp and trailer parking. *Could use existing resort parking areas that are already disturbed.*
- ▲ Best places to relocate displaced day use parking, campsites, or other amenities. *No input.*
- ▲ Other design elements should be included in this alternative. *Depending on use of pier- consider using previously disturbed alternatives.*

Breakout Group #2 - Diagram

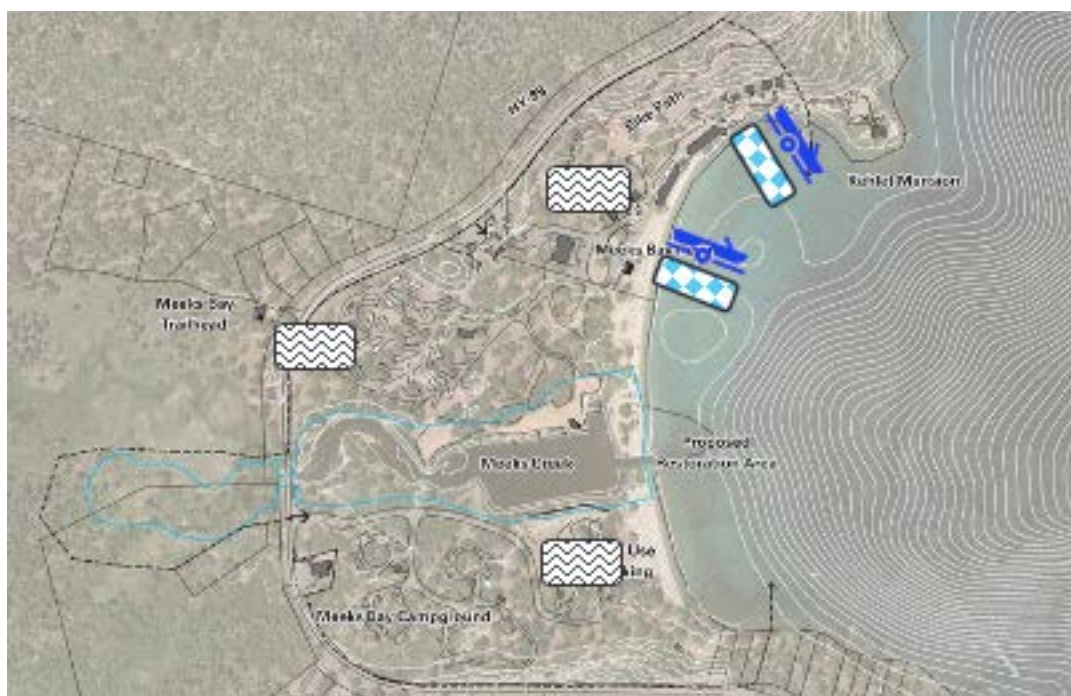


Note: This group acknowledged that no design elements are allowed within some distance from the mouth of Meeks Creek and, thus, utilized red lines to indicate approximate setbacks that would need to be recognized.

Breakout Group #2 – Rationale

- ▲ Location for the pier and boat ramp. *Consideration for water depth- northern part of the bay is shallow. You also need a breakwater if a ramp is in open water to protect the ramp. Northern section of bay is exposed to the prevailing wind. Stream mouth protection zone constraints. Need to vet location against current environmental constraints. Need to also consider stream hydrology and what stream meander, location of stream mouth. Restoration needs to happen first, and footprint should be established first. South location also could result in conflicts and traffic-more conflicts with the residential areas.*
- ▲ Locations for boat trailer parking near the pier and ramp. *Parking could be considered near resort. Could use area where previous marina parking was located.*
- ▲ Best location for an access road that will provide vehicle access connecting the entryway to the boat ramp and trailer parking. *Concerns with impacts to south end and traffic Meeks Bay Avenue.*
- ▲ Best places to relocate displaced day use parking, campsites, or other amenities. *Re-use marina parking. Would need to relocate some campsites and buildings at resort. Additional trailer parking could be up near the bike path behind the resort beach.*
- ▲ Other design elements should be included in this alternative. *No input.*

Breakout Group #3 - Diagram



Breakout Group #3 – Rationale

- ▲ Location for the pier and boat ramp. *Launch facility and pier closer to the Kehlet Mansion in consideration of homeowners in the south. These would provide safe harbor. Location of pier would also depend on length and access (depth). Suggestion near resort but could have a higher visual impact. Should also consider traffic and capacity.*
- ▲ Locations for boat trailer parking near the pier and ramp. *Parking is day use only. Motorized trailer parking could be near resort exit– where existing trailer parking is now. Parking is also available near resort where there is a large parking area now (near bike path). Day use parking could be for the non-motorized access.*
- ▲ Best location for an access road that will provide vehicle access connecting the entryway to the boat ramp and trailer parking. *This may depend on capacity of ramp and # of visitors.*
- ▲ Best places to relocate displaced day use parking, campsites, or other amenities. *No input.*
- ▲ Other design elements should be included in this alternative. *Make sure to retain non-motorized access and that motorized infrastructure is not disturbed –signage, inspection and staging of non-motorized. Should also consider sail boats in design- bigger sailboats have a 6’ keel. Shallow depth is a consideration and would need a longer dock or pier to get out to deeper water. Could potentially have a floating pier or floating pier extension. Need to consider low lake level conditions.*

Alternative Theme 2 – Provide or Retain Partial Marina Infrastructure

This alternative would continue to provide motorized watercraft access in the general location of the existing marina, while meeting the project purpose and needs related to ecological restoration of the creek and lagoon. The majority of the marina infrastructure would be removed to facilitate ecological restoration, although a public boat ramp and/or a limited number of moorings could be considered in the location of the existing marina.

Planning Sideboards:

- ▲ The alternative would need to allow for the restoration of the lagoon, creek, and degraded wetland habitats
- ▲ Boat access would need to be separate from or compatible with shallow lagoon habitat
- ▲ Infrastructure would need to result in an environmental benefit

Breakout Group #1 - Diagram



Breakout Group #1 – Rationale

- ▲ If the marina was removed but a boat ramp was retained in the general location of the existing ramp would you change the boat ramp, and if so how? *Existing location of the boat ramp is appropriate, flow is good. Does not think you can have a boat ramp without a pier/floating dock for it to work properly. Trailer parking location will potentially affect the rest of the project. Trailer parking by the old cabins. Whether or not the restoration would recreate the historic location of stream mouth? Keep the existing channel with sheet pile and the boat ramp in the same location. Has there been any discussion regarding revenue for the tribe? Backups at other marinas super early on, people want to use boats, they need places to launch them for day use. Is there an option to dig a new marina next to the old one and restore the creek? Where would non-motorized boaters launch in this scenario? Consider putting in a dedicated place for non-motorized boats to launch. clarification on TRPA rules regarding infrastructure in the SEZ, or stream mouth zone. The marina is existing public/recorded moorings – Is TRPA ok to lose those recorded moorings, do they need to replace those?*
- ▲ In your opinion what is the smallest number of slips that could be retained while still making it worthwhile to have a marina? *Previously there were 120 slips. The need*

exceeds what will be available. Boats are getting longer and wider to where the previous slips may not even accommodate a modern boat. 30 slips. Replace some of the slips in a buoy field. Some objection to the buoy field. Buoy for campground participants only. Do not want Zephyr Cove or Round Hill. Marina for campers only.

- ▲ If you were to design small marina that allows for the restoration of most of the lagoon, how would you design it? *No input*
- ▲ Are there other boat access options that should be considered, such as gantry lifts or mooring buoys? *No input*

Breakout Group #2 – Diagram



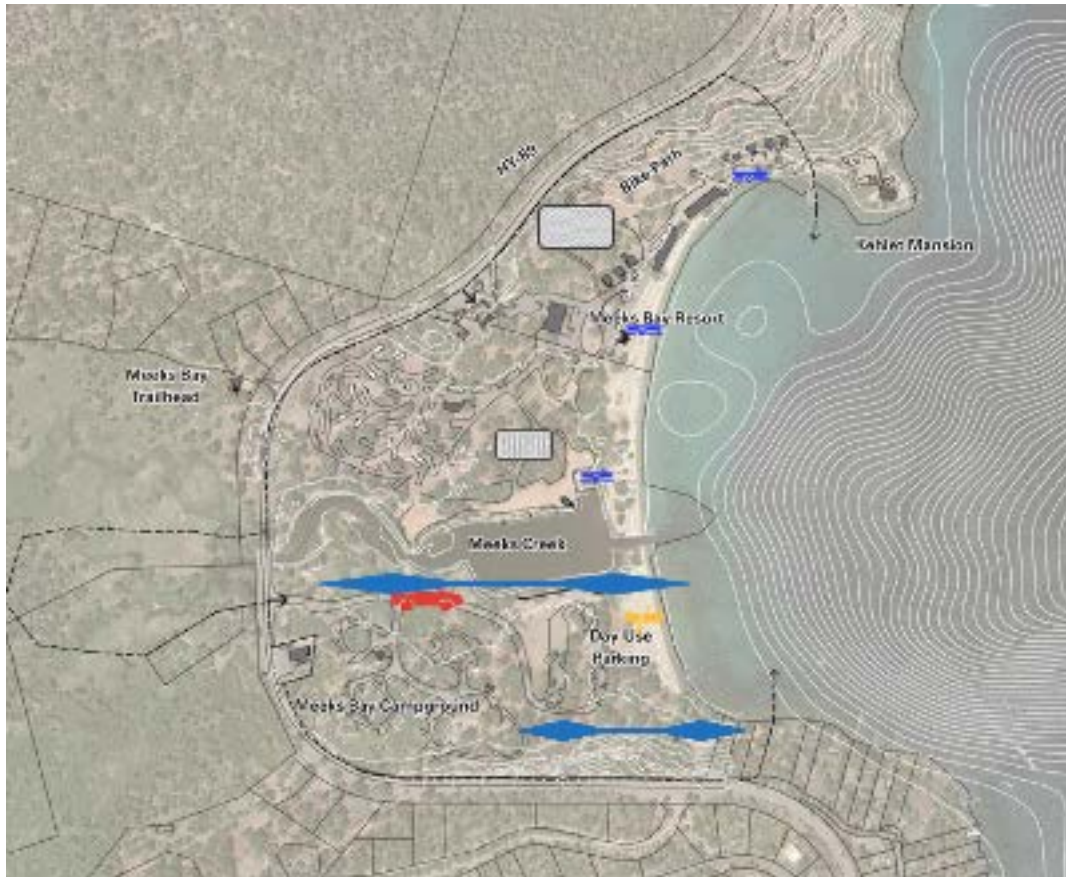
Breakout Group #2 – Rationale

- ▲ If the marina was removed but a boat ramp was retained in the general location of the existing ramp would you change the boat ramp, and if so how? *Be nice to see an overlay of the restoration, the location of the boat ramp may change depending on final restoration. Need to think about where you offload/onload people and goods. Favored day use boaters. Not conducive to the sailors (7-10 sailors, they are seasonal want to put in early summer, pull out in the fall, waiting list is long at other marinas, only buoys that*

have been available are at Camp Rich.) General same location but re-oriented so it is separated from the creek itself. If the whole goal is restoration, the whole alternative is non-starter. A non-motorized boat ramp would be ideal (links to the other alternative).

- ▲ In your opinion what is the smallest number of slips that could be retained while still making it worthwhile to have a marina? *Can you provide the public accessible slips at another location (Obexors, Sunnyside)? Is that an acceptable mitigation for the project/potential loss of the slips? What have people been doing since the marina has been closed? The Washoe Tribe supports full restoration of the lagoon and think a marina would not meet the purpose and need of the project. Motorized traffic right through the middle of the bay is problematic. Are the slips banked? Is it a bankable of the commodity? How long are these uses grandfathered in? For how long?*
- ▲ If you were to design small marina that allows for the restoration of most of the lagoon, how would you design it? *If we move it anywhere else, we are creating a problem in the actual bay. Rather see the boat ramp/marina where it is.*
- ▲ Are there other boat access options that should be considered, such as gantry lifts or mooring buoys? *No input.*
- ▲ Consider locations for boat trailer parking near the location of the existing marina. *Location of existing trailer parking was adequate. Difficult until we know the access.*
- ▲ Identify the best location for an access road that will provide vehicle access connecting the entryway to the boat ramp/marina and trailer parking. *No input.*
- ▲ Identify the best places to relocate displaced day use parking, campsites, or other amenities if needed amenities. *No input.*
- ▲ Other design elements should be included in this alternative. *Maintaining a level of emergency access, project needs BMPs for whatever is designed. As minimal disruption as possible. AIS inspection would need to be available. What are the future FS plans for managing the entire area?*

Breakout Group #3 – Diagram



Breakout Group #3 - Rationale

- ▲ If the marina was removed but a boat ramp was retained in the general location of the existing ramp would you change the boat ramp, and if so how? *Makes sense for the boat ramp to stay in the same location. Talked about the ramp being located to the north by the mansion. Would re-orientating the boat ramp but keep it in the same location generally work? Need clarification on TRPA rules (what is allowed in the stream mouth protection zone and what is not).*
- ▲ In your opinion what is the smallest number of slips that could be retained while still making it worthwhile to have a marina? *30-50. Boat ramp for a whole suite of users*
- ▲ If you were to design small marina that allows for the restoration of most of the lagoon, how would you design it? *History has shown that regardless of location the marina will require periodic dredging – will TRPA, Forest Service, the Washoe Tribe be ok with some dredging? Hard time seeing how this would fit in with restoration goals? Buoy field instead of marina slips? What have people been doing since the marina has been closed? Look at the marina section as inert. Everything west of that is your restoration area. We need to think outside the box.*

- ▲ Are there other boat access options that should be considered, such as gantry lifts or mooring buoys? *No input.*
- ▲ Consider locations for boat trailer parking near the location of the existing marina. Two different types of users that may warrant two separate parking spaces. 1) day trippers, 2) people who launch and keep their boat in the water for the season (or long-term (one week- whole season)). For the longer-term users you may not need a parking space. Adam marked potential locations on the map.
- ▲ Identify the best location for an access road that will provide vehicle access connecting the entryway to the boat ramp/marina and trailer parking. *No Input.*
- ▲ Identify the best places to relocate displaced day use parking, campsites, or other amenities if needed amenities. *Better to locate the campground further from the highway, rethink this whole area a bit. Integrate the camping/parking. Reorient the parking so it runs along the creek, or vice versa, have the campground re-oriented closer to the creek. A designer could really re-design this area so there is better access for everyone.*
- ▲ Other design elements should be included in this alternative. *Hard to inform decisions to w/o knowing the environmental impacts to those decisions. Non-motorized boat launch – right now only area if by the store/restaurant. Be nice to have loading zones closer to the water with some potential dedicated short-term parking. Existing parking is a barrier between the camping and the beach. Better if there was designated access from campground and from parking lot, to limit the disturbance if people constantly trampling.*

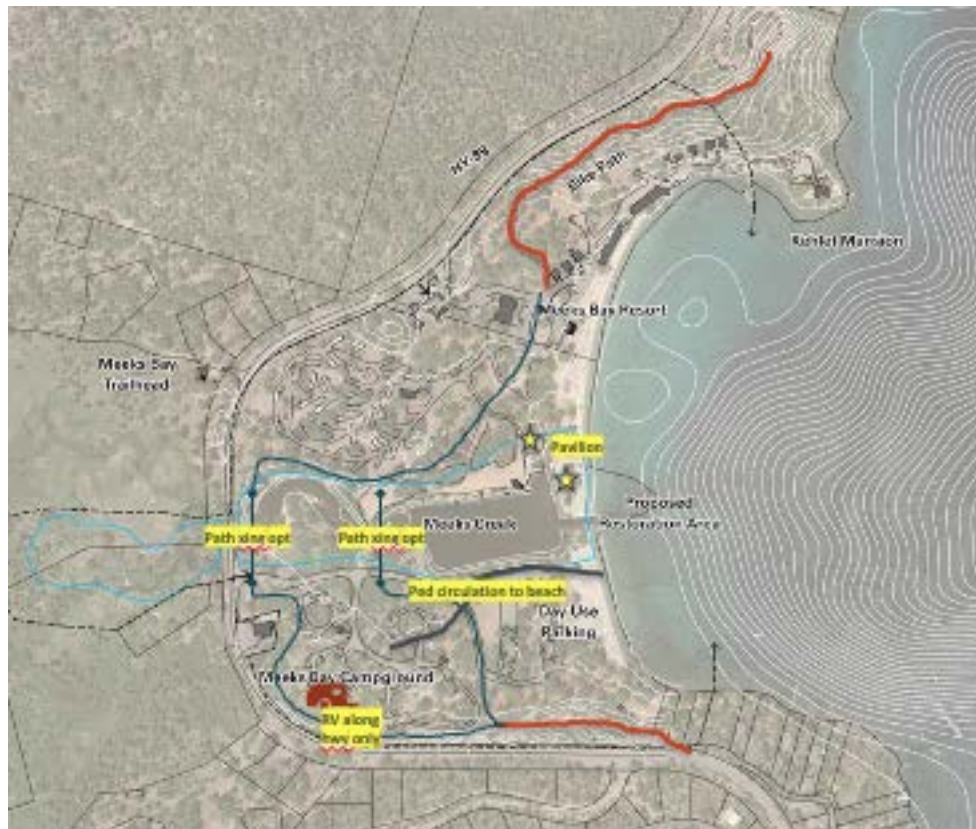
Alternative Theme 3 – Non-Motorized Access Emphasis

This alternative would include complete removal of the marina infrastructure, and restoration of the creek and lagoon. Infrastructure would support non-motorized lake access and a variety of recreation uses. No new infrastructure for public motorized watercraft access would be provided at the site. Infrastructure for non-motorized watercraft launch may be considered, such as a universally accessible kayak launch.

Planning Sideboards:

- ▲ The alternative should reflect the purpose and need (i.e., provide sustainable recreation consistent with a functioning ecosystem)

Breakout Group #1 – Diagram

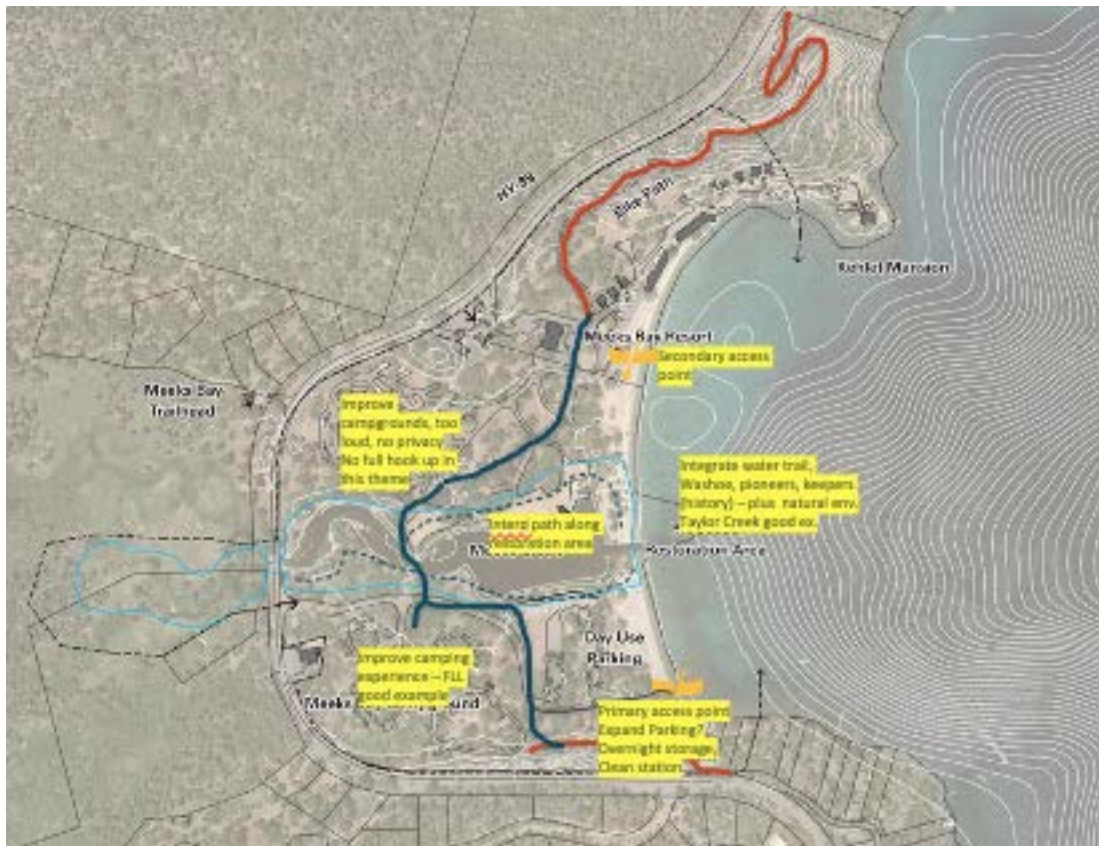


Breakout Group #1 – Rationale

- ▲ Location of a bike path? *There has been some existing work on bike path improvements north of the site, we should consider that there have been other groups working on trail improvements.*
 - *How do you define a bike path (proximity to destination, what types of users)?*
 - *Concern about location of bridge, is the location of the old bridge the best location?*
 - *It may be most logical to have the bike path follow HY 89, depends on what parameters we decide on.*
 - *Bike path may be limited to avoid Meeks Bay resort campground sites*
- ▲ How would you improve the campgrounds? Would you change the layout, number of campsites, and/or size of sites? Would you add restrooms, yurts, and/or full hook-up RV sites? If so, where? Make the campground a tent only facility to make it accessible for younger families, limit RV camping to the resort side of Meeks Bay. Yurt sites may influence more glamping type of uses.

- ▲ Where would you locate accessible beach access paths from parking areas to the beach?
No Input.
- ▲ What type of interpretive features would you include and where would you locate them? *No Input.*
- ▲ Should there be paddlecraft access features such as an accessible kayak ramp and/or paddlecraft rentals? If so where?
 - *Boat launch location is very dependent on parking location*
 - *Beach access needs to be improved from the campground, consider moving day use parking and camping, currently long distance between camping and beach area*
 - *Circulation will be changed drastically with this option due to restoration efforts, there will be a need strong need for improved circulation*
- ▲ Other design elements should be included in this alternative. *Large day use pavilions on the north side of the lagoon near old boat launch area*

Breakout Group #2 - Diagram



Breakout Group #2 – Rationale

- ▲ Location of a bike path? *The existing HY 89 bike plan seems like it would be the best option through the site*
- ▲ How would you improve the campgrounds? Would you change the layout, number of campsites, and/or size of sites? Would you add restrooms, yurts, and/or full hook-up RV sites? If so, where?
 - *Possibility for new boat in camping on the south side of the lagoon*
 - *Current campground needs better internal ped circulation, not very much privacy between sites right now*
 - *Campground is very loud, needs more privacy, need better noise blocks, overall poor experience*
- ▲ Where would you locate accessible beach access paths from parking areas to the beach? *Concerns about capacity and where are people going to park. Fallen Leaf, good example of mix of day use and overnight camping uses*
- ▲ What type of interpretive features would you include and where would you locate them? *Integrate water trail information on the south side. Add in historical info, Washoe influence, plant and animal info. Taylor creek as signage precedent. Addition of nature walk element, sort of like an open-air visitor center. Path through restoration area highlighting the improvements*
- ▲ Should there be paddlecraft access features such as an accessible kayak ramp and/or paddlecraft rentals? If so where?
 - *Does there need to be a paddlecraft inspection area? Camp Rich as example for paddlecraft inspection.*
 - *Need better paddle craft infrastructure (both sides of lagoon); storage, cleaning area overnight usage, better relationship to camping area, with educational signage*
 - *Should day use and overnight boat areas be separated*
- ▲ Other design elements should be included in this alternative.
 - *Is there concern for mitigation about invasive species, in these plans?*
 - *Motorized and non-motorized areas should be concentrated on either side of lagoon*
 - *Would be nice to have survey of current usage demographics and type of use*
 - *How do we make sure that users are following water safety and environmental rules.*

Breakout Group #3 – Diagram



Breakout Group #3 – Rationale

- ▲ Location of a bike path?
 - Bike Path near the lake, not ideal do to existing ped uses,
 - Bike path through the middle is the best, need to be aware of campground security with more bikers coming through that area
 - Concern for crosswalks along the bike path on north and south sides of lagoon
 - Some users may make this trail unsafe (trail in the middle), people going to fast on the trail when there are so many crossings and pedestrians
 - Should the main bike path follow HY89 with a spur going down into Meeks Bay area, completely outside of the park
 - Any trail in Meeks Bay should be a pedestrian path, no bikes
 - Who are the intended users of the bike path?
- ▲ How would you improve the campgrounds? Would you change the layout, number of campsites, and/or size of sites? Would you add restrooms, yurts, and/or full hook-up RV sites? If so, where?
 - Favor tent camping over RV parking, don't lose tent camping for RV camping

- Less RVs will be safer for emergency situations
- RV camping on the north side and tent camping on south side
- There should be better definition of sites on south side and possibility for more sites
- ▲ Where would you locate accessible beach access paths from parking areas to the beach?
Would be nice to separate peds and bike uses, separate trails for safety
- ▲ What type of interpretive features would you include and where would you locate them?
 - Interpretive walking trail through restoration with an emphasis on Washoe history and influence
 - History of west shore development
 - Extensive loop trail around lagoon
 - Visitor center by the general store
- ▲ Should there be paddlecraft access features such as an accessible kayak ramp and/or paddlecraft rentals? If so where? *Rental facilities should be on the north side by the snack bar*
- ▲ Other design elements should be included in this alternative.
 - Better circulation from campground to day use area
 - Keep north side more resort like and focus the south side on as peaceful day use area and better access for locals

Appendix A: Stakeholder Forum Member Meeting Attendance

Affiliation	Representative	Mtg #1	Mtg #2
Woodland Pier Association	Bill Anson		*
Lake Tahoe Water Trail	Becky Bell	*	*
Tahoe Lakefront Owners Association	Jan Brisco	*	*
Meeks Bay Vista Property Owners Association	Tony Evans	*	*
League to Save Lake Tahoe	Gavin Feiger	*	*
Washoe Tribe Cultural/ Language Department	Herman Fillmore	*	
Property Owner	Julie Hutchinson	*	*
Washoe Tribe Office of Environmental Protection	Susan Jamerson	*	*
Meeks Bay Yacht Club	Steve Matles	*	*
Meeks Bay Fire District	Steve McNamara	*	
Lake Tahoe Marina Association	Jim Phelan	*	*
Friends of the West Shore	Jennifer Quashnick	*	*
Washoe Tribe Meeks Bay Resort	Rueben A. Vasquez		

Additionally, the alternate representatives from both the Friends of the West Shore (Judith Tornese) and the West Shore Community Member At-Large (Daret Kehlet) were both in attendance along with four members of the public.