



Van Sickle CA/NV Bi-State Park

MASTER PLAN
SUMMARY REPORT
JUNE 2005



DESIGN WORKSHOP
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1.0 EXECUTIVE SUMMARY

The donation of land by Jack Van Sickle to the Nevada Division of State Parks in 1988 and the purchase of additional land by the California Tahoe Conservancy created an opportunity for the development of a bi-state park in South Lake Tahoe.

Critical physical, natural, and cultural resource information for the park site was collected as a part of early planning efforts to provide background information. This included:

- Wildlife surveys for species classified as sensitive by the Tahoe Regional Planning Agency
- Preliminary stream environment zone (SEZ) delineation
- Cultural record search for the California side of the property
- Slope and aspect mapping
- Land capability classification verification
- Preliminary geological research
- Utility mapping and information collection regarding existing easements

Early analysis determined that much of the park area has limited development potential. Approximately 60% of the park area is comprised of slopes over 30%

and much of the site has land capability classifications that limit or restrict intensive uses. Generally, the lower areas of the park contain land capable of accommodating some improvements based on land classification. Much of the park has potential to be used for trails to serve a variety of users and to connect to a basin-wide trails system, such as the Tahoe Rim Trail.

To assist in developing the program and design alternatives for the park, a Steering Committee (consisting of the primary regulatory agencies) and an Advisory Committee (including key stakeholders) were established. Public workshops provided opportunities to gather community input. Recreation studies provided further information regarding potential park uses.

Based on preliminary research and public input, the Steering Committee developed three conceptual design alternatives for the park. These alternatives served as the basis for a proposed master plan. The design alternatives and master plan are presented in this report. In addition, phasing plans for the proposed master plan are included to indicate the facilities proposed at each stage of the park's development. The design process for the draft master plan is outlined

in this report, including preliminary design options and the public involvement process. Based on the proposed master plan, a traffic analysis was completed to identify potential impacts. In addition, options for provision of utilities and services were analyzed.

Future steps that need to be taken to implement the master plan include the development of a programmatic environmental document based on the full implementation of the master plan and a focused environmental document for the phase one program. This process will use the preliminary resource studies completed to date as a starting point for gathering and analyzing more data to determine the potential impacts of the proposed plan.

Detailed consultant reports detailing preliminary assessment of physical, natural, and cultural resources are contained in Appendix I. Meeting minutes from Steering Committee, Advisory Committee, and public meetings are included in Appendix II. Appendix I and II are submitted as separate documents along with this report.



2.0 INTRODUCTION

2.1 Project Location

Van Sickle Bi-State Park is located in California and Nevada in South Lake Tahoe/Stateline. As shown in Figure 1, the property sits between the casino corridor and Heavenly Ski Resort on Highway 50, with the Heavenly gondola traversing over a portion of the site.

2.2 Project Background

In 1988, Jack Van Sickle donated 542 acres of property to the Nevada Division of State Parks (NSP) to form the "Henry Van Sickle Unit of Lake Tahoe Nevada State Park" in honor of Jack's grandfather. His donation contained the stipulation that the park include no commercial equestrian or ski resort facilities within its boundaries. Later, NSP secured an additional 28 acres of adjacent property, for a total of 570 acres.

NSP initiated resource data collection and analysis in 2000 to determine the best uses for the property. NSP also began the master planning process and held a public workshop. These efforts resulted in the conclusion that park access would be a major constraint to its development.

A portion of land immediately adjacent to the Nevada site provided an opportunity for an access point to the park. In addition to the property he donated to NSP, Mr. Van Sickle also owned a sizable tract of land in California that included this possible park entrance off Montreal/Tahoe Parkway and opposite Park Avenue. Mr. Van Sickle expressed a willingness to sell up to 155 acres after learning about the access opportunity.

In 2001, NSP initiated discussions with California State Parks (CSP) regarding the potential formation of a joint

California/Nevada State Park, an idea that received a positive response from the California agency. CSP then approached the California Tahoe Conservancy (CTC) with the hope that they would purchase the acreage in California needed to provide access to the Nevada portion of the property.

The CTC was attracted to the recreation potential of the site, located within such close proximity to the casino corridor in South Lake Tahoe, and embraced the idea of a Bi-State Park. In 2002, the CTC purchased the land necessary for access, with the intention of turning management of the property over to CSP at a future date. Included in the purchase was an access right-of-way for public entrance into the Nevada property via the California side. Additionally, Mr. Van Sickle donated two acres opposite Park Avenue to serve as a park entrance. Together, these acquisitions have created an opportunity to create a bi-state park in South Lake Tahoe.

2.3 Project Participants

CSP, the CTC, and NSP negotiated and signed a three-way interagency planning and site design/engineering agreement to manage the planning and design. As the lead agency, NSP retained Design Workshop to develop planning documents for the park. Design Workshop led the master planning team, which included Parsons, Western Botanical Services, Consortium West, Kleinfelder, Susan Lindstrom, LSC Traffic Consultants, Turner Associates, and JWA Engineers.

Throughout the master planning process, the design team considered the agency goals of the NSP, CSP, and CTC. Van Sickle Bi-State Park provides opportunities for these agencies to pursue their missions related to

recreation, preservation, and interpretation. The Park Vision Statement, contained in Section 7.1, is a blend of the three agencies' goals. The following sections outline the missions and objectives of each partner agency.

2.3.1 Nevada Division of State Parks

NSP was established to plan, develop, and maintain a system of parks and recreation areas for the use and enjoyment of Nevada residents and visitors. NSP also preserves areas of scenic, historic, and scientific significance in Nevada.

The key objectives of the NPS are to:

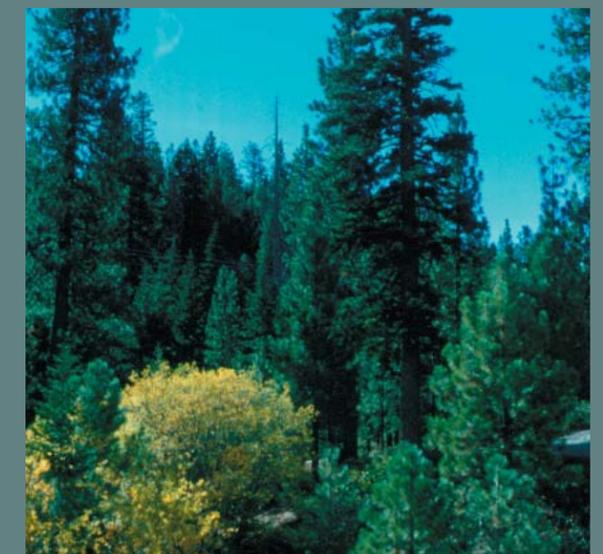
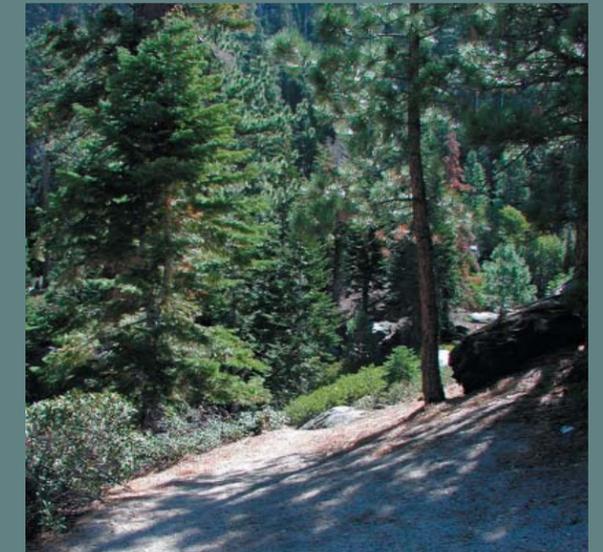
- Manage, protect, operate, and maintain existing and future units of the Nevada State Park System,
- Acquire, plan for, and develop a well-balanced system of areas of outstanding scenic, recreational, scientific, and historical importance, and
- Manage and interpret the natural, cultural, and recreational resources of the State Park System.

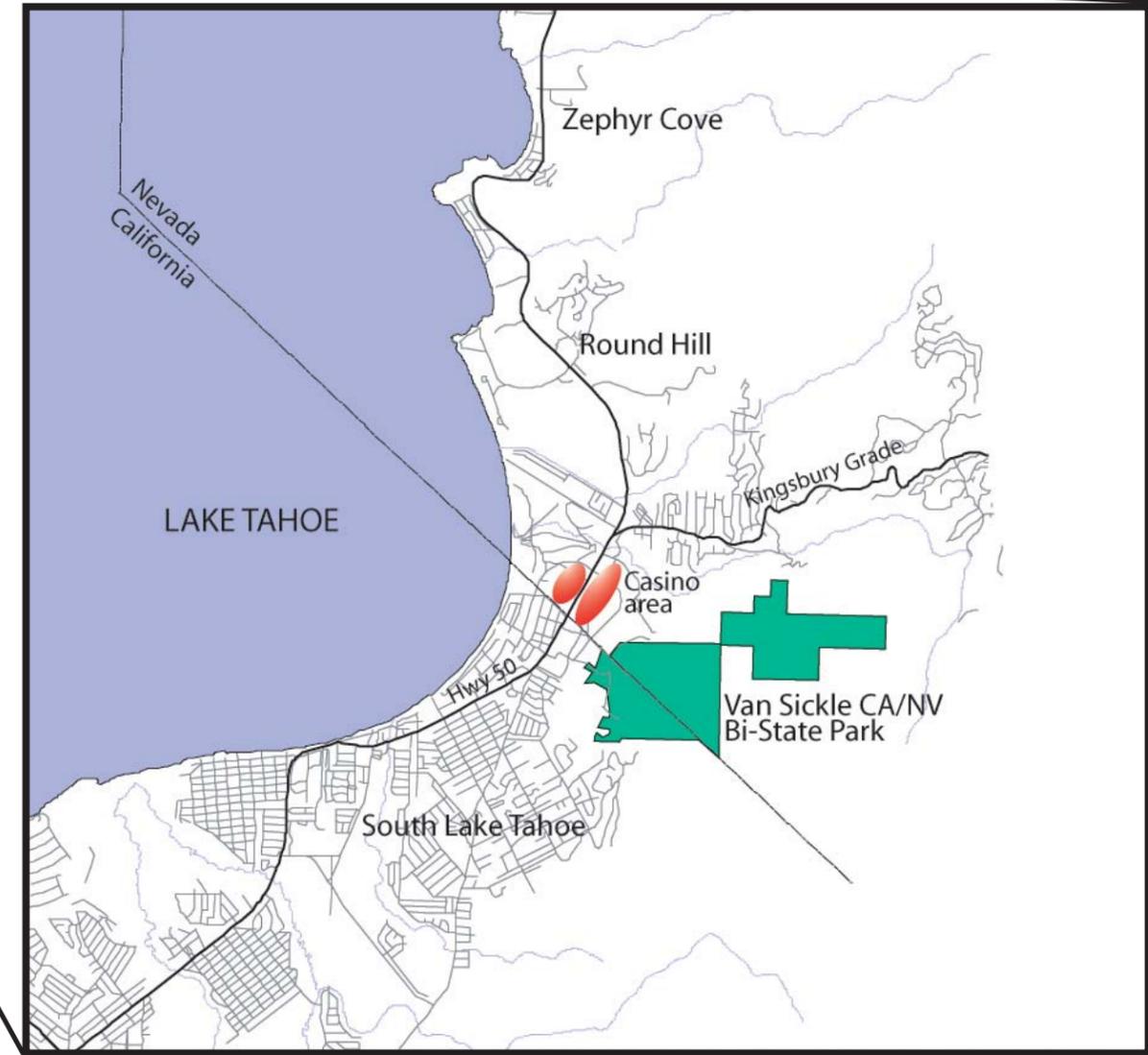
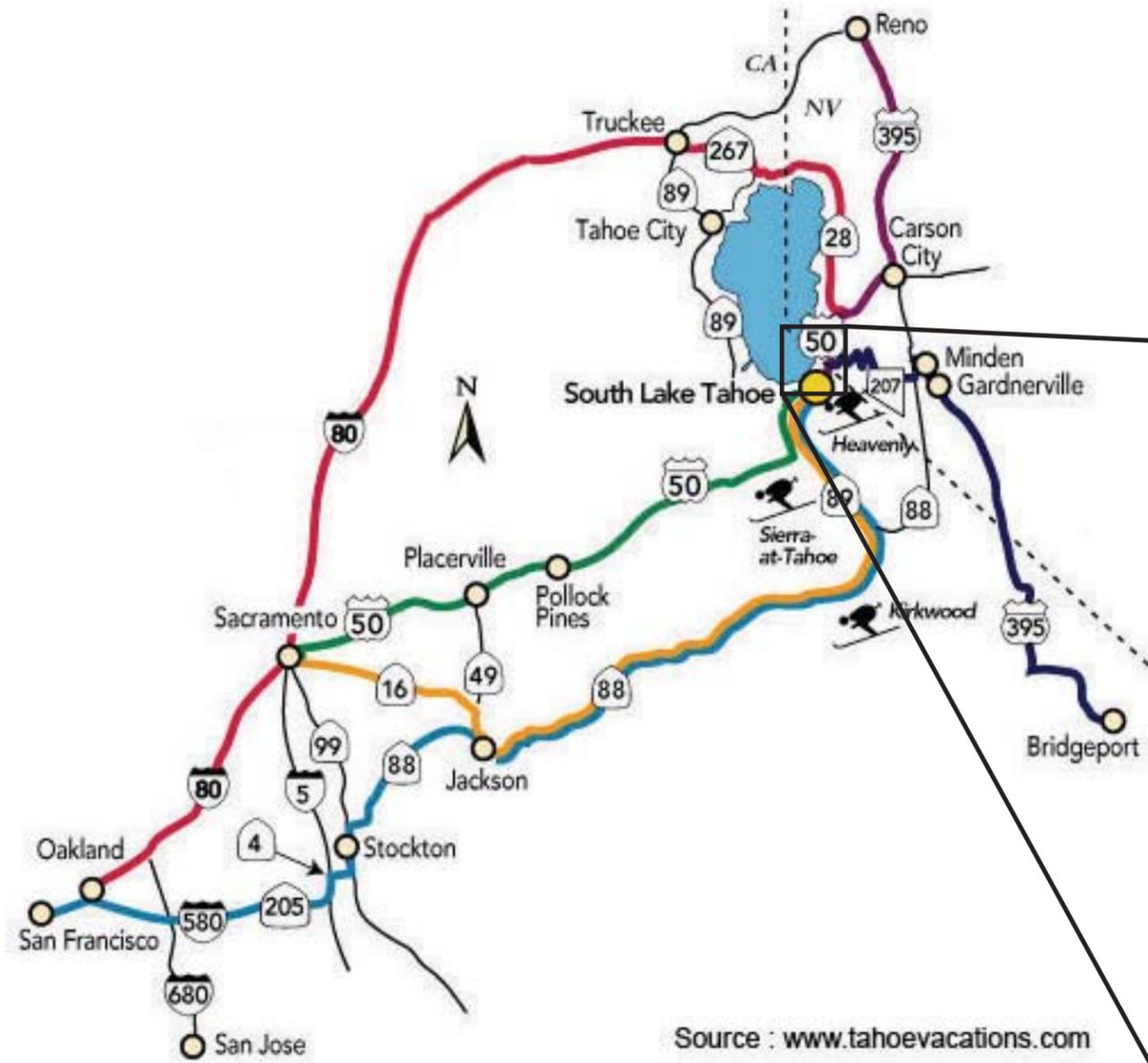
2.3.2 California State Parks

The mission of CSP is to "provide for the health, inspiration and education" of Californians by helping to preserve the state's biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

The core programs of CSP include:

- Resource protection
- Education/interpretation
- Facilities
- Public safety
- Recreation





LOCATION MAP
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FIGURE
 1
 DESIGNWORKSHOP

2.3.3 California Tahoe Conservancy

The CTC's primary objectives are to:

- Protect the natural environment of the Tahoe Basin, with priority placed on preserving the exceptional clarity and quality of the waters of Lake Tahoe,
- Increase public access and recreation opportunities for visitors to the lake, and
- Preserve and enhance the broad diversity of wildlife habitat in the Tahoe Basin.

To achieve its objectives, the CTC implements eight major programs:

- Environmentally sensitive land
- Erosion control
- Stream environment zone
- Land coverage and other marketable rights
- Public access and recreation
- Wildlife enhancement
- Management
- Forest ecology

2.4 Project Objectives

The mission of each partner agency helps to form the overall objectives for the project. The purpose of Van Sickle Bi-State Park is to provide recreation facilities for local residents and visitors to the Lake Tahoe Basin while protecting and showcasing the unique scenic, natural, cultural, and historic features of the site.

The park creates a unique opportunity to provide recreation facilities close to the urban casino core of Lake Tahoe where visitors can enjoy the outdoor environment of Lake Tahoe without having to drive from their accommodation. The experience will be punctuated with enjoyable interpretive elements to educate visitors about the unique qualities of the Tahoe environment, and what they can do to help protect it during their visit and into the future.

PARTNER AGENCY MISSIONS

Nevada State Parks

- *Plan, develop, and maintain a system of parks and recreation areas for the use and enjoyment of residents and visitors.*
- *Preserve areas of scenic, historic and scientific significance in Nevada.*

California State Parks

- *Provide for the health, inspiration and education of the people of California.*
- *Help to preserve the state's extraordinary biological diversity.*
- *Protect natural and cultural resources.*
- *Create opportunities for high-quality outdoor recreation.*

California Tahoe Conservancy

- *Protect the natural environment of the basin, with priority placed on preserving the exceptional clarity and quality of the waters of Lake Tahoe.*
- *Increase public access and recreation opportunities for visitors to the lake.*
- *Preserve and enhance the broad diversity of wildlife habitat in the Tahoe Basin.*





3.0 EXISTING SITE CONDITIONS AND FACILITIES

Physical site analysis and general background research was conducted to identify the opportunities and constraints for Van Sickle Bi-State Park. A first round of research was performed for the Nevada side of the property, with subsequent studies performed to include the California property and update Nevada information where required.

3.1 Site Description

Most of the Van Sickle Bi-State Park property (approximately 570 acres) lies in Nevada; the California portion is 154 acres. The park site is located within the South Lake Tahoe Quadrangle USGS 7.5 minute topographic map. The property stretches out on an east-west axis with two large areas joining at their corners. The site is off-set from Park Avenue and a short length of its western edge fronts Montreal Road/Lake Parkway (refer to Figure 2).

Structures located on the California side of the property include the Van Sickle barn (built in 1864),

several wood frame cabins, and a log cabin. These structures are discussed in the cultural resources section of this report. In addition, two water tanks owned by the South Lake Tahoe Public Utility District (STPUD), supporting lift towers for a portion of the Heavenly gondola, and a Sierra Pacific high voltage power line are located on the Van Sickle property. The site boundary and locations of structures are shown in Figure 2. Figure 3 illustrates the primary planning area (determined from early site analysis) that served as the basis for the research conducted.

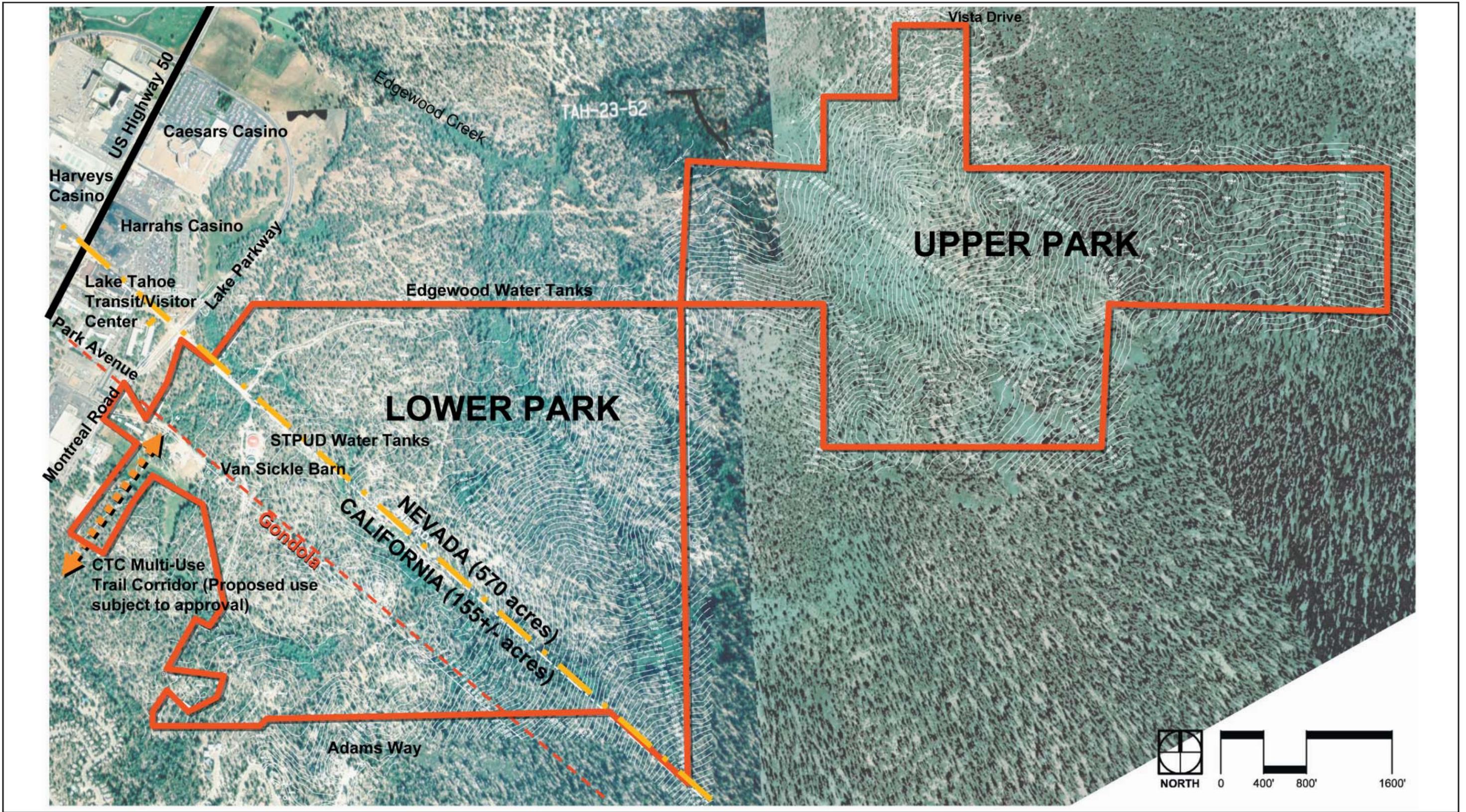
3.2 Site Access

Primary park access is provided off Montreal Road/Lake Parkway. Potential for additional access to the park is limited. A small number of points on the boundary of the park are close to public roadways. (Adams Way is located on the southern edge of property in California and Vista Road is located on the northern edge of property in Nevada.) These points could potentially provide minor secondary (trailhead) public access, but topographic constraints limit access opportunities. Refer to Figure 27 for these locations.

3.3 Adjacent Property Ownership and Use

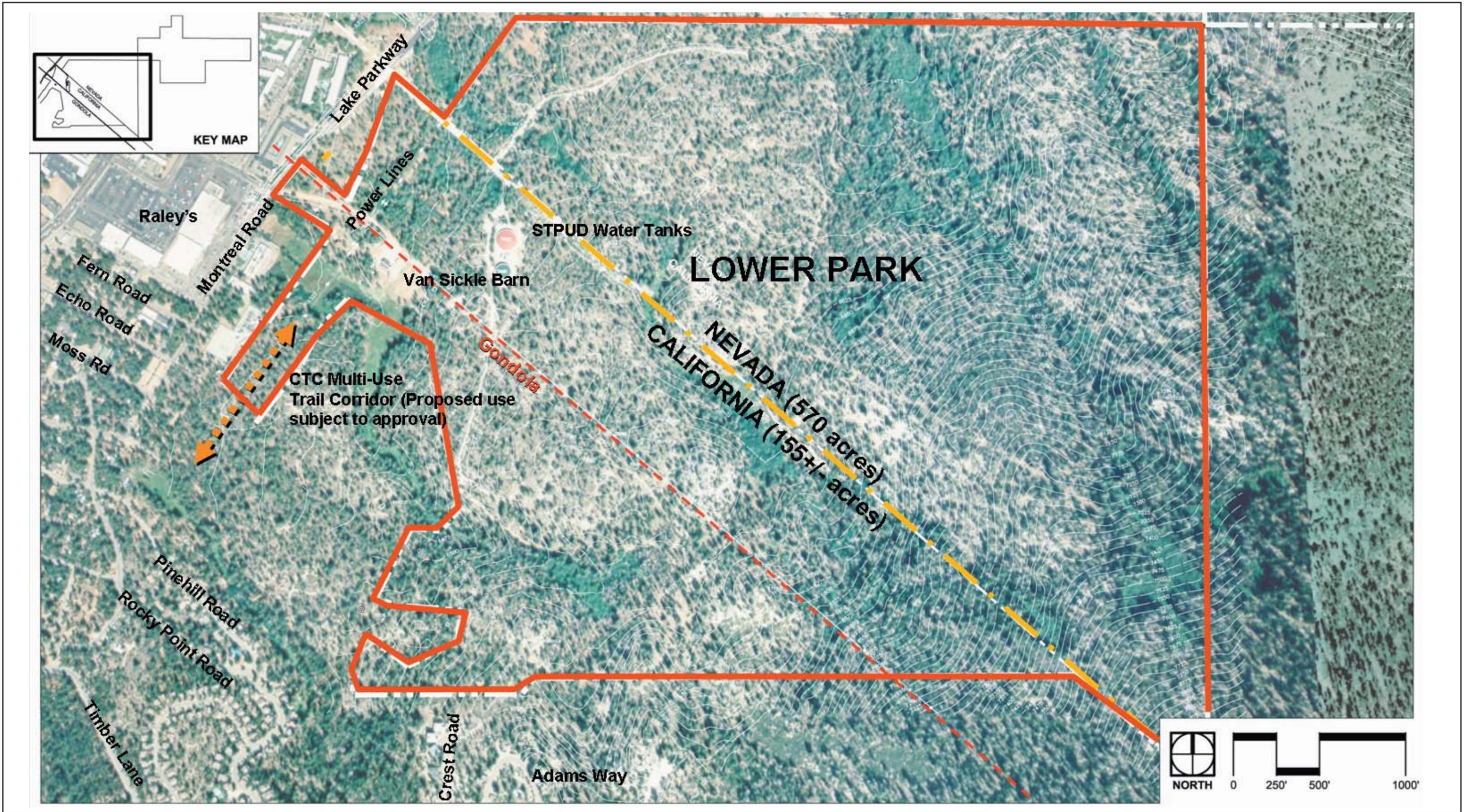
Figure 4 illustrates available ownership information for the land parcels surrounding Van Sickle Bi-State Park. This information is particularly important when considering potential access to the park. A number of privately owned properties lie to the north of the site. The US Forest Service (USFS) manages a federally owned parcel adjacent to the northernmost area of the park site. The Park Cattle Company owns adjoining property along the northern boundary of the western portion of the park. The western edge of the property adjoins Montreal Road/Lake Parkway for a short distance. Other western boundaries are separated from Lake Parkway and Montreal Road by private land; multi-family housing is proposed for the private land adjacent to Lake Parkway. To the south of the westernmost portion of the park are several large parcels of privately owned land. To the south of the easternmost portion of the park is federal land managed by the Lake Tahoe Basin Management Unit - USFS.





SITE MAP
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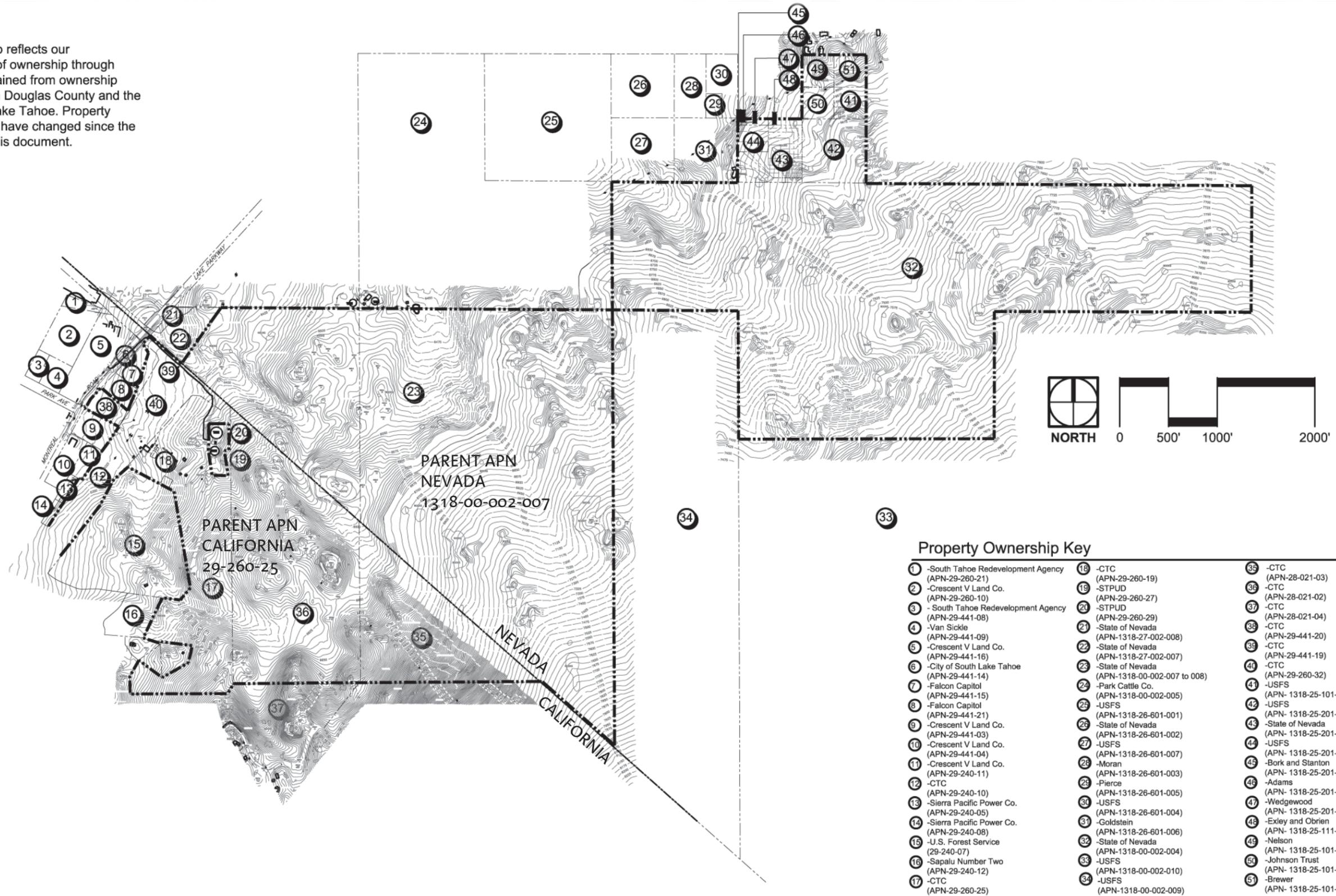
FIGURE
 2



DETAILED SITE MAP
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FIGURE
3

*Note: This map reflects our understanding of ownership through information obtained from ownership records through Douglas County and the City of South Lake Tahoe. Property ownership may have changed since the publication of this document.



PROPERTY OWNERSHIP MAP
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FIGURE
 4



3.4 Geotechnical Assessment

A preliminary assessment of geologic hazards and geotechnical issues was produced for the proposed Van Sickle Bi-State Park. The full report may be found in the Kleinfelder report contained in Appendix I. The site is located in T13 N, R18E Sec 25, 26, 27, 34 and 35, Mount Diablo Baseline and Meridian.

General site geology is composed of granodiotite outcrops at higher elevations, decomposed granodiorite on slopes, and alluvial deposits in stream and meadow areas. Shallow bedrock conditions are expected in many areas across the park site. It is possible that the underlying bedrock has experienced a highly variable amount of weathering. Recommendations for building foundations, earthworks involving hard-rock excavation, and other geotechnical related designs will require a design-level geotechnical investigation.

The majority of site soils are characterized by rock outcrop with Cagwin and Toem soil development (loamy coarse sand and gravelly coarse sand). Loamy soils are found in and near drainage areas.

Shallow groundwater is likely to be encountered at lower elevations and near drainages. A potential for liquefaction hazard exists in these areas depending on soil conditions, groundwater depth, and bedrock depth.

Portions of two drainages located on the site are mapped as having a moderate severity of shaking during an earthquake. The main access road crosses one of the drainages near the Nevada-California state boundary. The drainages are also subject to increased potential for liquefaction and debris flow hazard.

The site is not located within the boundaries of an Alquist-Priolo Earthquake Fault Zone. However, the site is located in a region traditionally characterized by moderate seismic activity. Additionally, one potentially active fault and three mapped faults of unknown activity are mapped within the site limits. The active Tahoe Valley fault is located approximately 3 kilometers (km) to the southwest, the Genoa fault is located approximately 5 km to the east, and approximately 12 km to the west lies the West Tahoe Valley fault. The Genoa and Tahoe Valley faults are capable of producing earthquakes with estimated magnitudes of 7.4 and 7.0, respectively (dePolo, et al, 1997). Multiple other active faults are located in the vicinity of the site. A major seismic event on these faults could cause moderate to high ground shaking at the site.

A potential for rock fall and/or avalanche exists on the steep slopes of the site. Areas of outcrop may also present an increased rock fall hazard.

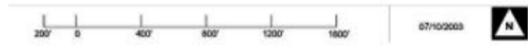
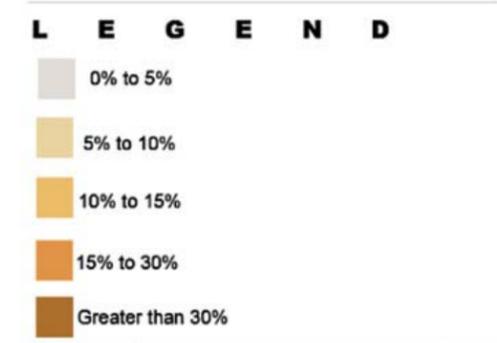
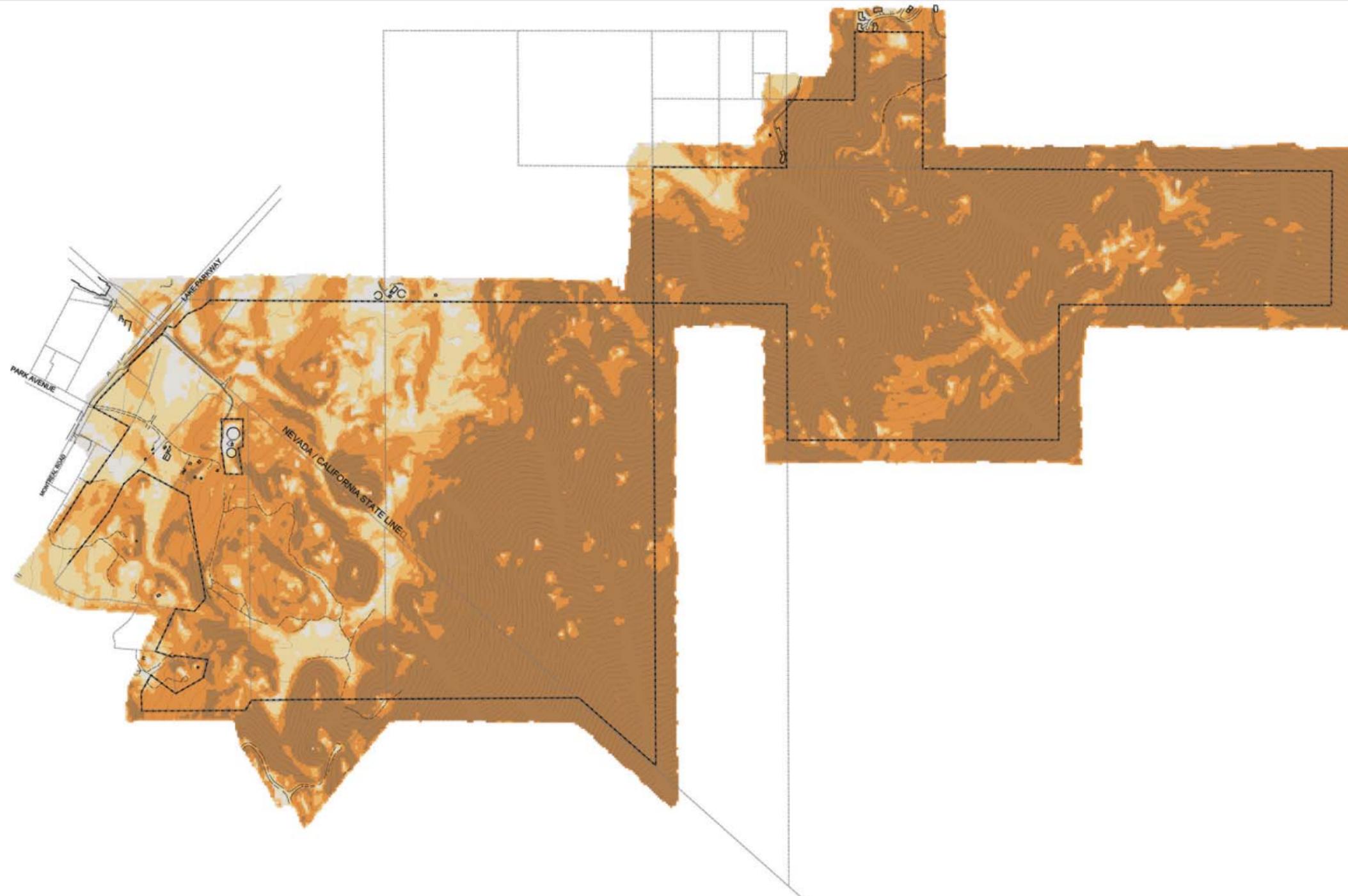
3.5 Slope Analysis

As Figure 5 indicates, most of Van Sickle Bi-State Park contains slopes 30% or greater, with the eastern portion of the park predominantly covered by this gradient. The western portion of the park holds the largest areas with slopes of gentler grades. Significant areas with slopes between 0 to 15% are potentially suitable for development, subject to further site analysis. A series of interspersed areas with slopes greater than 30% exists in the lower areas of the park, consistent with the rock outcrops that provide significant landmarks.

3.6 Aspect Analysis

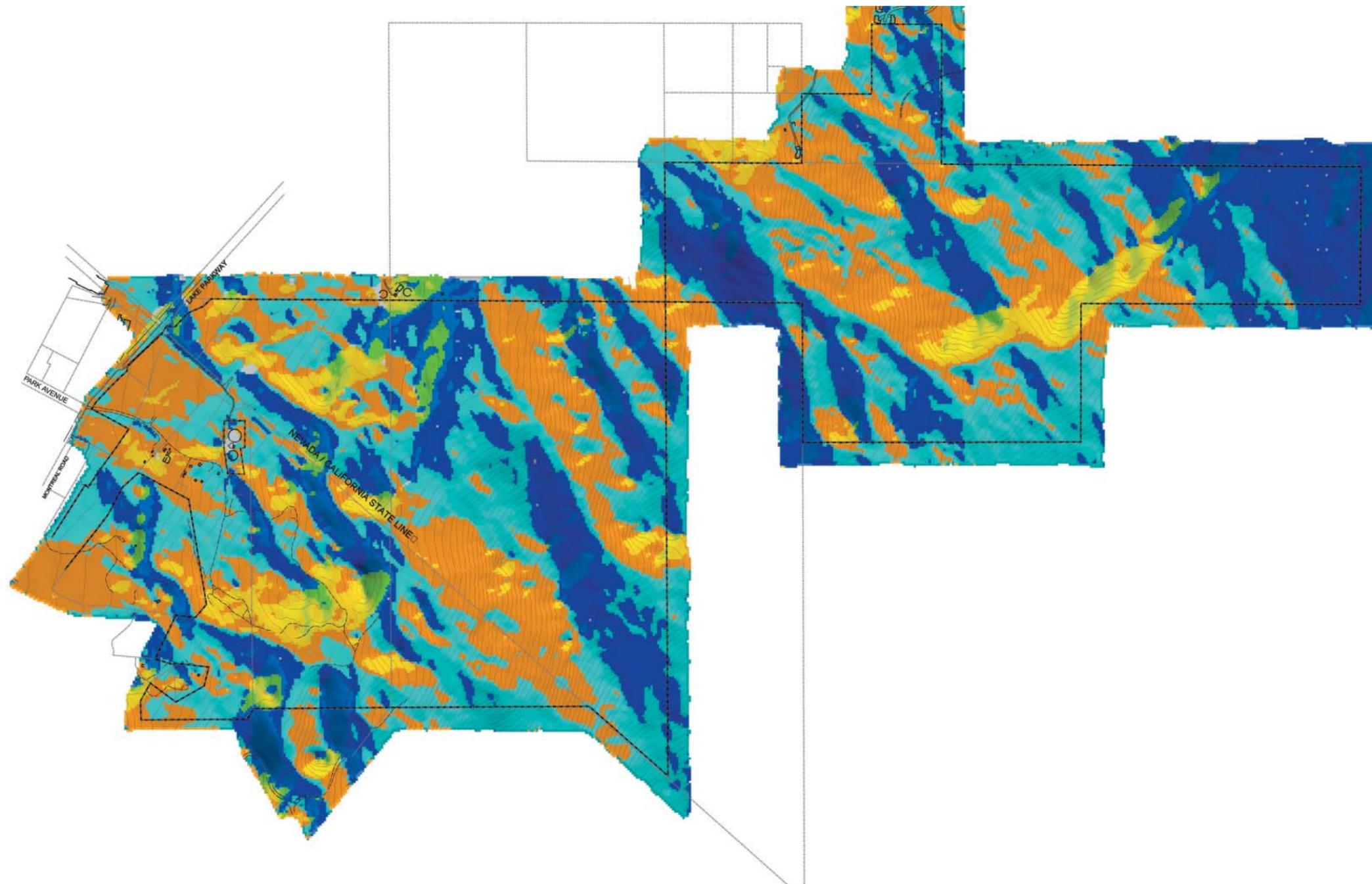
The park site has a number of large west/southwest facing slopes running parallel to one another that are offset by a series of parallel north/northeast facing slopes. The predominant aspect, as shown in Figure 6, is northwest. The lower portion of the park shows more variability in aspect, with a number of south and east facing slopes. These tend to be grouped together, forming large areas interspersed with north/northeast facing slopes running in a northwesterly to southeasterly direction.





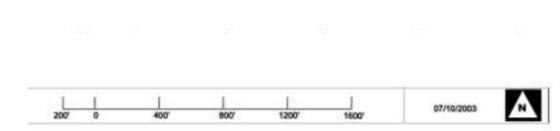
SLOPE ANALYSIS
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FIGURE
5



L E G E N D

Flat (0)	South Facing Slope (158-203)
North Facing Slope (0-23, 338-360)	Southwest Facing Slope (203-248)
Northeast Facing Slope (23-68)	West Facing Slope (248-293)
East Facing Slope (68-113)	Northwest Facing Slope (293-338)
Southeast Facing Slope (113-158)	



ASPECT ANALYSIS
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FIGURE
6

3.7 Existing Utilities and Services

Existing utilities and infrastructure within Van Sickle Bi-State Park’s boundaries are limited. Currently, power and water are supplied to the California side of the property near the historic barn. Power is provided by Sierra Pacific and water is supplied by STPUD. Both utility services tie into main lines at Montreal Road opposite Park Avenue. Refer to Figure 7 for locations.

Existing sewer service on the property consists of two adjacent sewer lines extending from the park entrance at the intersection of Park Avenue and Montreal Road to the trailers next to the Van Sickle barn. A 6” line was installed in the anticipation of future needs, while the 2” line servicing the trailers is currently at capacity. Other than these two lines, the closest sewer service on the California side is owned by STPUD and runs along Montreal Road. The closest lines on the Nevada side run along Highway 50 and are owned by the Douglas County Sewer Improvement District. (See Section 7.4.4 for preferred sewer service option.)

The park does not fall clearly within established water district boundaries. Edgewood Water District has storage facilities on the northern boundary of the park in Nevada and STPUD storage tanks are located within the park property in California. (See Section 7.4.4 for preferred water service option.)

3.8 Existing Easements & Encumbrances

Easements which affect the property include those for CTC, STPUD, and SPPCo access and for the Heavenly gondola (refer to Figure 7). The CTC’s 50-foot wide access easement runs from the intersection of Montreal Road and Park Avenue southeast into the

Van Sickle park property. The STPUD holds rights to access the two water storage tanks located near the state line.

The Heavenly gondola involves three separate easements, all of which affect the California portion of the park site. The first is an aerial easement above the area covering 30 feet on either side of the centerline of the gondola. Secondly, a 30-foot square easement is required around the footings of supporting towers 5 through 23. Lastly, an easement provides for a fire access road from Montreal Road to the fire location. At minimum, this road must accommodate a pick up truck. This access also includes an area next to the barn, near the second gate, for the purpose of splicing cables. This area must accommodate a flatbed truck for use extending a couple of days each year.

The easements described above do not provide for exclusive use, so other roads and trails can cross underneath the gondola. During initial discussions with representatives of Heavenly, it was felt that the types of uses shown on the master plan will not be conflict with the gondola system. This will be discussed in detail in the environmental document.

A high voltage power line owned by Sierra Pacific lies along the western edge of the California portion of the park in a south-westerly direction. Buildings must be located 20 feet from the outside lines and pedestrian traffic must remain 25 feet below the lines. Access to supports must be maintained, but there are no restrictions on surrounding uses, such as pedestrian, biking, camping, roads, or trails. Where the power lines cross the gondola line, the power lines are

trenched underground four to eight feet deep with a concrete cap. Digging for any required excavation should take place by hand (phone conversation, Jeff Matthews 9/11/03).

3.9 Land Capability Classification Verification

Plans of the lower portion of the park, including both California and Nevada property, were submitted to TRPA for land capability classification verification. Using base maps developed for the lower portion of the site, TRPA staff conducted site visits to identify the type and location of land class types. This information was digitized and appears in Figure 8. The classification is based on the Bailey system which designates a number identifying varying levels of sensitivity. Allowable coverage per land parcel is determined by the classifications. Scores of 1a, 1b, 1c, or 2 indicate that the property is located in an extremely sensitive area and is only allowed one percent coverage. If the score is 3, it is also in an environmentally sensitive area and the allowable coverage is five percent. Allowable coverages for scores of 4, 5, 6, and 7 are 20 percent, 25 percent, 30 percent, and 30 percent, respectively.

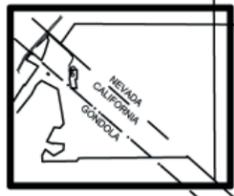
There are four distinct SEZs in the lower park. Setbacks from SEZs as designated by the TRPA are mapped in Figure 8. Plans indicate the locations of class 4 land on the site that will accommodate some development. Much of the site is designated 1a and 1b due to steep topography, soil type, and SEZs.

3.10 Land Coverage Verification

Plans of the lower portion of the park were prepared to indicate the amount of existing coverage as illustrated in Figure 9. Coverage information was obtained from

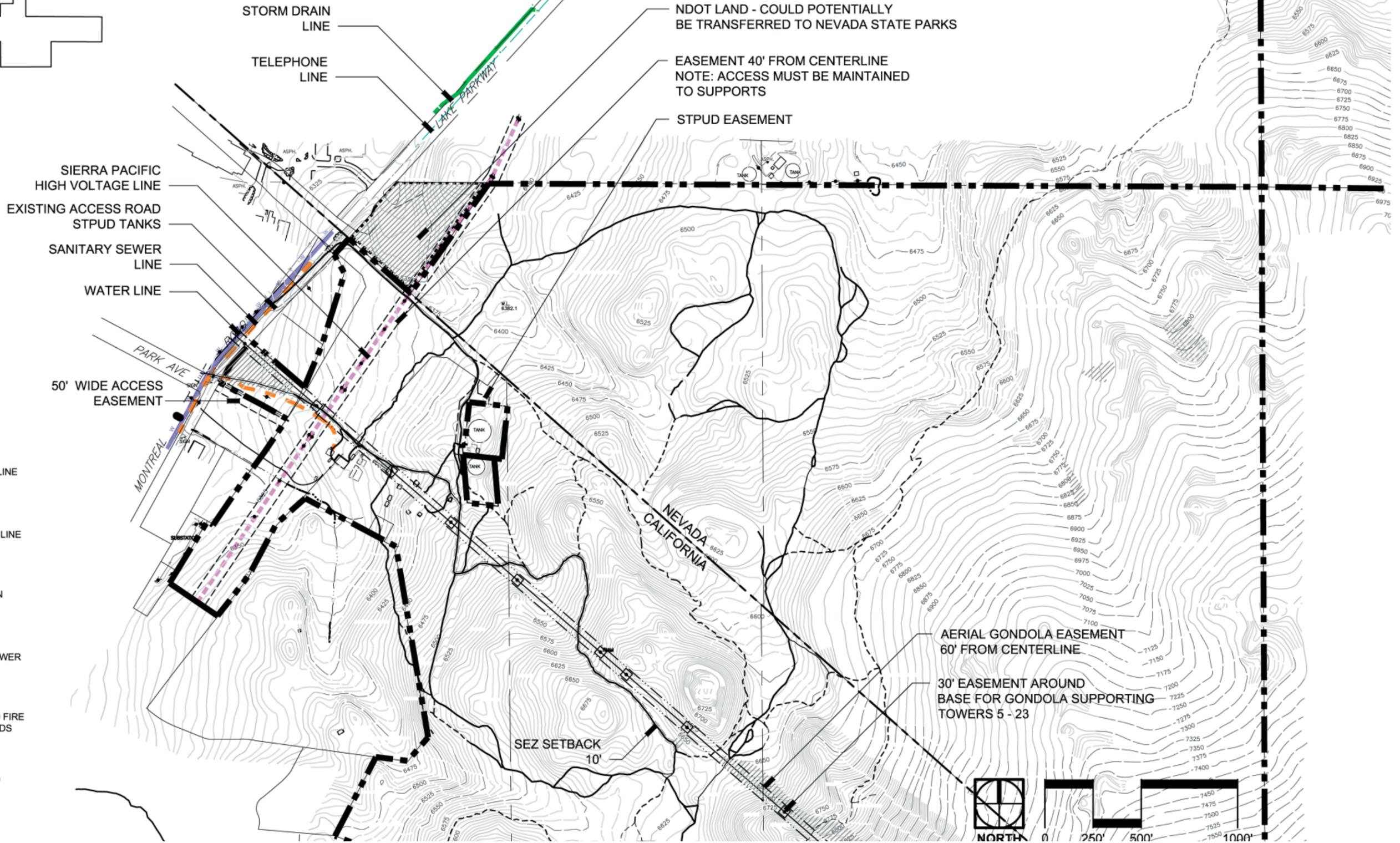


KEY MAP



LEGEND

-  WATER LINE
-  TELEPHONE LINE
-  ELECTRICITY LINE
-  STORM DRAIN
-  SANITARY SEWER
-  UNIMPROVED FIRE ACCESS ROADS
-  UNIMPROVED TRAILS



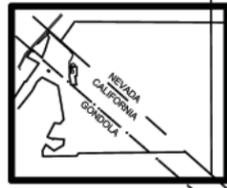
EXISTING UTILITIES AND EASEMENTS MAP

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FIGURE

7

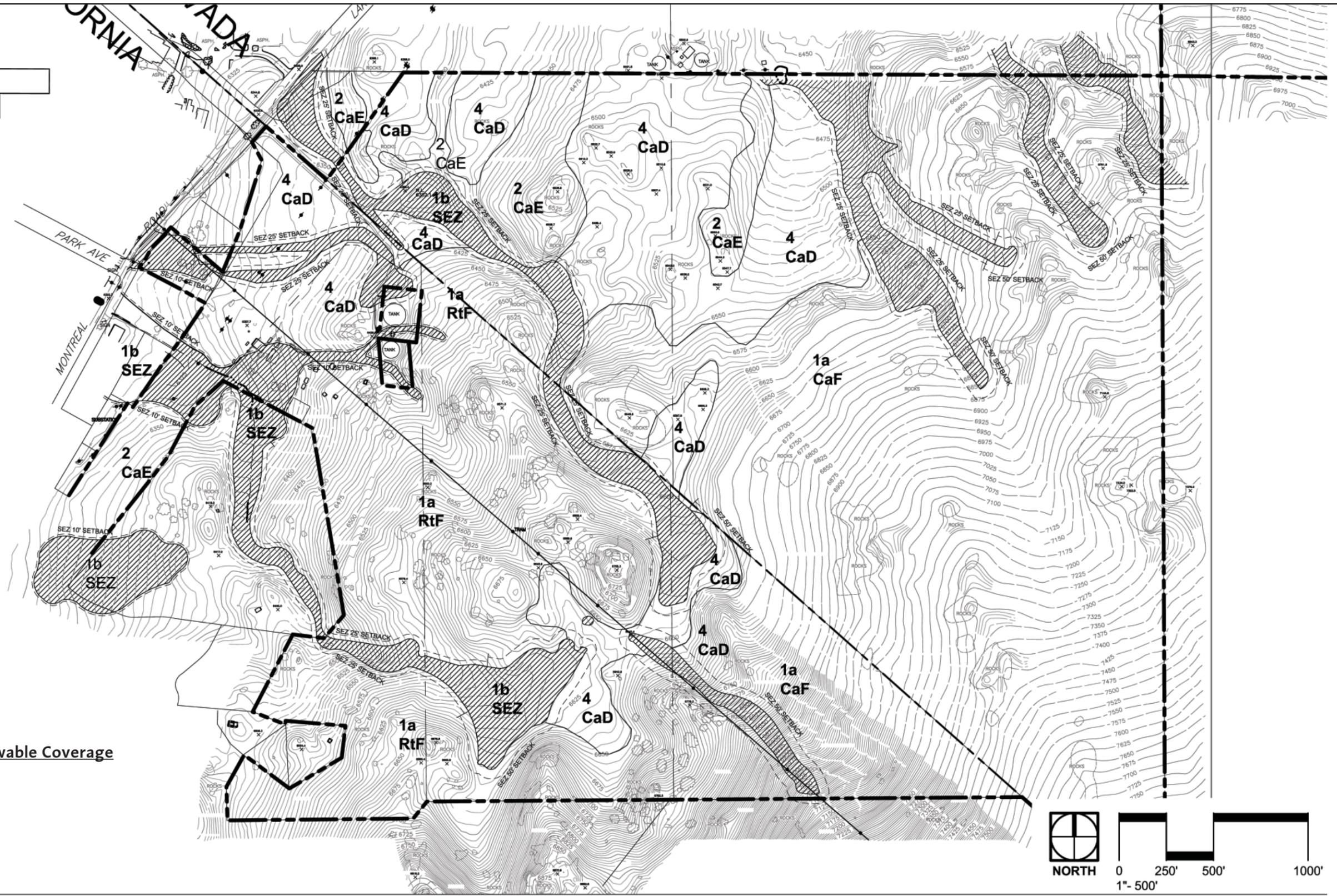
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KEY MAP

LEGEND

Classification	Allowable Coverage
1a, 1b, 2	1%
3	5%
4	20%

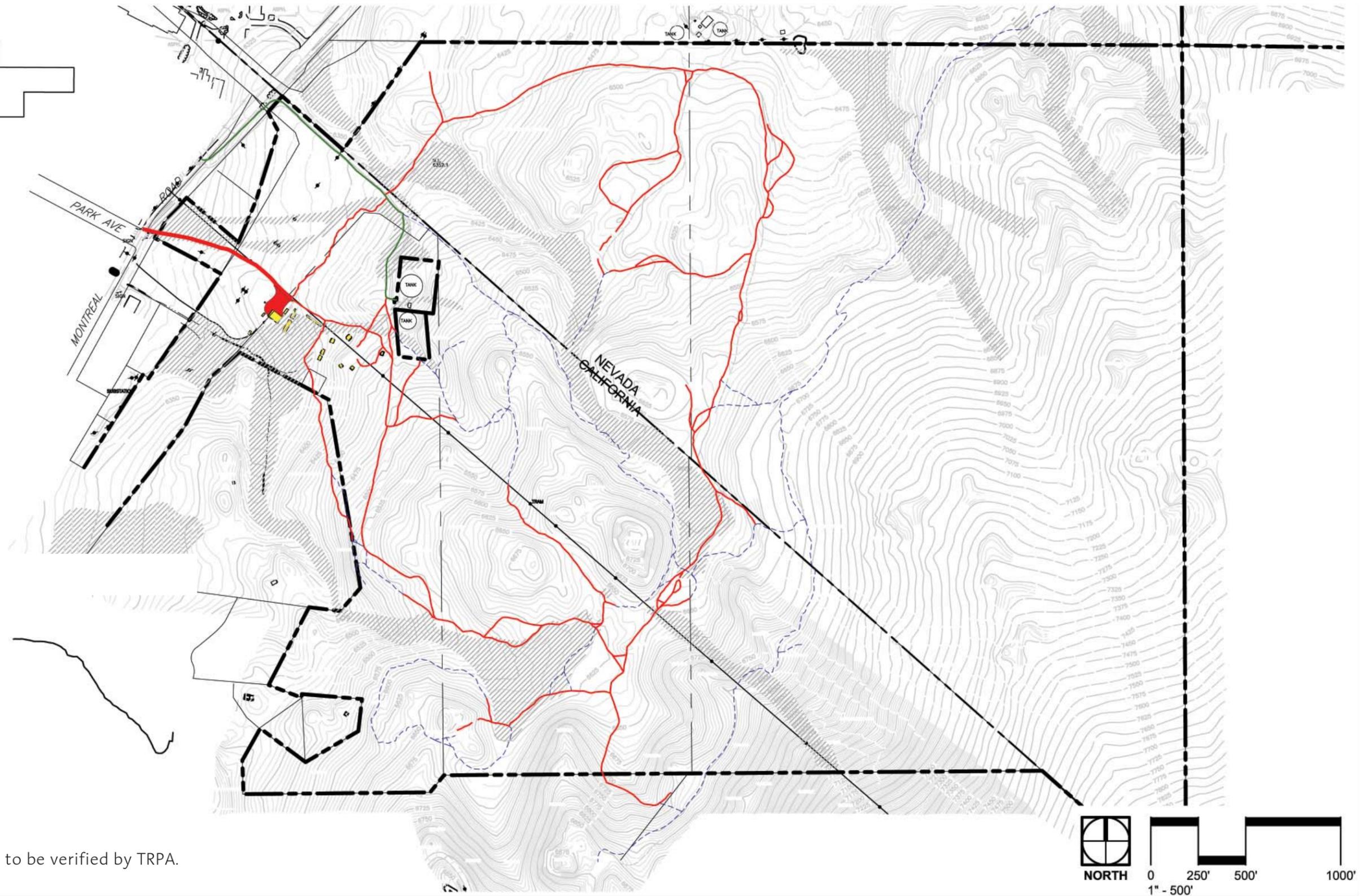
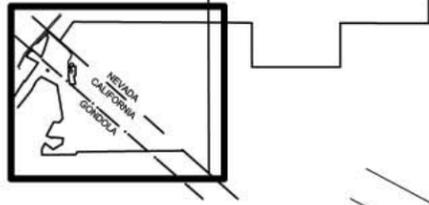


LOWER PARK LAND CAPABILITY CLASSIFICATION MAP

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FIGURE
8

KEY MAP



LEGEND

-  Hard Coverage
-paved road
(23,292 sf)
-  Hard Coverage
-existing structure
(75,216 sf)
-  Soft Coverage
-existing road
(169,968 sf)
-  Soft Coverage
-existing trails
(45,786 sf)

Note: Information to be verified by TRPA.

LOWER PARK LAND COVERAGE MAP

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FIGURE

9

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the site survey and CSP GIS data. This information will need to be verified by the TRPA prior to the detailed design phase. Three categories of coverage are identified in Figure 9:

- Existing structure coverage
- Existing roadway coverage
- Existing fire road and unimproved trail coverage

There are numerous existing trails on the site, many of which will be retired and restored as a comprehensive trails plan is developed and implemented.

3.11 Potential Allowable Uses

The site is predominantly located within the Tahoe Regional Planning Agency (TRPA) Plan Area Statement (PAS) 080 - Kingsbury Drainage, which is summarized below. (Note that some portions of the property may be located in PAS 085 and 086.)

Planning Statement

This area should be rehabilitated to provide watershed restoration to enhance the area's natural features and qualities.

Planning Considerations

- Extensive disturbance due to prior existing uses and roads.
- Off-Highway Vehicle (OHV) use is creating localized erosion problems/nuisances.
- Scenic Roadway Unit 44 within Plan Area.
- Agency Wildlife Map identified deer migration corridor in Plan Area.

Special Policies

- High priority area for land coverage reduction (roadway retirement).
- A developed campground next to the casino area should be considered to alleviate the recreational vehicle parking problem.

Permissible Recreation Uses

Allowed

- Riding and hiking trails

Special Use

- Cross country skiing courses
- Day use area
- Developed campgrounds
- Off-road vehicle courses

- Rural sports
- Group facilities
- Snowmobile courses
- Undeveloped campgrounds
- Recreational vehicle parks

Note: Proposed special uses must be approved by the TRPA.

Additional Developed Outdoor Recreation

The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 of TRPA code:

- 13 miles of trail

Maximum Densities

Table 1 establishes the maximum allowable densities that may be permitted.

TABLE 1 - Maximum Allowable Densities

Use	Maximum Density
<i>Recreation</i>	
Developed Campgrounds	8 sites per acre
Recreation Vehicle Park	10 units per acre
Group Facilities	25 persons per acre





4.0 SIGNIFICANT RESOURCE VALUES

4.1 Natural Resources

Natural resource surveys identified SEZs, sensitive plant species, and locations of noxious weeds. Wildlife surveys were conducted for Northern Goshawk and Spotted Owl, both identified by the TRPA as a sensitive species.

4.1.1 Stream Environment Zone Delineation

SEZs were documented in five major drainages and in areas adjacent to or in proximity to the drainages, as well as in a small seep. SEZs are defined by the Tahoe Regional Planning Agency

"...if any one of the following key indicators is present or, on the absence of a key indicator, if any three of the following secondary indicators are present" (TRPA 1988).

'Primary riparian vegetation' is listed as a key indicator, and was the primary factor used in defining SEZs for the survey. A wide variety of plant species were identified and documented throughout the SEZ communities. A project area map at a scale of 1 inch equal to 200 feet was provided to map the SEZ communities and is included in the Western Botanical Services report in Appendix I. Due to the scale of the map and the steepness of the topography, the widths of the SEZ boundaries were approximated.

Scouler's willows were scattered through much of the project area. Since this type of willow is considered to be an 'upland' willow, individual occurrences were not documented as SEZs. An area with three or more

Scouler's willow plants was considered an SEZ and mapped accordingly. GPS coordinates were recorded for general SEZ locations.

SEZ overstory vegetation was dominated by willow, (primarily Scouler's willow with some Lemmon's and Geyer's willow) and mountain alder (*Alnus incana* ssp. *tenuifolia*). The shrub component included Nevada currant (*Ribes nevadense*), thimbleberry (*Rhubus parviflorus*), and Wood's rose (*Rosa woodsii*). Understory herbaceous plants were dominated by blue wildrye (*Elymus glaucus*), Kentucky bluegrass (*Poa pratensis*), meadow barley (*Hordeum brachyantherum*), creeping wildrye (*Leymus triticoides*), Baltic rush (*Juncus balticus*), slender sedge (*Carex praegracilis*), creeping bentgrass (*Agrostis stolonifera*), Nebraska sedge (*Carex nebrascensis*), cinquefoil (*Potentilla gracilis*) and Western aster (*Aster occidentalis*). A wide variety of forbs was noted and is listed in the Western Botanical Services report in Appendix I.

4.1.2 Special Status Plants

Approximately 100 acres of the proposed project area were surveyed on foot in late August 2002 and mid June 2003. All identifiable plants were documented and special status plants were noted. Plant communities were identified and plant species within the project boundary were surveyed to the lowest possible taxonomic level.

The two sampling dates allowed for identification of a maximum number of species. The early sampling date in 2003, however, was not an ideal time for identification of some sensitive species. Some very steep terrain in the southeastern portion of the project area was not surveyed since no habitat for sensitive

species occurs there and occurrence of noxious weeds in these remote areas is unlikely. Development of recreational facilities in these areas is also unlikely. Habitats most likely to support sensitive species, such as rocky outcrops, were surveyed intensely. A project area species list is included in the Western Botanical Services report in Appendix I.

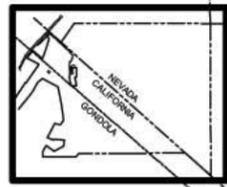
4.1.3 Noxious Weeds

In late August 2002 and mid June 2003, noxious weeds were identified and mapped and their GPS coordinates were recorded. A large stand of noxious weeds, including hoary cress (*Cardaria draba*), bull thistle (*Cirsium vulgare*), and Canada thistle (*Cirsium arvense*), was located in the meadow off Park Avenue, west of the cluster of buildings. These species were also located on both sides of the dirt end of Park Avenue, 11S 0245467, UTM 4315530; 11S 0245461, UTM 4315515. In 2000, Russian knapweed was located in SEZ #4 near the water tanks. Noxious weed locations are shown in Figure 10.

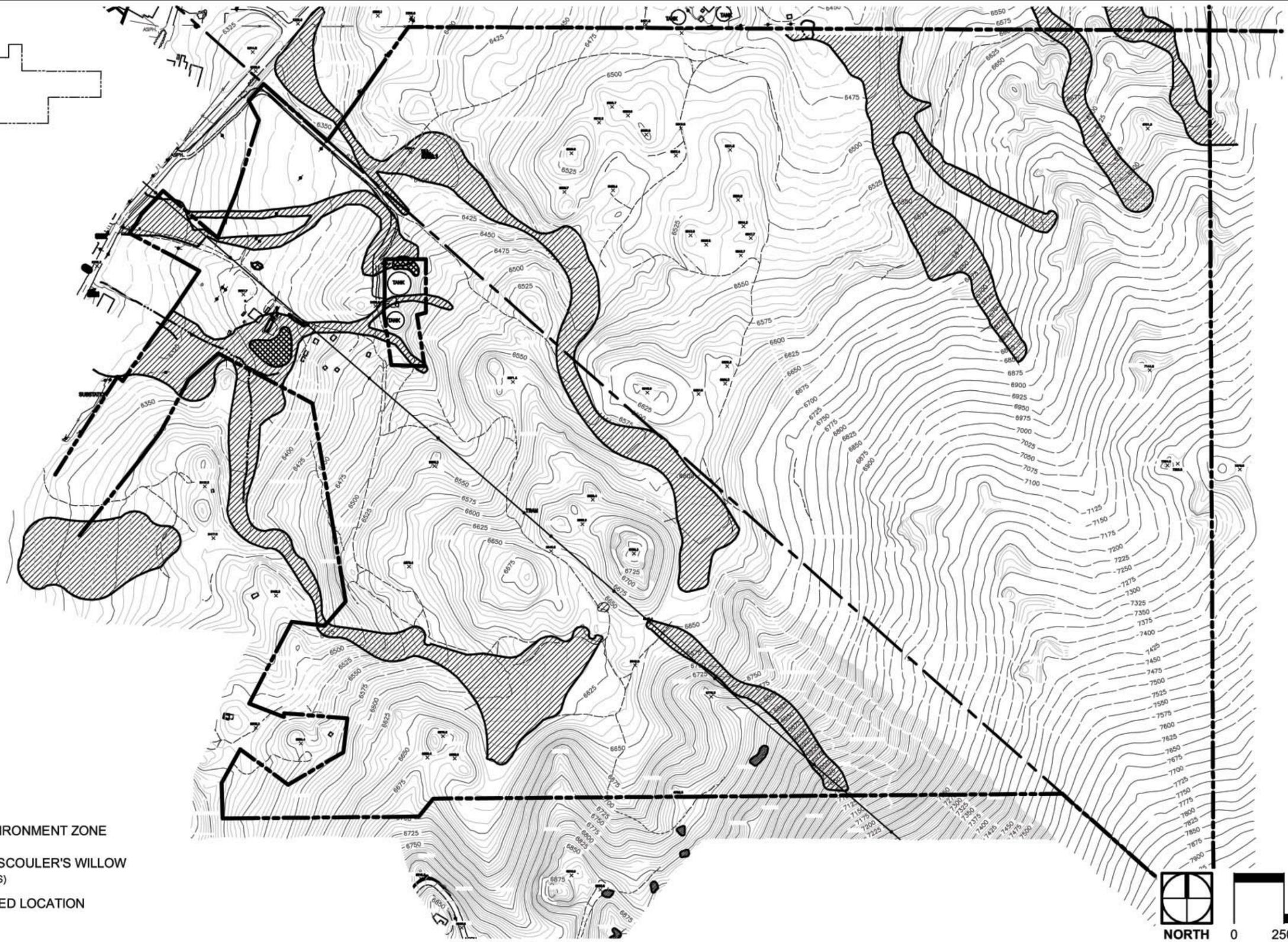
4.1.4 Wildlife and Habitat

Through site reconnaissance and review of previous surveys, reports, and aerial photographs, it was determined that surveys should be conducted for spotted owl and northern goshawk. Parsons completed the required studies. The third year of biological surveys for northern goshawk (*Accipiter gentilis*) and California spotted owl (*Strix occidentalis occidentalis*) was completed in 2004 for the project area. Additional surveys are being carried out in 2005. Data sheets for all surveys and follow-ups are included in the Parsons report in Appendix I. The following is a brief description of the surveys performed and results.





KEY MAP



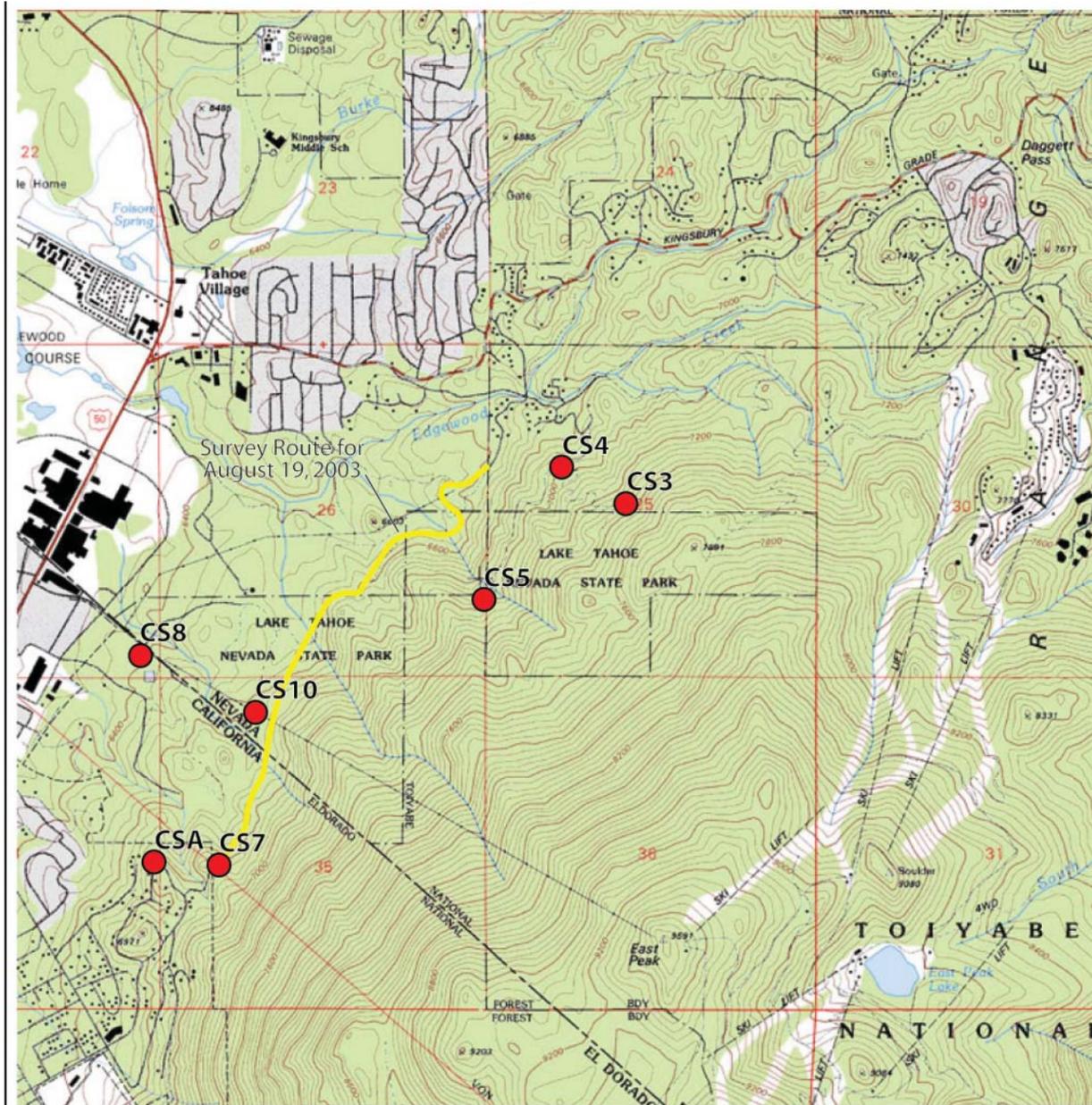
LEGEND

-  STREAM ENVIRONMENT ZONE
-  SCATTERED SCOULER'S WILLOW (UPLAND SPECIES)
-  NOXIOUS WEED LOCATION (REFER REPORT)

STREAM ENVIRONMENT ZONE DELINEATION

PREPARED BY: DESIGN WORKSHOP
JUNE 2005

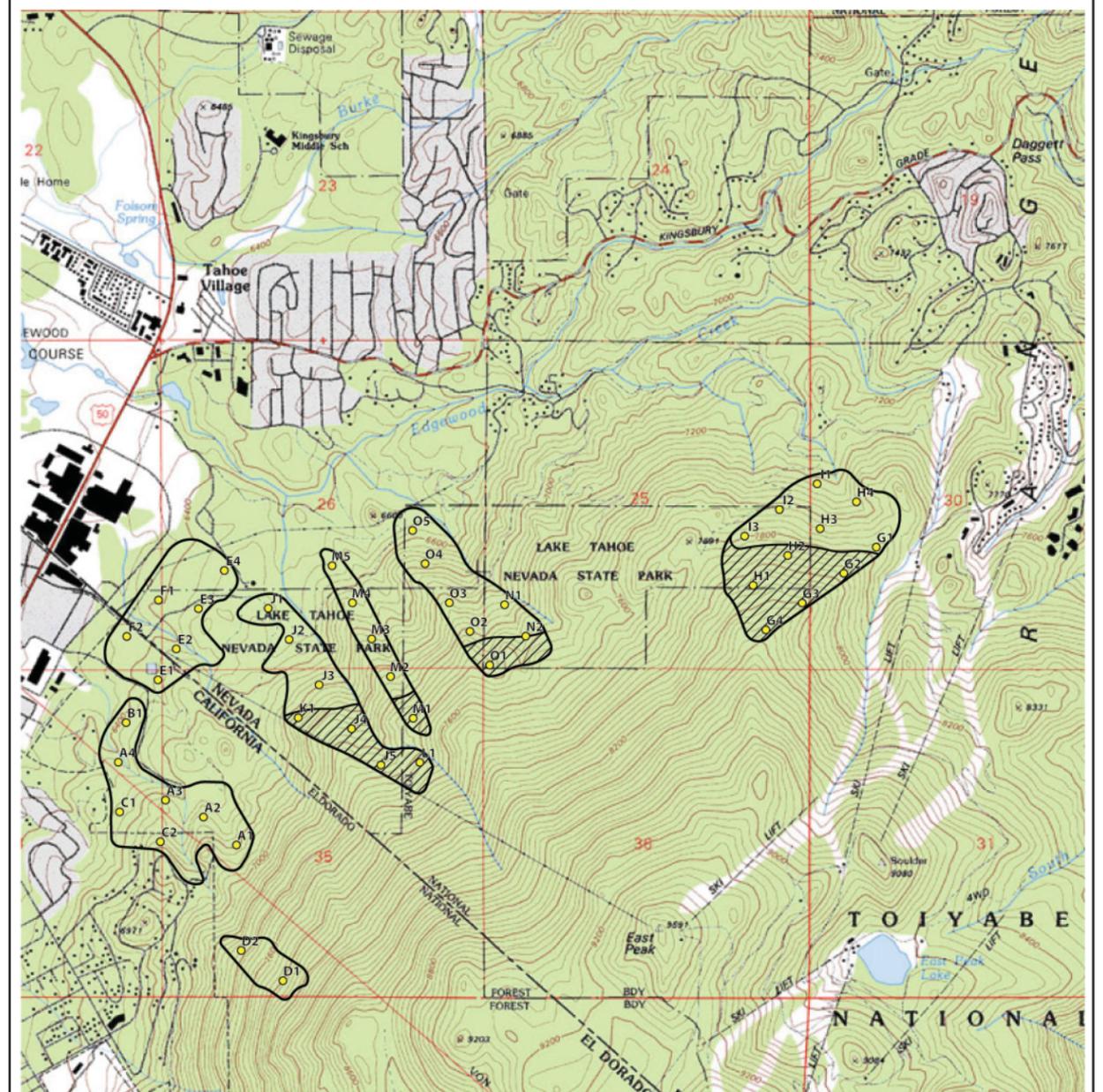
FIGURE
10



California Spotted Owl
2004 Calling Station

Van Sickle State Park

PARSONS
Figure 1



Shaded areas indicate habitat burned by the
Gondola Fire, July 2002. Habitat no longer suitable

Northern Goshawk Habitat
June 2004

Van Sickle State Park

PARSONS
Figure 2

California spotted owl

Methods:

Three years of surveys (2002, 2003, and 2004) were conducted and completed for potentially suitable habitat areas within and surrounding the project site. Additional surveys are being undertaken in the summer season of 2005. Surveys were conducted according to the USFS's "Protocol for Surveying for Spotted Owls in Proposed Management Activity Areas and Habitat Conservation Areas" (March 12, 1991, Revised February 1993). The survey points used during the 2002 and 2003 field seasons were utilized again in 2004 to provide continuity of data collected. A fourth visit was performed in 2004, utilizing a continuous calling approach while hiking across the survey area. Refer to Figure 11 for mapped locations of calling points used. Data sheets for 2002, 2003, and 2004 surveys are included in the Parsons report in Appendix I.

Results:

No auditory or visual detections of California spotted owls were documented within the survey area during 2002, 2003, or 2004. One incidental visual observation of a juvenile northern saw-whet owl (*Aegolius acadicus*) was recorded on July 2, 2003.

Northern goshawk

Methods:

Three years of surveys (2002, 2003, and 2004) were completed for northern goshawk in suitable habitat areas within and adjacent to the project area. In 2004, two visits were completed to protocol during the month of July. All surveys were conducted according to "Survey Methodology for Northern Goshawks in the Pacific Southwest Region, U.S. Forest Service" (14 May 2002).

Call points delineated for the 2002 and 2003 northern goshawk surveys were used for the 2004 surveys. Goshawk surveys were conducted using the broadcast acoustical survey method. Figure 11 shows the delineated habitat and the location of all survey points. Data sheets for the 2002, 2003, and 2004 surveys are attached in the Parsons report in Appendix I.

Results:

No auditory or visual detections of northern goshawk were documented within the survey area in 2004.

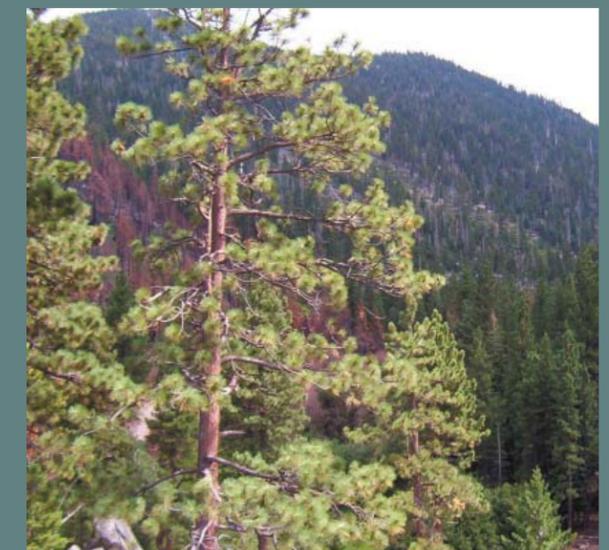
One northern goshawk was observed on July 2, 2003 as an incidental detection. The individual was observed flying from north to south approximately 30 feet overhead. The bird was identified as an adult, based on plumage coloration. The individual was observed flying over two small ridges and was lost out of sight. The area was searched with no auditory or visual detections. No other sightings, detections, or signs of northern goshawk were observed. It should be noted that Nevada Division of Wildlife (NDOW) performed dawn acoustical surveys within the project vicinity during the month of March. No detections of northern goshawk were made during their survey efforts.

A vocal approach of an adult northern goshawk was documented on June 26, 2002. Visual confirmation occurred and a stand search was performed on June 27, 2002, with the assistance of NDOW personnel. Various vocal calls (wail and alarm) were observed during the stand search. A nest was not located during the surveys or the stand search. NDOW biologist Shawn Espinosa documented two different goshawks in the stand, however their reproductive status was undetermined. It should be noted the Gondola Fire burned the stand where the detections occurred on June 26 and 27, 2002.

A vocal non-approach of a goshawk was documented on July 31, 2002. Visual confirmation did not occur while searching the area. A stand search was performed with NDOW and TRPA on August 2, 2002. No evidence or sign of a nest was recorded in this location.

The completion of the 2004 field surveys for northern goshawk and California spotted owl resulted in meeting the two-year protocol for these species. Based on Appendix A of the California spotted owl survey protocol, since no detections were documented and the two-year protocol was met, "the negative results may be considered accurate for two additional years without conducting additional surveys." The two-year timeline starts on the last day of the last survey, which will be in summer 2005. Therefore, if implementation of the project commences prior to the end of summer, 2007, no further surveys for California spotted owl are necessary. If construction does not commence prior to this date, however, two-year protocol surveys must be conducted.

The northern goshawk protocol does not include any discussion as to the validity of surveys for any duration of time after the protocol has been met. Surveys are continuing in 2005 as northern goshawks were detected in 2002 and 2003.





4.2 Cultural Resources

Cultural records were searched for the California side of the property. Additional studies for the Nevada side of the park property will be completed as part of the environmental documentation for the Master Plan.

4.2.1 Cultural Resources Record Search and Survey

Existing heritage information was gathered and analyzed to facilitate the prioritization of issues that may require resolution later in the planning and design process. The original Phase I project scope involved the following tasks:

- Site visit (archaeologist and architectural historian)
- Preliminary data collection
- Preliminary evaluation and report of findings regarding two structures (barn and log cabin) and recommendations for further study and management

The project scope was expanded as pre-field research and a cursory field reconnaissance disclosed that twelve historic structures are present on the project site, not two as originally anticipated. Of special

historical interest are a 2,040 square foot barn that dates from the 1860s, a small log cabin dating from the 1910s-1920s, and ten 1930s-1940s housekeeping cabins, all of which were variously incorporated into a historical equestrian stable complex that operated for approximately 80 years.

The preliminary study suggests that all structures may be eligible for the National Register of Historic Places under criteria A, C, and D and/or the California Register, even though they have been moved from their original locations. Further work is necessary to:

- 1) Make a determination of eligibility to the National Register and California Register,
- 2) Properly assess potential project related impacts,
- 3) Develop appropriate measures to mitigate impacts, and
- 4) Determine eligibility to the TRPA Register of Historic Resources.

Such work might involve:

- A systematic and intensive archaeological survey of the entire project area, with formal mapping and recording of the historic equestrian complex.

- Additional archival research and oral history interviews.
- Comparative study of other like properties in the Lake Tahoe region to determine the relative significance of the Lakeside/Van Sickle resources.

The barn should be documented to Historic American Buildings Survey (HABS) standards. As part of this study, photographic documentation should follow the Photographic Specifications - Historic American Building Survey. Pending the outcome of additional research and field study, the properties should be nominated to the National Register, California Register, and/or TRPA for formal listing. The barn, log cabin, and one or two of the housekeeping cabins that are in the best condition possible for restoration should be retained and utilized for interpretive purposes.

The above information is a summary of Susan Lindstrom's March 2001 "Heritage Resource Inventory." The complete report can be found in Appendix I.



5.0 SUMMARY OF PHYSICAL SITE OPPORTUNITIES AND CONSTRAINTS

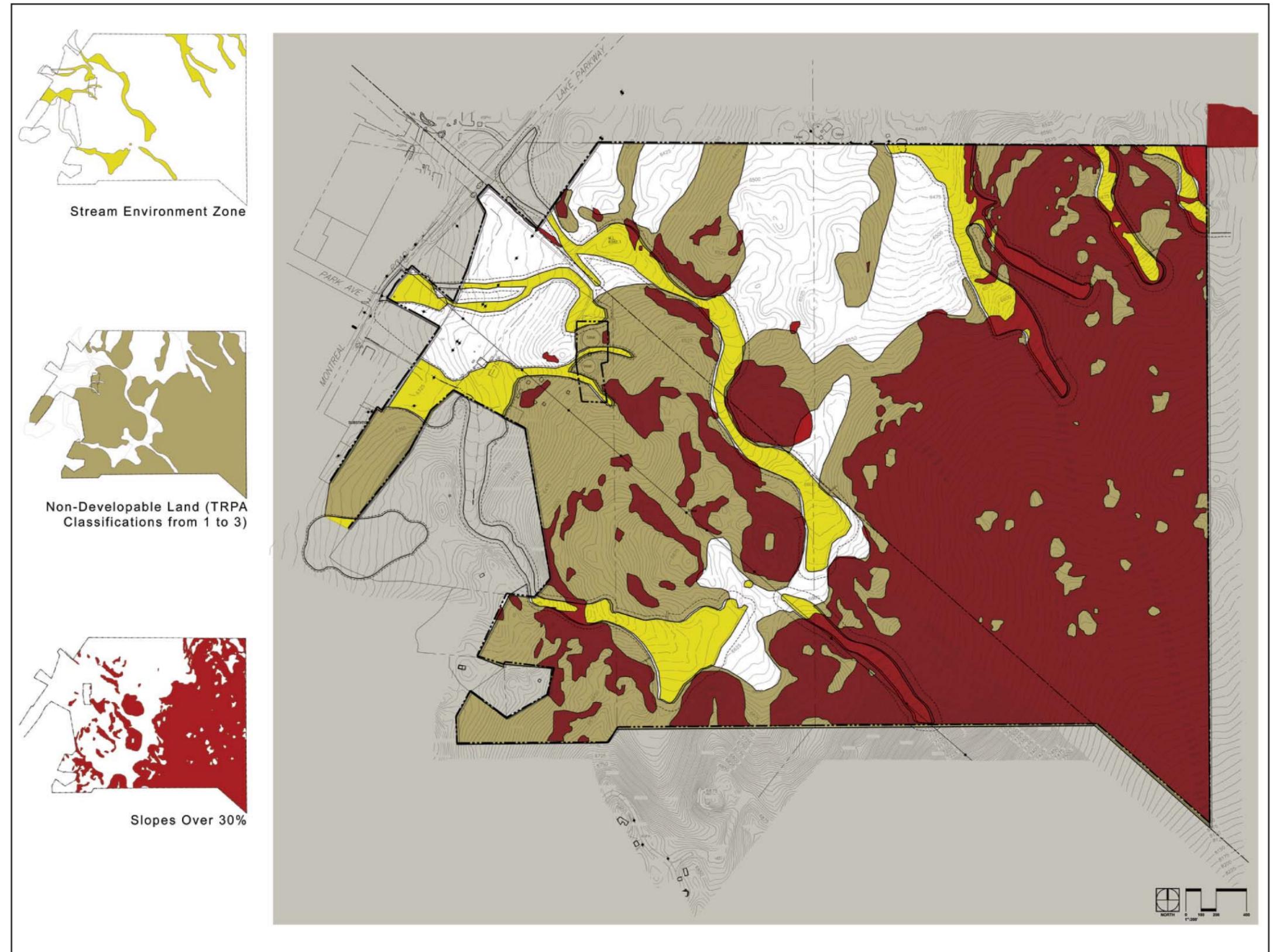
Development of a park program for Van Sickle Bi-State Park is challenged by a number of physical constraints:

1. Much of the park contains slopes of over 30% grade which are too steep to develop. The upper portion of the park is constrained by slopes greater than 30% and by limited access. Therefore, program options are predominately located in the lower park as shown in Figure 12.

2. The TRPA classifies land in the Tahoe Basin according to its development capability. The rating is dependent upon analysis of underlying geology and soil types, based on the Bailey Classification system. Classes 1 to 3 are non-buildable. Class 4 allows 20 percent coverage for building public amenity footprint.

3. Stream Environment Zones are protected from building disturbance (with limited exceptions).

When these three components are considered together, there are limited options for site development. The white areas shown in Figure 12 indicate potential areas for siting park facilities.



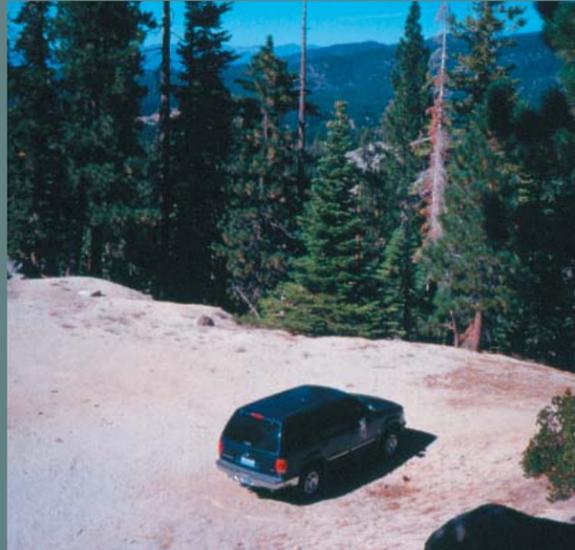
OPPORTUNITIES AND CONSTRAINTS DIAGRAM

PREPARED BY: DESIGN WORKSHOP
JUNE 2005

FIGURE

12

DESIGNWORKSHOP



6.0 RECREATIONAL OPPORTUNITIES

6.1 Visitor User Research (Regional)

A number of surveys provide base information related to appropriate recreational uses for the park. State park user surveys (Nevada's 2003 Outdoor Recreation Plan and California's State Park System Plan 2002) were used to provide for a wide user group, consistent with State Park policy.

A TRPA Recreation Study - 2002 Desired Future Conditions Survey Supply and Capacity, Planning Priorities was also referenced to gain a regional planning context. A summary of each survey is below, with a more detailed summary included in Appendix I.

6.1.1 Nevada's 2003 Outdoor Recreation Plan

Existing recreation uses with the highest levels of participation in Nevada are:

• Pleasure driving	55 %
• Picnicking	47 %
• Walking, without a dog	41 %
• Swimming in a pool	40 %
• Wildlife viewing	39 %
• Swimming in a lake or stream	38 %
• Hiking	37 %
• Walking, with a dog	34 %
• Lake Fishing	34 %
• Motor Boating	33 %

Source: (SCORP, 2003)

Nevada's 2003 Statewide Comprehensive Outdoor Recreation Plan (SCORP) identifies facilities most needed both within and outside of local communities. Types of facilities listed for these two needs vary and often overlap. In both cases, camping is listed. Outside

their local communities, the most needed facilities respondents identified, in order, were:

- Campgrounds
- Campgrounds with play areas and full bathroom facilities, shade trees
- Campgrounds, bike trails, wildlife viewing
- Camping areas
- Camping areas, picnic facilities, hiking trails
- Camping facilities (with no RV parking allowed - tents, small campers only!!)
- Camping resorts
- Primitive camping
- Improved camping facilities with tables, toilets and garbage disposal

Other facilities listed as needed include:

- Events and guides at parks
- Natural areas with no public facilities
- Parks and greenbelts
- Recreation areas
- Clean up-to-date RV parks
- Picnic areas
- More state parks with campgrounds and facilities for children
- Trails of varying descriptions
- Winter sport recreation facilities, including cross country skiing and sledding

Many of these activities could be provided for at Van Sickle Bi-State Park.

6.1.2 California's State Park System Plan 2002

California State Parks published "Public Opinions & Attitudes on Outdoor Recreation in California 1997" in March 1998. The report concludes that "based on latent (unmet) demand and public support,"

Californians believe that nine outdoor recreational activities should have top priority for the expenditure of public funds:

- Walking
- Trail hiking
- Camping in developed sites
- Camping in primitive sites
- General nature study
- Use of open grass areas
- Picnicking in developed sites
- Visiting museums/historic sites
- Visiting zoos and arboretums

The report profiles "Public Opinions & Attitudes on Outdoor Recreation in California," concluding that there is a general shift in use towards more undeveloped areas. Table 2, taken from the report, provides data pertaining to visits to outdoor recreation areas.

The plan identifies that recreation activity patterns in California have changed between 1987 and 1997. General nature study and cross-country skiing have steadily increased. Off-highway use of four-wheel drive vehicles stayed consistent overall. The use of motorcycles and ATVs has increased. Bicycling has increased about ten percent since 1992, but mountain biking off paved surfaces decreased from an average of about 28 to 21 days per year. Several activities exhibited growth in 1992 and then declined to approximately 1987 levels. Activities in this category include walking; camping in developed sites; camping in primitive areas; picnicking in developed sites; kayaking, row boating, canoeing, and rafting; and saltwater and freshwater fishing.



TABLE 2 - California State Park Visits

Visits to Outdoor Recreation Areas in CA (1987, 1992, and 1997)																		
	Not at all			Once or twice per year			Several times per year			Once or twice per month			Once per week			At least 1-3 times per week		
	1987	1992	1997	1987	1992	1997	1987	1992	1997	1987	1992	1997	1987	1992	1997	1987	1992	1997
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Natural and undeveloped areas	50.3	9.3	9.7	26.2	25.4	28.7	16.5	37	36.8	4.5	15.7	13	1	6.3	5.9	1.6	6.3	5.8
Nature oriented parks & recreation areas	31.4	9.7	8.8	30.5	27.7	22.1	27.7	39.9	43.3	7.8	14.8	16	1.4	4.9	5.6	1.2	3.1	4.1
Highly developed parks & recreation areas	21.2	12.6	11	16.3	21.6	20.9	28.5	30.1	28.5	19.3	17.3	19	8.8	10.5	12	6	7.9	8.5
Historical or cultural buildings, sites, or areas	40	13.1	12.8	31.4	39.8	38.4	21.3	32.3	37.2	6.5	12.3	9.5	0.4	1.2	1.4	0.4	1.3	0.8
Private, not public, outdoor recreation areas & facilities	51.4	30.2	25.8	16.7	23.9	28	17.1	24.7	22.7	7.8	11.4	10.6	3.3	5.7	7.4	3.7	3.9	5.5

Source: CIC Research Inc.
(California State Parks, 1997)

Slight decreases are evident in the number of days camped, both for developed and primitive camping. For both types of camping, the average number of participation days dropped about 20 percent between 1992 and 1997. The drop in participation levels for many activities may reflect the aging demographic of survey participants. The proportion of respondents in the category “less than 25 years old” has steadily declined over the decade, while the proportion of respondents in the 41 to 50 year old age group has steadily increased.

In the study, CSP compares the state specific figures to national recreation data from the National Survey on Recreation and the Environment (NSRE) conducted in 1982 and 1994, finding that the statewide results and national results are similar. It was noted that the CSP report generally showed a higher rate of

participation in activities than the NSRE report. For the California study, 84 percent reported walking as an activity, compared to two-thirds of the national sample. Nearly 75 percent of Californians queried in the 1997 survey visited historic sites or museums, compared to 44 percent in the NSRE national sample. The trend in California is a higher level of participation in recreational activities than in other states.

6.2 TRPA Recreation Studies

The recreation survey commissioned by the TRPA in 2000 provides a visitor profile for the Lake Tahoe Basin. 631 responses were received. Results of this survey are summarized in Table 3.

This information is supplemented by a User Preference Survey prepared by the TRPA in the summer of 2000. The survey identified a visitor user profile

TABLE 3 - TRPA 2000 Recreation Survey Results

Primary purpose of trip	
Sightseeing	>50% of visitors
Activities in Tahoe setting	30% of visitors
Number of people on trip	
3-6 people	>50% of groups
1-2 people	>33.3% of groups
Duration of stay	
2-3 days	50% of visitors
4-7 days	25% of visitors
Time of year visiting	
Summer	66.6% of visitors
Winter	20% of visitors
Recreation activities	
Swimming	16% of visitors
Passive beach activities	9% of visitors
Camping in developed campgrounds	9% of visitors
Hiking	28% of visitors
Biking	16% of visitors
Downhill skiing/snowboarding	23% of visitors
Importance of natural setting	
Very important	85%
Dislikes	
Too many people	22%
Too much traffic	17%
Where from?	
Bay area	26%
Sacramento	14%
LA	10%
Other CA	8%
Age	
25-39	15%
30-39	27%
40-49	20%
Annual household income	
< \$35,000	20%
\$35 - 60,000	34%
\$60,000 and above	37%
Ethnicity	
Caucasian	73%
Asian	11%
Hispanic	7%

that was predominantly mid-aged and less ethnically diverse than the overall population, with a family,





having moderately high income and education, and predominantly from California or Nevada. For 48 percent of these visitors, trip duration is three to six nights. The study also identifies that according to recreation user perceptions, access and availability of day use and camping areas present the greatest need for improvement.

In 2002, the TRPA prepared a Desired Future Conditions Study. A hierarchy of facility planning priorities was established based on 2000 Summer User Survey data. Developed campsites for tents and RVs and campsites in primitive areas were both identified as being at capacity or overcrowded, with a perception that a mid to low need for these facilities existed. It should be noted that survey respondents were comprised of both residents and visitors.

6.3 RV Market Investigation

Initial design schemes prepared for Van Sickle Bi-State Park investigated providing facilities for camping and recreational vehicles (RVs). The market study produced for Van Sickle Bi-State Park by Design Workshop analyzes if demand exists for such facilities. In addition, it outlines demographics and travel trends for the recreation and RV market, both nationally and statewide for California and Nevada, and investigates the number and type of facilities currently provided in the Lake Tahoe area.

The market investigation found that the RV camping industry is growing nationally and at state levels for California and Nevada. The growth is projected to continue as Baby Boomers, the predominant age group that owns RVs, continue to travel and upgrade their recreational vehicles. Demand for campsites in California is growing, particularly in the Tahoe

Basin where campgrounds are filled to capacity or overcrowded (both for primitive camping facilities and for developed campgrounds with hookups). A trend is apparent that campgrounds recently completing upgrades to their facilities are providing more services. Amenities that support the campground, including trails and interpretive displays, will be important to provide for market RV travelers, particularly given that the site does not have direct access to Lake Tahoe. The park site has some characteristics, including topography, that may limit the number of fully serviced sites available. There is also demand, however, for campsites with no hookups and for smaller RV and tent camping.

6.4 Park Recreational Opportunities

The location and physical characteristics of Van Sickle Bi-State Park provide for some exciting recreational opportunities to serve the community and visitors to the Tahoe Basin. The park contains forest, stream environment zones, historic buildings, large granite outcrops, and great views of Lake Tahoe.

The park is unique because of its proximity to the main core of South Lake Tahoe. It will provide an opportunity for people shopping and lodging in the urban casino area to have quick and easy access to an area with natural and cultural resources. Pedestrian connections are an important component of the park program, leading to a number and variety of hiking experiences. Visitors to the park can stay relatively close to the entrance and picnic, enjoy the interpretive components of the park, take a quick hike, or join up with a more strenuous hiking trail that leads to the upper portion of the park. The Nevada side of the property is particularly suited to camping and providing spaces for group day and overnight use.

Winter recreation opportunities close to the casino corridor are limited. The park could provide nearby facilities for activities such as sledding, snowshoeing, and cross-country skiing.

Access to trails within and outside the park is an important consideration. The CTC Multi-Use Trail is proposed to run from Meyers to the park. The opportunity exists to have internal trail systems that serve a variety of users including hikers, bikers, and equestrians. Potential also exists, through collaboration with the USFS, to relocate an existing trail that connects Nevada to California higher up on the property. This would allow the trail to be contained on State and Federal property and to serve as a connector trail from communities higher up on Kingsbury Grade to South Lake Tahoe. Connections to the Tahoe Rim Trail should also be investigated.

Any recreational facility located in the park must be consistent with both Nevada and California State Park policies, which indicate that uses must serve statewide or regional needs. Facilities for local needs, such as ball fields or dog parks, do not fit this criteria.

6.5 Interpretive Opportunities

Much of the quality of the visitor experience at Van Sickle Bi-State Park arises naturally out of the site's superb urban/natural setting and the ambience of its historic buildings and facilities. Much of the historical and environmental story that lies beneath the surface, however, requires conscious communication in order to help visitors understand and appreciate its deeper significance. In addition, much of the "how to" information that will help visitors to be better stewards of the environment can only be provided through transfer of specific information to visitors.



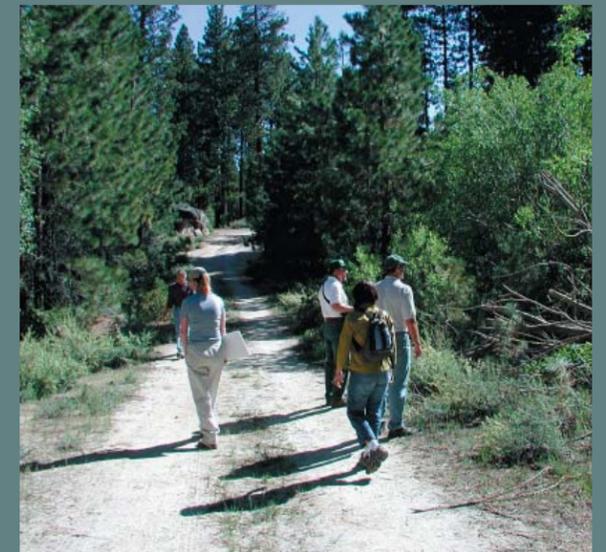
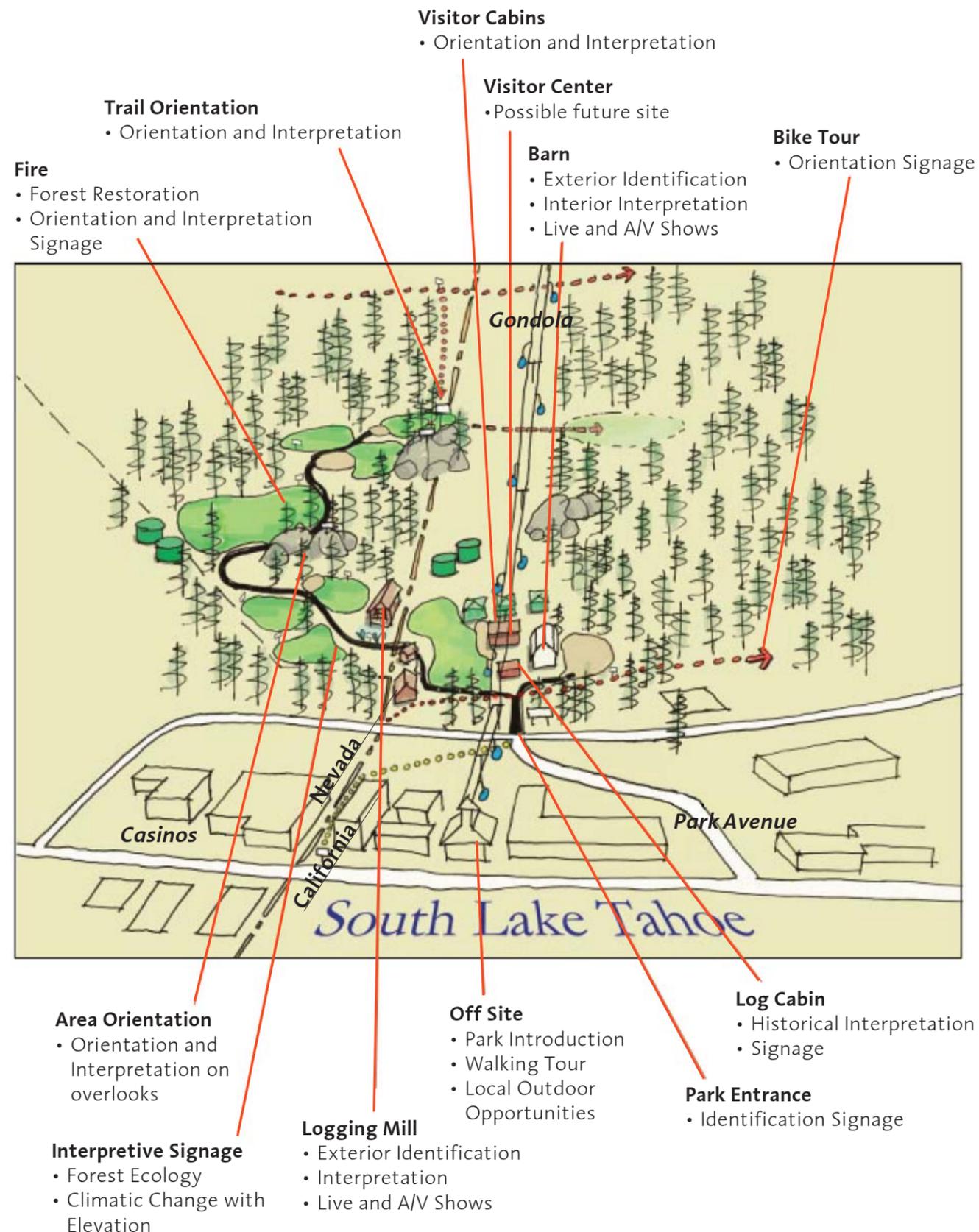
During a July 2004 workshop, representatives from NSP, CSP, the CTC, and the Lake Tahoe Basin Management Unit - USFS identified a number of interpretive themes to meet the informational needs of all users. The themes can be categorized into four main topic areas:

- Orientation and directions to help visitors locate themselves and their destination in the park and to help them find their destination;
- General information needs, such as park functions, hours of operation, special activities or exhibits, rules, and regulations;
- Tahoe Basin natural history; and
- Tahoe Basin cultural history.

In addition, specific interpretive opportunities throughout the park have been identified. These include the park's forest ecosystem; the Van Sickle barn, log cabin, and tourist cabins; and the site of the 2002 fire's origin.

The central facility for communicating the park's overall interpretive storyline will initially be an information/interpretive kiosk located near the historic barn. Here, an overview of Van Sickle's interpretive themes will be presented. Site-specific treatment of the themes will be presented at appropriate locations and features throughout the park, creating a hierarchy of information that flows from the kiosk/visitor center outward and maintaining cohesion in the entire interpretive program. Possible interpretive sites are illustrated in Figure 13. More detailed information regarding the park's interpretive themes and opportunities can be found in the Consortium West report in Appendix I.

FIGURE 13 - Possible Interpretive Sites



Park Vision Statement

- To create a Bi-State Park with outstanding scenic and natural character for the protection of historical, archeological, ecological, geological, and other such values of statewide significance
- To create opportunities for compatible types of recreation.
- Management will involve a balance between State agency operations, recreational resources and preservation of natural or cultural resources.

7.0 MASTER PLAN PROCESS

7.1 Park Vision Statement

The project vision is to create a bi-state park with outstanding scenic and natural character for the protection of historical, archeological, ecological, geological, and other such values of statewide significance and to create opportunities for compatible types of recreation. Management will involve a balance between State agency operations, recreational resources, and preservation of natural or cultural resources.

7.2 Design Process

7.2.1 Development of Program

A Steering Committee was formed to help guide the planning process and provide direction for the design development. Steering Committee members attended a Master Plan Workshop on July 15, 2003. The group was asked to consider possible approaches to consider in developing alternatives, including;

- Density - minimum, medium and maximum
- Circulation/Use - day use, overnight use, and winter use
- Do it all - uses, density, circulation

The group identified recreational uses (primarily day use, camping, and trails) and used this information along with input collected at the first meeting in the second series of public workshops to develop program alternatives. Three design alternatives were generated based on levels of development ranging from minimum to moderate, essentially producing a series of phasing drawings. Maximum use was not considered due to the limiting site constraints. Minutes of the Master Plan Workshop are included in Appendix II. Figure 14 contains a summary of the program alternatives developed by Steering Committee members.

7.2.2 Conceptual Design Alternatives

From the development of program alternatives and phasing, three conceptual design alternatives were developed to present at the second meeting in the second series of public workshops. One scheme focused on day use, one on overnight use, and one on a combination of both elements. (All schemes contained both elements of overnight and day use, but to varying degrees.) The conceptual design alternatives are illustrated in Figures 15-17.

7.2.3 Conceptual Trails Map

Initial consideration of trails took place at the same time the conceptual master plan options were developed.

Trails will be provided for access to recreational facilities provided in the park. Preliminary desired locations for recreational trail corridors are shown in Figure 27. Entry and exit points to the park have been located and trail corridors could vary in location, depending on site conditions, as the most sustainable alignments are designed and field tested.

Due to the topography of the park, it may be difficult for all trails to be fully accessible, however in the lower part of the park it is envisioned that an interpretive trail will be designed to take advantage of the SEZ ecosystem and the historic barn. Trails will be designed to connect into existing use patterns where feasible and restoring existing trails that are erosion hazards. The potential was identified for rerouting an existing bike trail that connects from California to Kingsbury Grade in Nevada so that it is contained on State land. The Tahoe Rim Trail Association has been working with the Nevada Division of Lands to locate a connecting trail to gain access to the Rim Trail.

The maps contained in Figures 15 - 17 provide graphic representation of the ideas listed in Figure 14.



	Option A - Minimum Use	Option B - Low Use	Option C - Moderate Use
Day Use	<ul style="list-style-type: none"> • Entrance road • Entrance station • Barn stabilization - outside only • Parking - 50 spaces • Restrooms - flush • Interpretive panels to display history of site • Interpretive trail around barn and surroundings • Maintenance yard/building • No snow removal 	<ul style="list-style-type: none"> • Entrance road • Entrance station • Small visitor center • Barn restoration - outside to original condition, possible internal restoration? • Historic cabin interpretation/restoration • Parking - 75 spaces, trailhead to bike trail • Small picnic area • Group picnic area (no shelters/ramadas) • More restrooms - flush • Interpretive trail around barn and surroundings • Admin.& Maintenance yard/building • Employee housing • Snow play 	<ul style="list-style-type: none"> • Entrance road • Entrance station • Larger interpretive center • Barn restoration – outside to original condition, possible internal restoration? • Historic cabin interpretation/restoration • Amphitheater • Concession operations • RV camping/parking? • Parking – 100 spaces, trailhead to bike trail – equestrian parking • Picnic area • Group day use (shelters, volleyball, barbeque pits) • Special event area • More restrooms – flush • Nature trail • Admin.& Maintenance yard/building • Employee housing • Winter use facilities (snow play, cross country ski, snow shoe, snow camping)
Camping	<ul style="list-style-type: none"> • Use existing roads • No group sites • Restrict size of RV • 50 vehicles/ tent sites • No dump station • Two restrooms (flush)/showers 	<ul style="list-style-type: none"> • Use existing roads • 50 vehicles/ tent sites • 10 additional tent only sites • 2 group sites (120 people), with restroom & shower • 2 restrooms (flush)/showers • Primitive camping (10 max) • Dump station? • Host hook-up 	<ul style="list-style-type: none"> • Expand the road system • Up to 100 vehicles/ tent sites, including up to 50 RV hookups • Multi-family campsites • 4 group sites (up to 120 people), each 2 sites with restroom & shower or 1 large restroom/shower building • 3 restrooms (flush)/showers • Primitive camping (20 max) • Dump station • Host hook-up • Campfire circle
Trails	<ul style="list-style-type: none"> • Formalize existing trails • Connect trails to surrounding systems • Trail restoration • Non-motorized • Designated routes of travel only • Remove poorly located volunteer trails • Provide trailhead for CTC multi-purpose trail • Multiple use trails • Connect dogs to permitted trails • Provide vista access 	<ul style="list-style-type: none"> • As for Option A with the following additions: • New trail construction • Connect to Rim Trail 	<ul style="list-style-type: none"> • As for Option B with the following additions: • Restrictive use trails • Equestrian & dog on paved • Mountain bike • Remote trailheads – with small parking areas (12 spaces) • Paved interpretive trail (ADA) • Complete trail loop with dog/multiple use trail

PROGRAM ALTERNATIVES

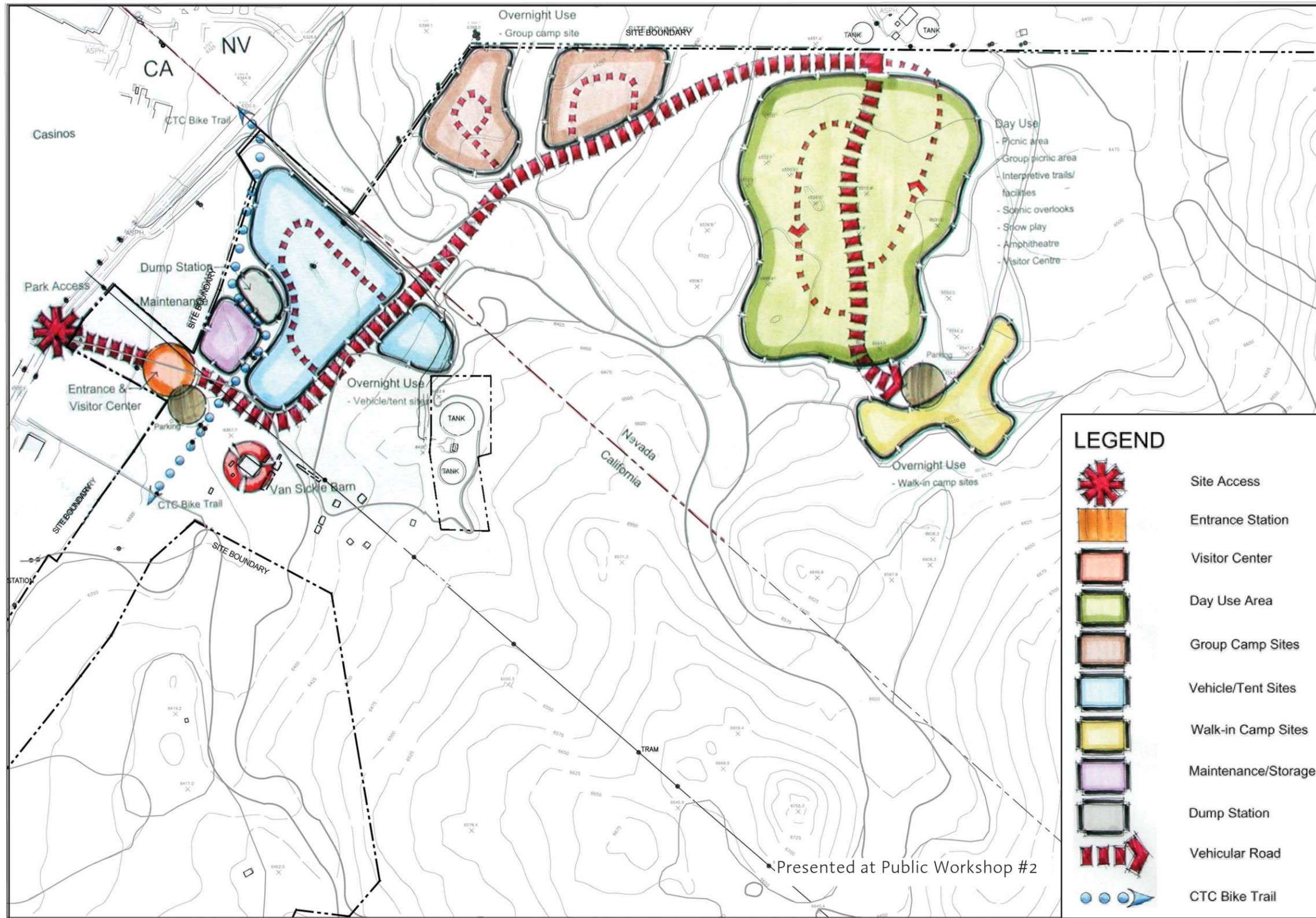
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FIGURE

14

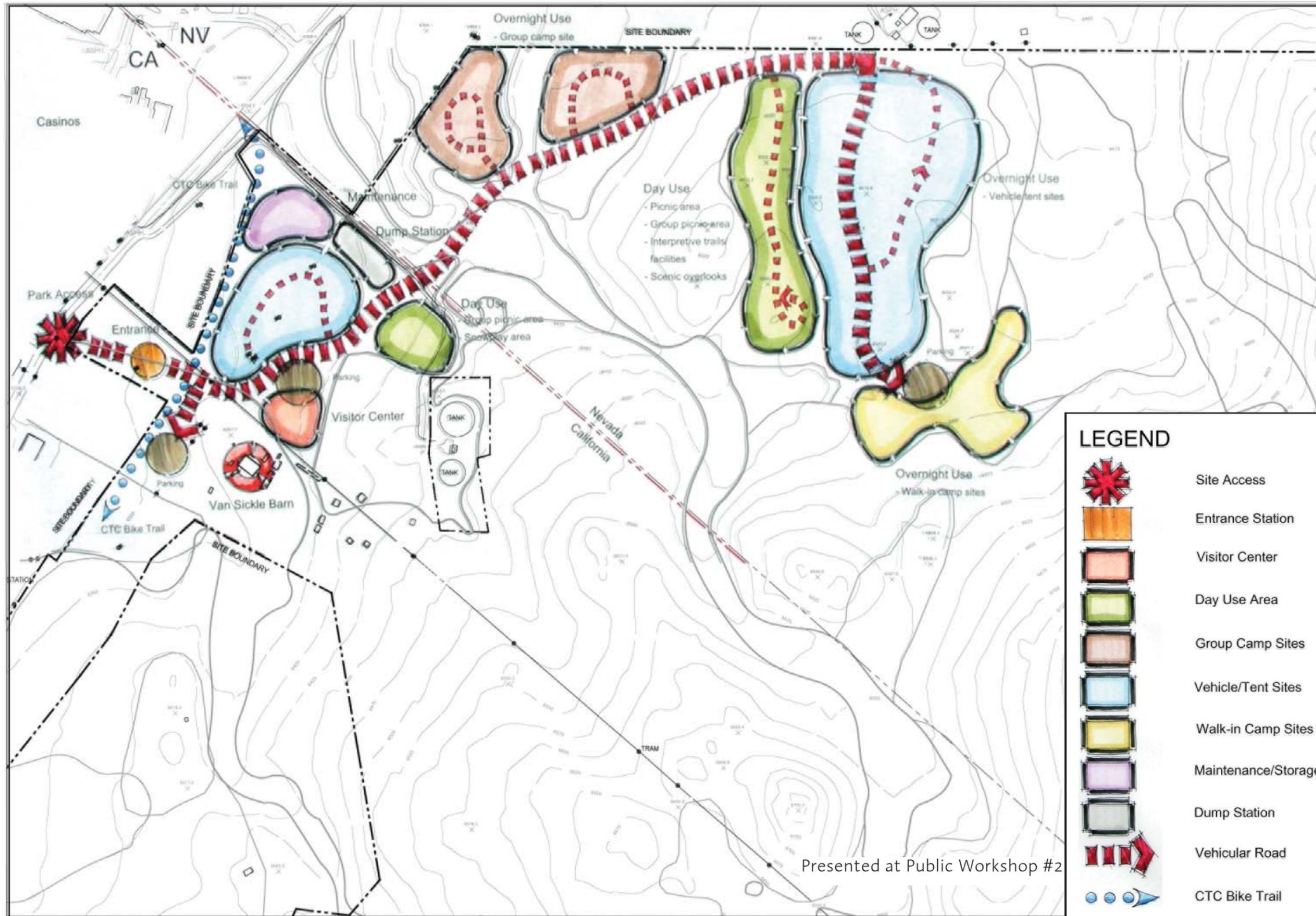
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CONCEPTUAL DESIGN - DAY FOCUS

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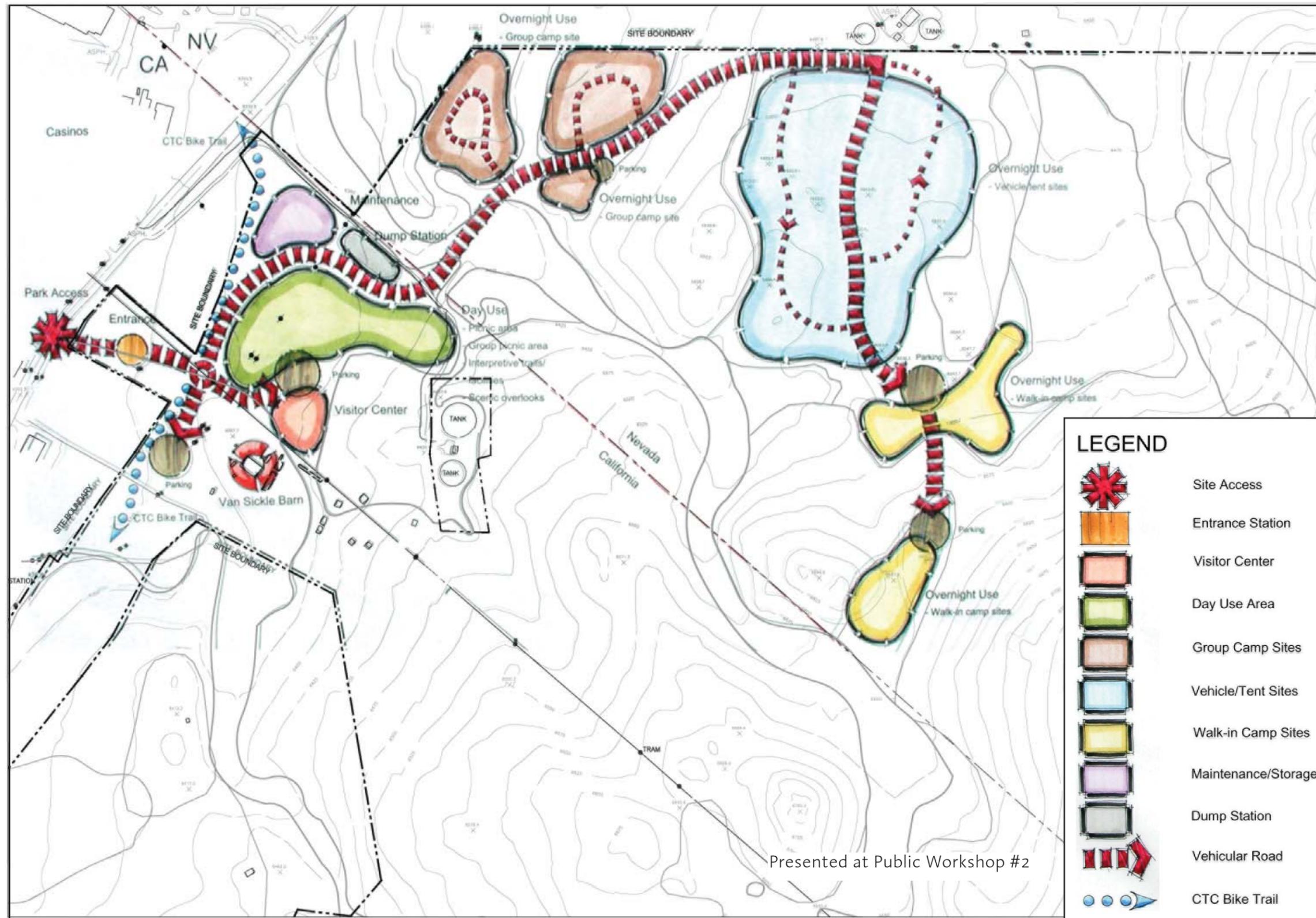
FIGURE
15



CONCEPTUAL DESIGN - DAY/OVERNIGHT FOCUS

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FIGURE
16



CONCEPTUAL DESIGN - OVERNIGHT FOCUS

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FIGURE

17

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7.3 Participants

7.3.1 Public Participation/Comment

A series of public workshops was organized to solicit input to the project. The community was notified by a combination of posters, articles in the Tahoe Daily Tribune, radio announcements (voiceover by Bob Kingman from the CTC), and news segments on Reno television.

The first public workshop was held in 2000 when the proposed park comprised only property in Nevada. A second series of public workshops were held in 2003-2004, once the California side of the property was acquired by the CTC. In the first public workshop of the

second series, participants were presented with a list of recreation uses and asked to suggest any additional uses. Next, they prioritized these uses by placing colored dots next to their preferred activities. Each participant was given four green dots and one red dot to place on the chart (one red dot was the equivalent of four green dots). An example of the results of this type of exercise are shown in Figure 18.

Additional workshops explored concepts and preferred design alternatives for the park. The schedule of public workshops is included in Table 4. The agendas for the meetings are included in Table 5 and meeting summaries, with a list of participants for each workshop, can be found in Appendix II.

FIGURE 18 - Dot Exercise Sheet Example

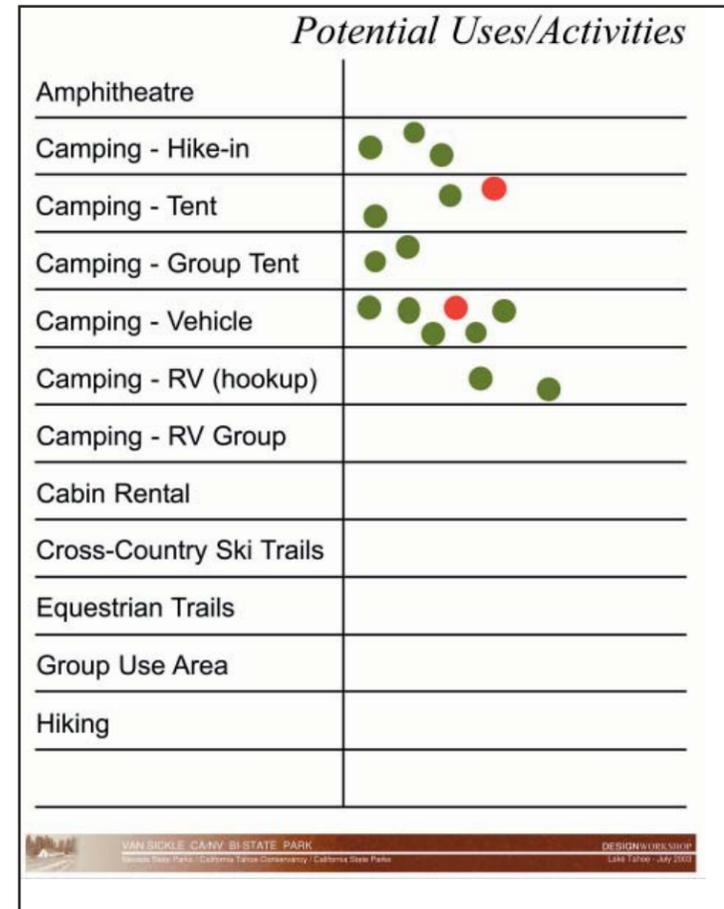


TABLE 4 - Public Meeting Summary Schedule

Meeting	Date
Initial Workshop	August 17, 2000
Steering Committee #1	May 28, 2003
Site Visit (Open to public)	June 10, 2003
Steering Committee #2	July 8, 2003
Advisory Committee #1	July 8, 2003
Public Workshop #1	July 10, 2003
Master Plan Workshop	July 15, 2003
Steering Committee #3	August 5, 2003
Advisory Committee #2	August 5, 2003
Public Workshop #2	August 19, 2003
Steering Committee #4	August 20, 2003
Advisory Committee #3	August 20, 2003
Public Workshop #3	October 14, 2004
Steering Committee #5	October 6, 2004

7.3.2 Steering Committee

A Steering Committee consisting of representatives from regulatory agencies was formed to assist in guiding the project. The committee provided input for development of the program and design, in addition to reviewing agendas and presentation material for the public workshops. Members of the Steering Committee are listed below:

- Jennifer Hannum, TRPA
- Kristine Bunnell, TRPA
- Bob Kingman, CTC
- Ken Anderson, CSP
- Robert Erlich, Lahontan
- Steve Weaver, NSP
- Gary Marchio, CSLT
- Rick Hydrick, STPUD
- Peter Eichar, TRPA
- Bob King, USFS Lake Tahoe Basin
- Scott Morgan, Douglas County Parks & Recreation

Dates of Steering Committee meetings are included in Table 4. Agendas for Steering Committee meetings, including those for the Project Kick-off Meeting and a Site Visit, are listed in Table 5. Meeting minutes are included in Appendix II.

7.3.3 Advisory Committee

An Advisory Committee consisting of representatives from various recreational and business organizations in the Basin was formed to provide input in the design process. The committee provided feedback on the alternatives being developed for the park, in addition to reviewing agendas and presentation material for the public workshops. Members of the Advisory Committee are listed below:

- David Hamilton, TAMBA
- Jerry Yeazell, Sierra Club

TABLE 5 - Public Workshop Agendas

Public Workshop #1 Thursday July 10, 2003	<ol style="list-style-type: none"> 1. Introduction and History 2. Summary of Existing Conditions <ul style="list-style-type: none"> • Presentation of image boards • Presentation of site analysis 3. Project Limitations and Opportunities <ul style="list-style-type: none"> • Site location & context • Allowable uses (from plan area statement) • Presentation of slide show/images for varied activities/uses 4. Agency collaboration 5. Public Discussion <ul style="list-style-type: none"> • General questions/discussion • Dot exercise to identify preferred recreation uses/activities 6. Meeting wrap-up and scheduling
Public Workshop #2/Agency Review Tuesday August 19, 2003	<ol style="list-style-type: none"> 1. Introduction 2. PowerPoint Presentation <ul style="list-style-type: none"> • Background • Process • Public Workshop Schedule • Public Workshop #1 Summary • Public Survey Results 3. Presentation of Alternatives 4. Public Discussion <ul style="list-style-type: none"> • General questions/discussion 5. Meeting wrap-up and scheduling
Public Workshop #3 Thursday October 14, 2004	<ol style="list-style-type: none"> 1. Sign-in 2. Introduction 3. Background & Analysis 4. Master Plan Presentation 5. Next Steps/Scheduling 6. Public Discussion





TABLE 6 - Steering Committee Agendas

<p>Project Kick-off Meeting Wednesday, April 16, 2003</p> <ol style="list-style-type: none"> Review of Previous Work Completed <ul style="list-style-type: none"> Physical Information Environmental Information Results of Public Involvement Public Process <ul style="list-style-type: none"> Steering Committee Public Involvement Public Relations Review Final Product <ul style="list-style-type: none"> Nevada State Parks Requirements California State Parks Requirements California Tahoe Conservancy Requirements Project Schedule Review <ul style="list-style-type: none"> Tasks to begin Immediately Tasks for this summer Determine Approximate Dates for Public Meetings Meeting Wrap up and Confirm Next Meeting Date 	<p>Steering Committee Meeting #1 Wednesday, May 28, 2003</p> <ol style="list-style-type: none"> Introductions Overview of Project History <ul style="list-style-type: none"> Van Sickle property history Work previously completed Review meeting minutes Process <ul style="list-style-type: none"> Review work program Review schedule Review deliverables Meeting Wrap Up <ul style="list-style-type: none"> Project to do list Confirm meeting date and time 	<p>Steering Committee Meeting #2 Thursday, July 8, 2003</p> <ol style="list-style-type: none"> Public workshop notification <ul style="list-style-type: none"> Poster Newspaper Radio Strategy for future workshops Public Workshop #1 <ul style="list-style-type: none"> Agenda Power point presentation Display material Dot exercise Master Plan Workshop <ul style="list-style-type: none"> Confirm meeting date and time Attendance Timeframe Venue Structure Meeting wrap-up
<p>Site Visit Tuesday, June 10, 2003</p> <ol style="list-style-type: none"> Introduction Land Classification <ul style="list-style-type: none"> Class 4 & above location Location of utilities <ul style="list-style-type: none"> STPUD Existing buildings Park entrance <ul style="list-style-type: none"> Road easement & CTC property Meeting Wrap up and Confirm Next Meeting Date <ul style="list-style-type: none"> Tuesday July 8, 9:00am - 11:00am 	<p>Steering Committee Meeting #3 Tuesday, August 5, 2003</p> <ol style="list-style-type: none"> Alternative levels of development <ul style="list-style-type: none"> Minimum use Low use Moderate use Land classification verification - TRPA Park Program <ul style="list-style-type: none"> Day use Camping Develop strategy for presenting program Wrap-up meeting 	<p>Steering Committee Meeting #4 Wednesday, August 20, 2003</p> <p>An agenda was not developed for this meeting as it followed the second public workshop. Alternatives presented at the workshop and the responses from participants were discussed Minutes are included in Appendix II.</p>
	<p>Steering Committee Meeting #5 Wednesday, October 6, 2004</p> <ol style="list-style-type: none"> Required Planning Approvals Environmental Process Draft Resource Analysis Report RV Market Study Master Plan/Phasing Update Trails Public Workshop #3 Wrap Up 	

TABLE 7 - Advisory Committee Agendas

<p>Advisory Committee Meeting #1 Tuesday, July 8, 2003</p> <ol style="list-style-type: none"> Introductions Overview of Project History <ul style="list-style-type: none"> Van Sickle property history Work previously completed Process <ul style="list-style-type: none"> Committee & public workshop process Project schedule Public Workshop # 1 (Thurs., July 10, 2003) <ul style="list-style-type: none"> Agenda Power point presentation Display material Dot exercise Meeting Wrap Up <ul style="list-style-type: none"> Confirm meeting date and time (Tues., Aug. 4, 2003) General questions/organization 	<p>Advisory Committee Meeting #2 Tuesday, August 5, 2003</p> <ol style="list-style-type: none"> Introductions Schedule Summary of public workshop #1 Alternative levels of development <ul style="list-style-type: none"> Minimum use Low use Moderate use Land classification verification - TRPA Park Program <ul style="list-style-type: none"> Day use Camping Wrap-up meeting 	<p>Advisory Committee Meeting #3 Wednesday, August 20, 2003</p> <p>An agenda was not developed for this meeting as it followed the second public workshop. The alternatives presented at the workshop and the response from the participants in the workshop were discussed. Minutes are included in the Appendix.</p>
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- Randy Moore, NDSP
- Steve Weaver, NDSP
- Mark Kimbrough, Tahoe Rim Trail
- Bill Chernock, LTVA
- Kathleen Farrell, TDCC

Dates of Advisory Committee meetings are included in Table 4. Advisory Committee meeting agendas are outlined in Table 7. Minutes from meetings are included in Appendix II.

7.4 Draft Master Plan

7.4.1 Draft Master Plan Development

The Van Sickle Bi-State Master Plan locates park facilities in areas of the property that have developable land capability classification. Refer to Section 3.9 of this report for more details. To minimize disturbance, access roads shown in the Master Plan predominantly follow the alignment of existing roads on the site. Refer to Figures 27 and 28 for details regarding proposed trails.

The California side of the property provides access to the park off Montreal Road opposite Park Avenue. This entrance will have entrance signage and, in later phases, a fee station. Day facilities are provided close to the historic barn on the California side of the property, and this site will have an associated interpretive element. In early phases this will be an informative display, which in later phases could become a visitor center depending upon available funding. A trailhead for the California Tahoe Conservancy Multi-Use Trail is located close to the park entrance. This trail connects South Lake Tahoe to the community of Meyers, south of South Lake Tahoe on Highway 50. Towards the northeast portion of the California property, a maintenance area and RV dump are proposed.

The Nevada side of the property offers more day use facilities, including group picnic areas, a hiking trailhead, and an equestrian trailhead. Some restoration of the SEZ will be required for access into the Nevada side of the property. As consecutive phases occur, some of these facilities will evolve into group camping areas and could potentially service both day use and camping events. The Master Plan locates more camping higher on the property in later phases of development, including RV camping with and without hookups, walk-in camp sites, and overnight cabin sites.

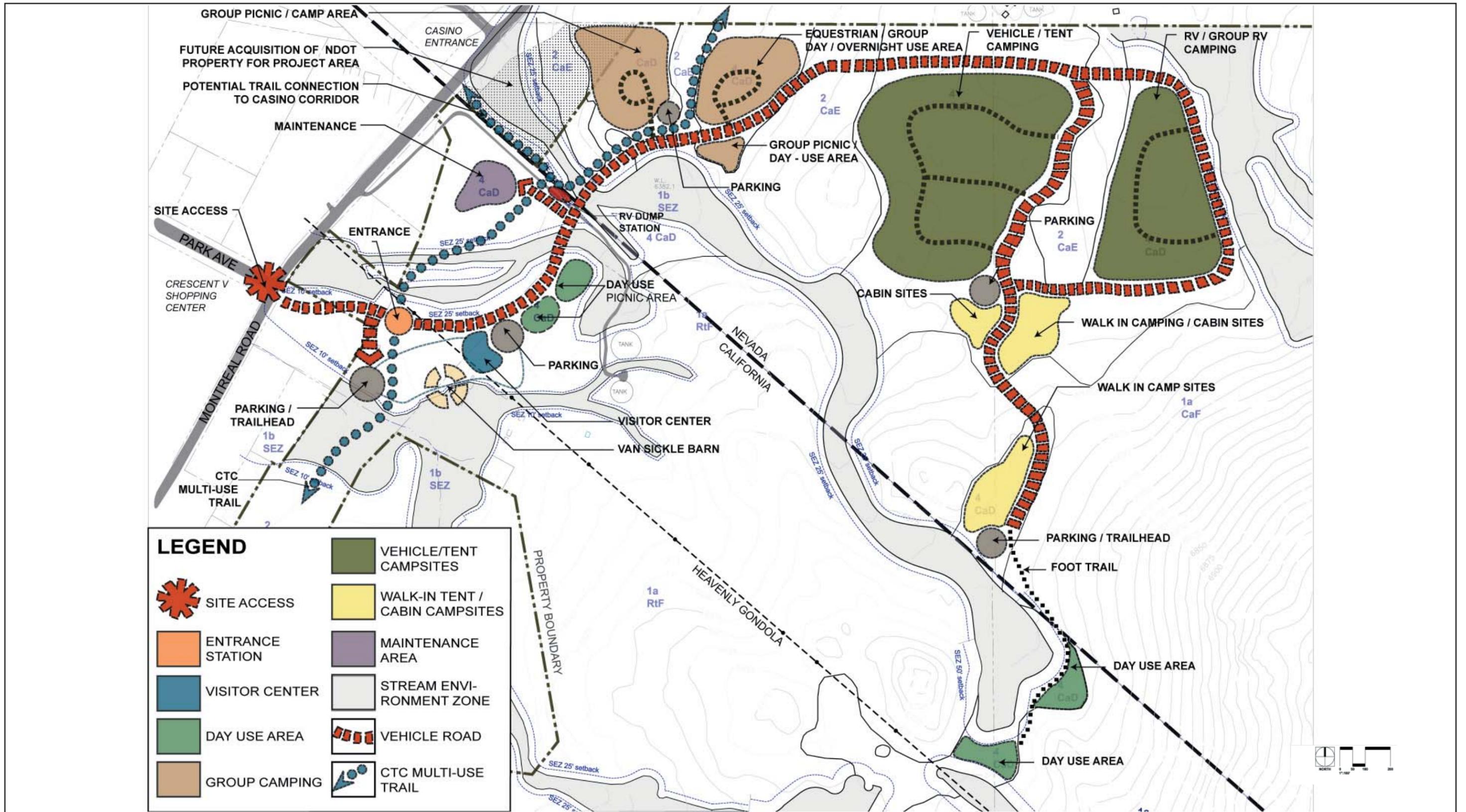
7.4.2 Draft Phasing Plans

Draft phasing plans for phase one through four of the project (described in Figures 20 through 24) show the development planned to occur during each phase of the project. In addition, concept sketches are provided to illustrate the options presented in the draft master plan (refer to Figures 25 through 27).



Public Workshop #3





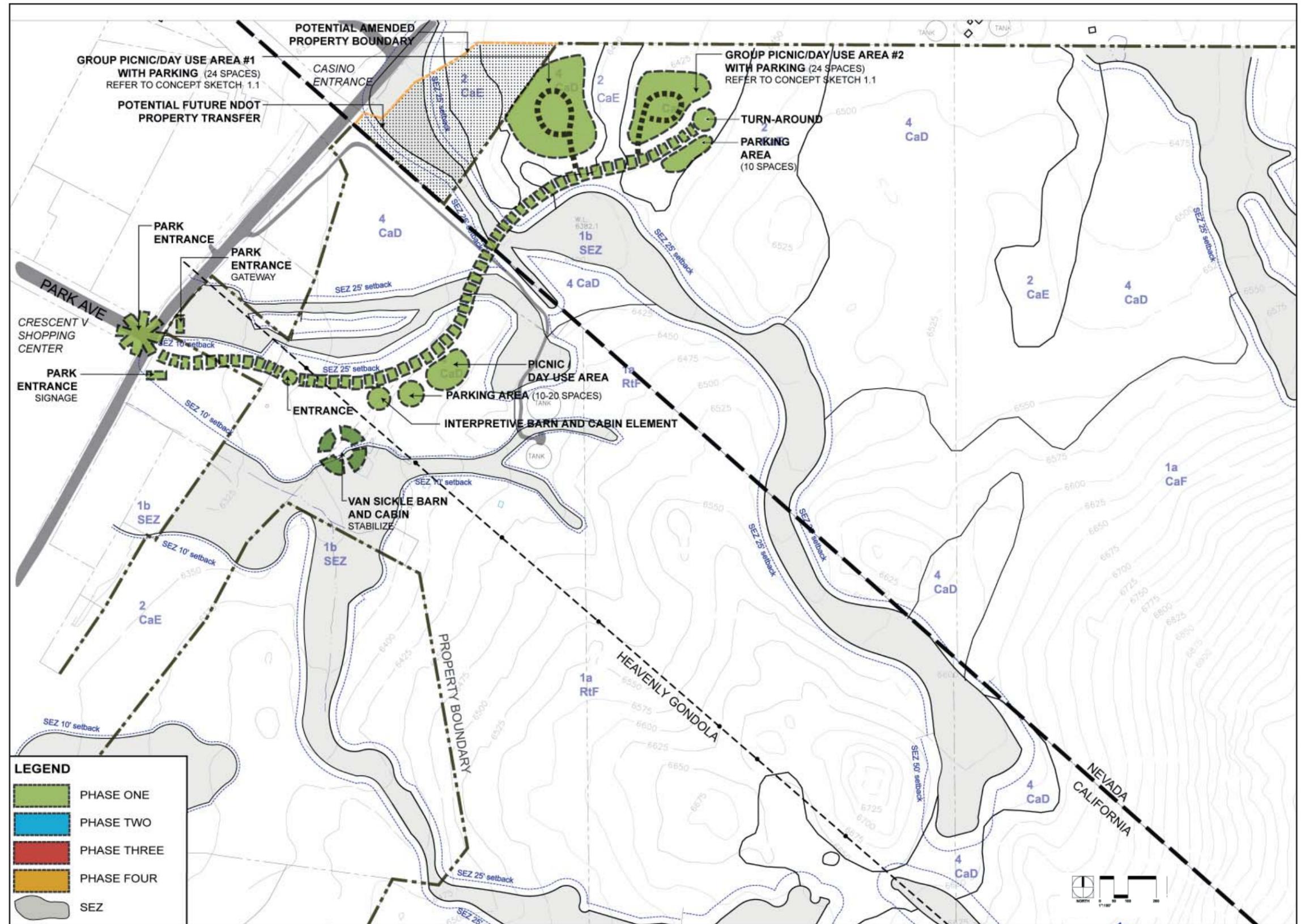
DRAFT MASTER PLAN
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 JUNE 2005

FIGURE
 19

Phase 1

The following list summarizes Phase 1 components of the Master Plan:

1. Infrastructure Improvements
 - Entrance to park
 - Paved park road to Nevada side of park
 - Utilities - sewer, electrical, water (portions which service Phase 1 development only)
2. Public Facilities
 - Interim park entrance signage
 - Picnic area with restrooms near barn (10-20 parking spaces)
 - Group Picnic/Day Use Area #1 in Nevada (24 parking spaces) with ramada
 - Group Picnic/Day Use Area #2 in Nevada (24 parking spaces)
 - Turnaround on Nevada side (10 parking spaces)
 - Interpretive barn element
3. Cultural Facility Protection/Improvement
 - Stabilization of barn & log cabin
4. Natural Resources
 - Reforestation
 - SEZ restoration
 - Wildfire interpretation/protection



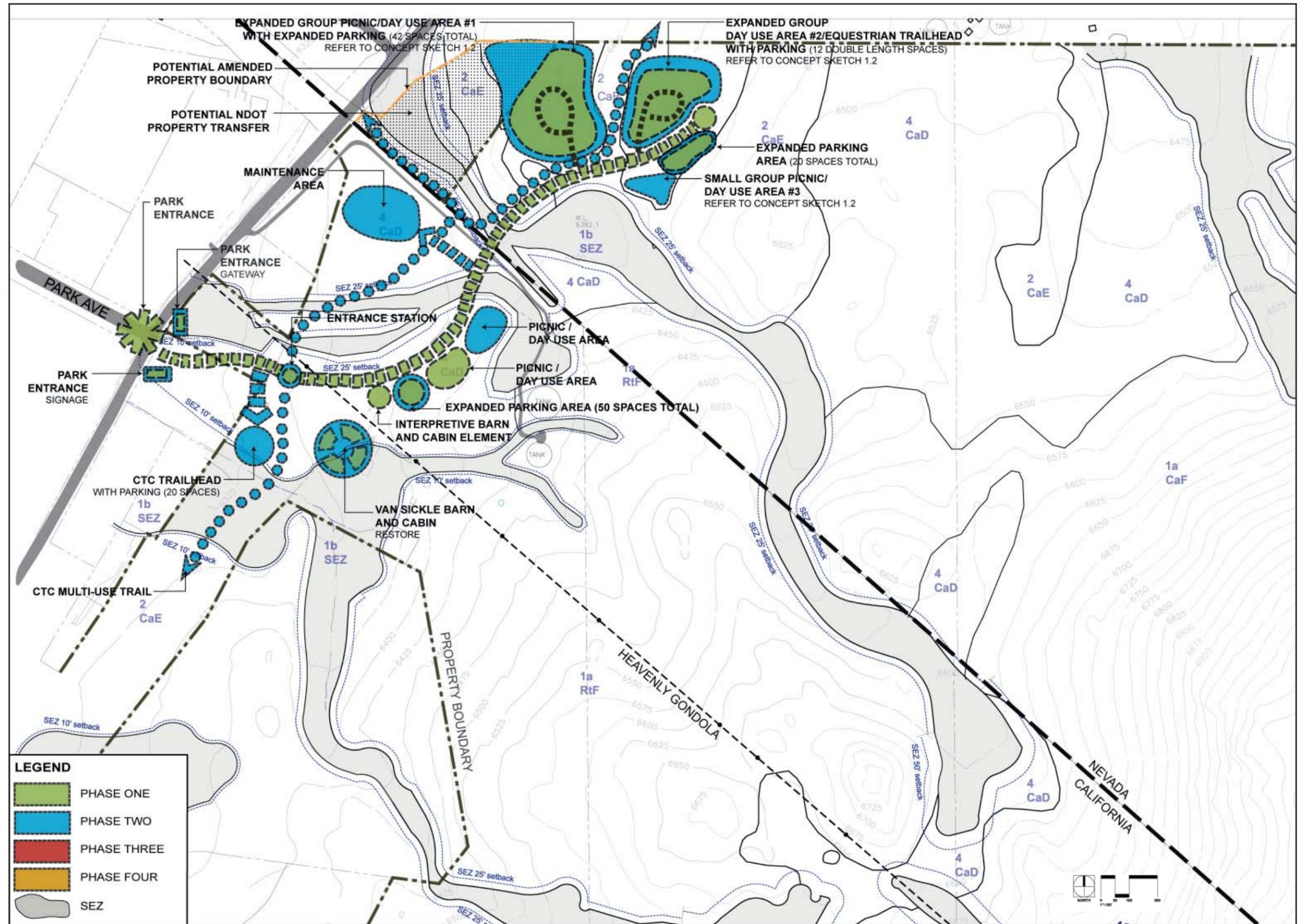
DRAFT MASTER PLAN - PHASE 1
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 JUNE 2005

FIGURE
 20

Phase 2

The following list summarizes Phase 2 components of the Master Plan:

1. Infrastructure Improvements
 - Formal park entrance with signage
 - Secondary access points
 - Iron ranger fee station
 - Interim maintenance & storage shed
2. Public Facilities
 - Expanded Group Picnic/Day Use Area #1 in Nevada (additional 18 parking spaces)
 - Converted and expanded Group Picnic/Day Use Area #2 in Nevada to Equestrian Area/Trailhead (12 double-length parking spaces)
 - Additional Small Group Picnic/Day Use Area #3 (20 parking spaces)
 - Additional restrooms
 - Expanded Day use & interpretive facility in California (30 additional parking spaces)
 - Accessible interpretive trail
 - Expansion of trail system
 - CTC trailhead (20 parking spaces)
3. Cultural Facility Protection/Improvement
 - Restoration of barn & log cabin
4. Natural Resources
 - Forest Health
 - SEZ restoration
 - Wildfire interpretation/protection



DRAFT MASTER PLAN - PHASE 2
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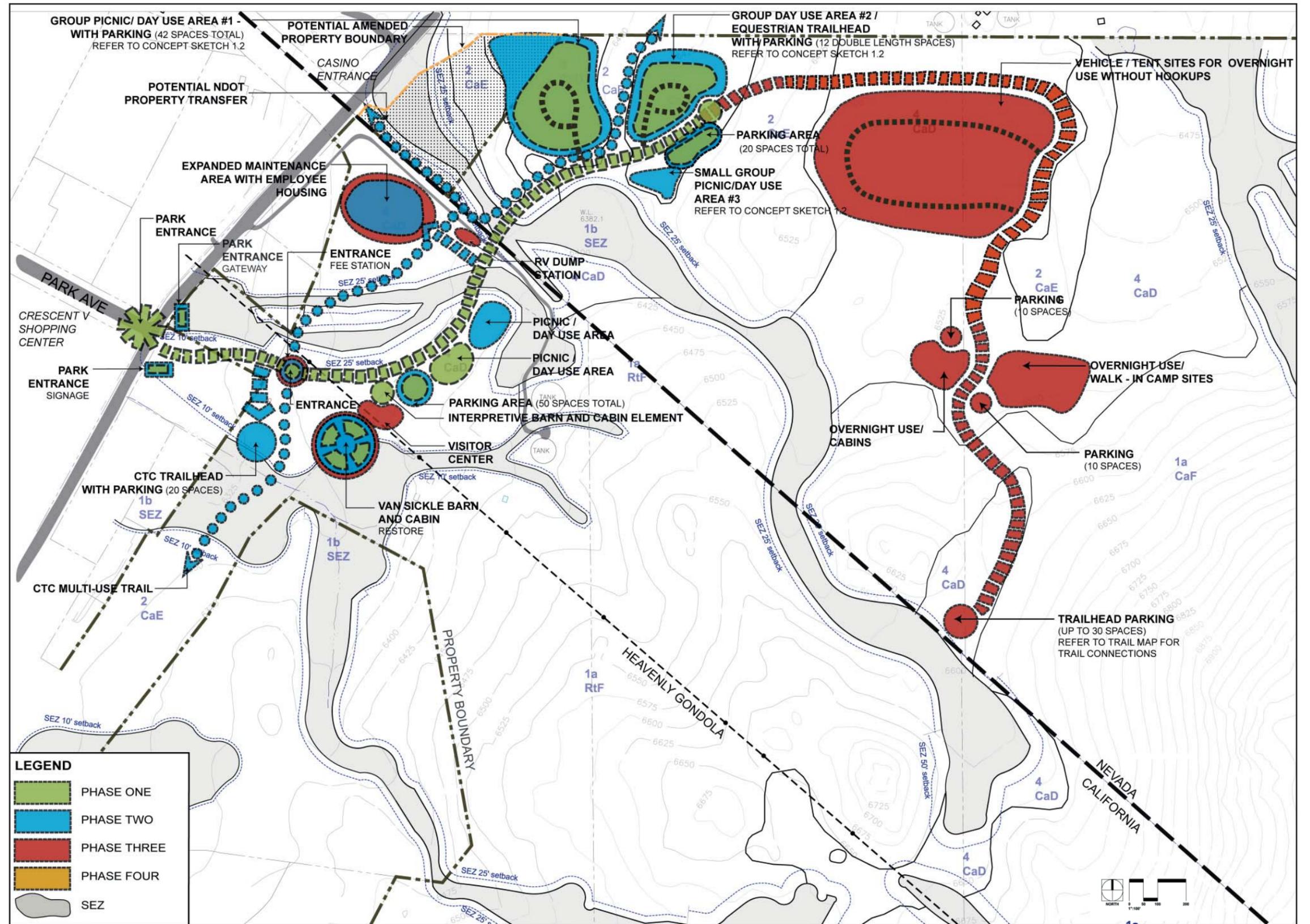
FIGURE
21
 DESIGNWORKSHOP

Phase 3

The following list summarizes Phase 3 components of the Master Plan:

1. Infrastructure Improvements
 - Entrance station
 - Paved road to upper trailheads
 - Maintenance facility
 - Employee housing
 - RV Dump station
2. Public Facilities
 - Visitor Center
 - Overnight cabin area in Nevada (5-6 cabins)
 - Campsites with no hookups (25-40 sites)
 - Walk-in camping (10 sites)
 - Day use trailhead (up to 30 parking spaces)
 - Hiking trails
3. Cultural Facility Protection/Improvement
 - Additional restoration of barn & log cabin
4. Natural Resources
 - Forest Health
 - SEZ restoration
 - Wildfire interpretation/protection

Phase 4



DRAFT MASTER PLAN - PHASE 3
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 JUNE 2005

FIGURE
 22

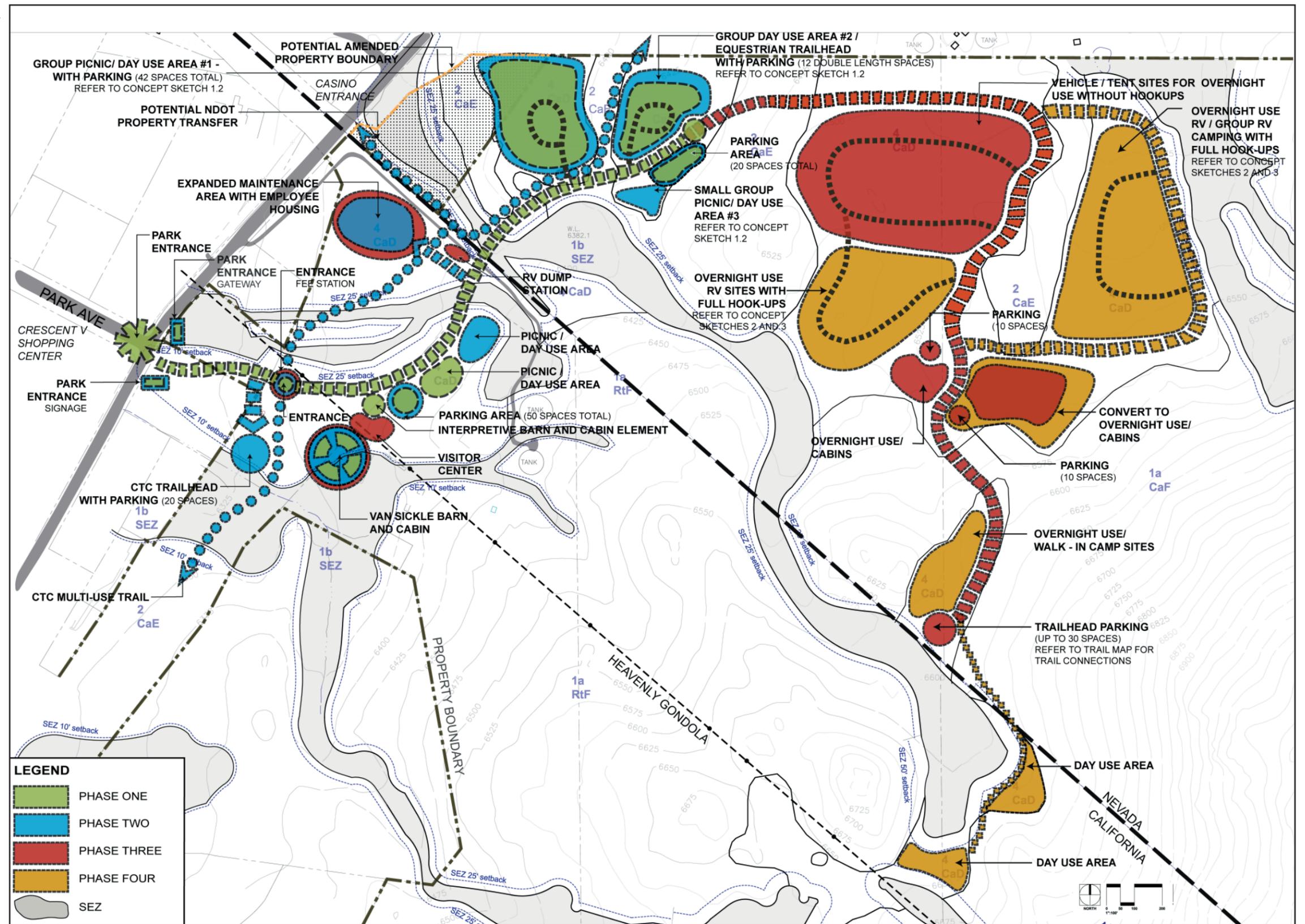
The following list summarizes Phase 4 components of the Master Plan:

1. Public Facilities

- RV/Group RV campsites with hookups in Nevada (40-65 sites)
- Relocated walk-in camping (10 sites)
- Buildout of day use in upper park
- Trail connections (including to Rim Trail)

2. Natural Resources

- Reforestation
- SEZ restoration
- Wildfire interpretation/protection
- Expanded cabin area

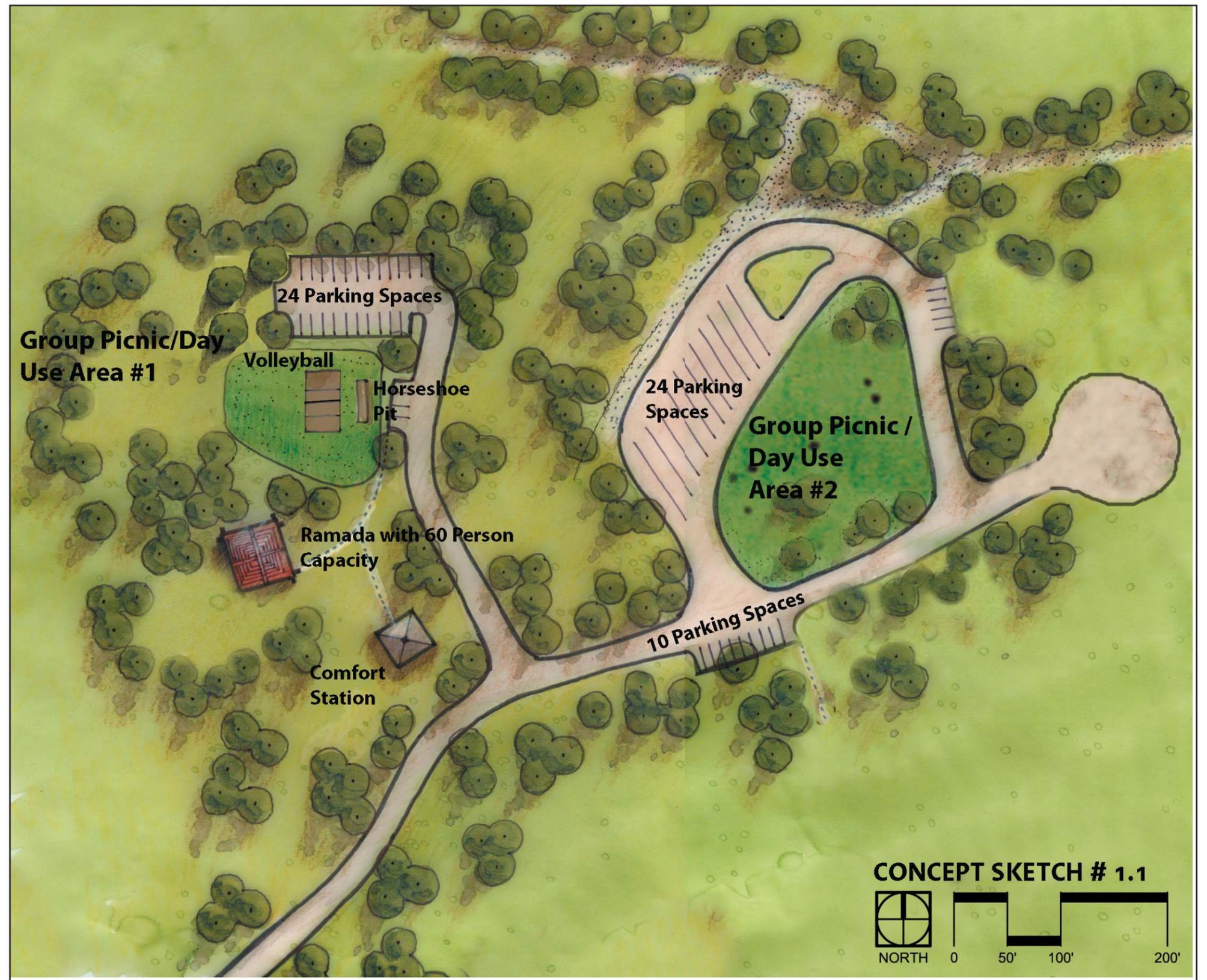


DRAFT MASTER PLAN - PHASE 4
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FIGURE
 23

Concept Sketch 1.1

This concept sketch illustrates facilities developed as part of Phase 1, including a main group picnic and day use area with 24 parking spaces. A comfort station, ramada, volleyball court, and horseshoe pit would be provided. A secondary group picnic and day use area would also be provided further to the east, with supplemental amenities planned for Phase 2 of the park construction (refer to Concept Sketch 1.2).



CONCEPT SKETCH 1.1
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JUNE 2005

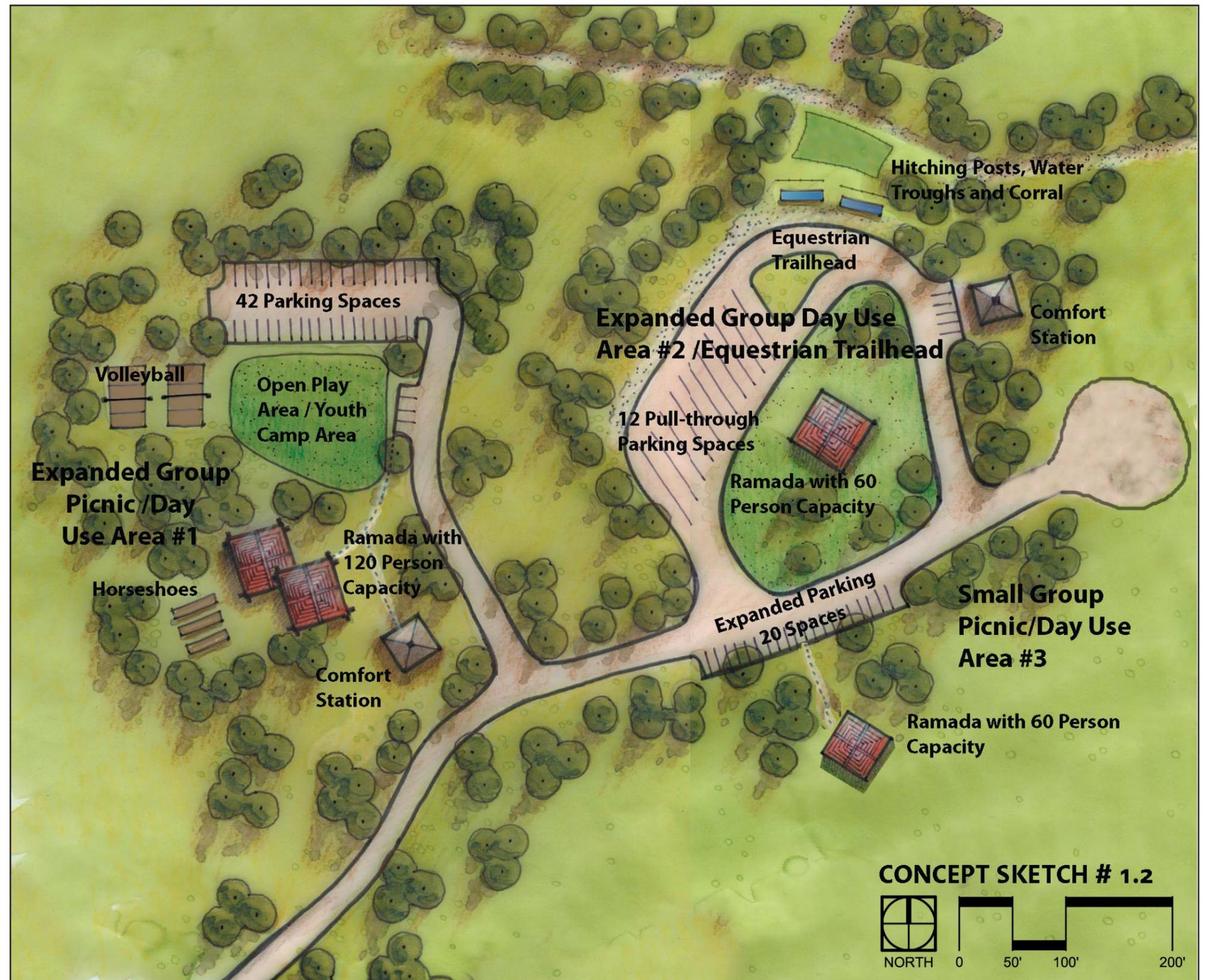
FIGURE
24

Concept Sketch 1.2

In Phase 2 work, facilities at the park will be extended as shown in Concept Sketch 1.2. Additional parking will be provided for the enlarged open play area which will also serve as a group overnight camping area. The ramada will be extended to increase capacity for picnicking, and additional volleyball courts and horseshoe pits will be added.

Group Picnic/Day Use Area #2 will be converted to an equestrian/group camp area to provide access to an equestrian trailhead. Additional facilities for this area will include a comfort station and ramada.

An additional picnic area will be provided on the southern side of the access road in Nevada. This area will serve as a group day use area and will include a ramada and parking.

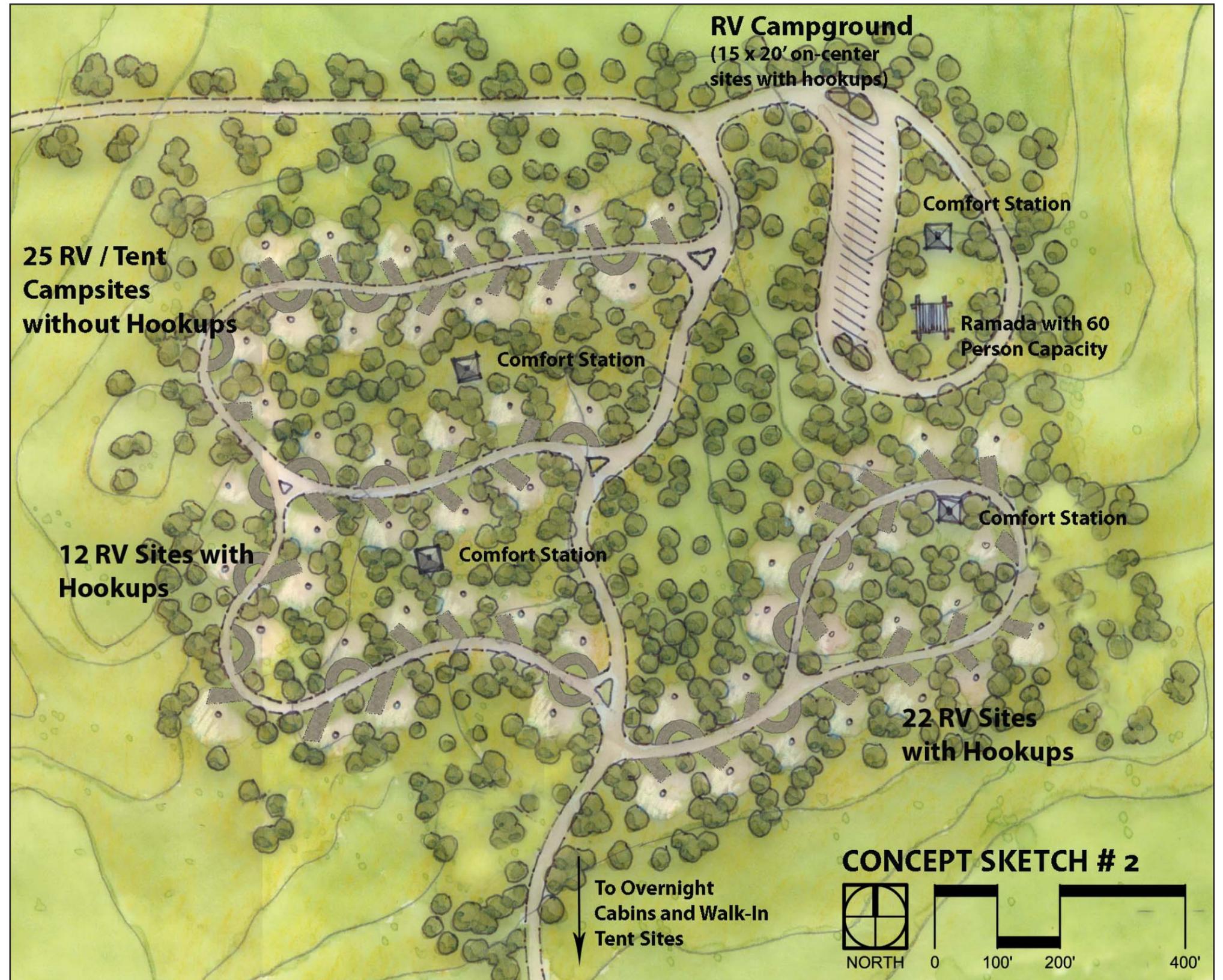


CONCEPT SKETCH 1.2
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FIGURE
25

Concept Sketch 2

This concept sketch illustrates one design option for the upper portion of the park. Some facilities are proposed to be built in Phase 3 of the park development, including RV/tent campsites without hookups and some walk-in sites. Additional RV/tent sites will be added in the Phase 4 development of the park and will have full hookups (refer to Figure 22). A group RV campground shown on the eastern edge of the sketch will also be constructed at this time.



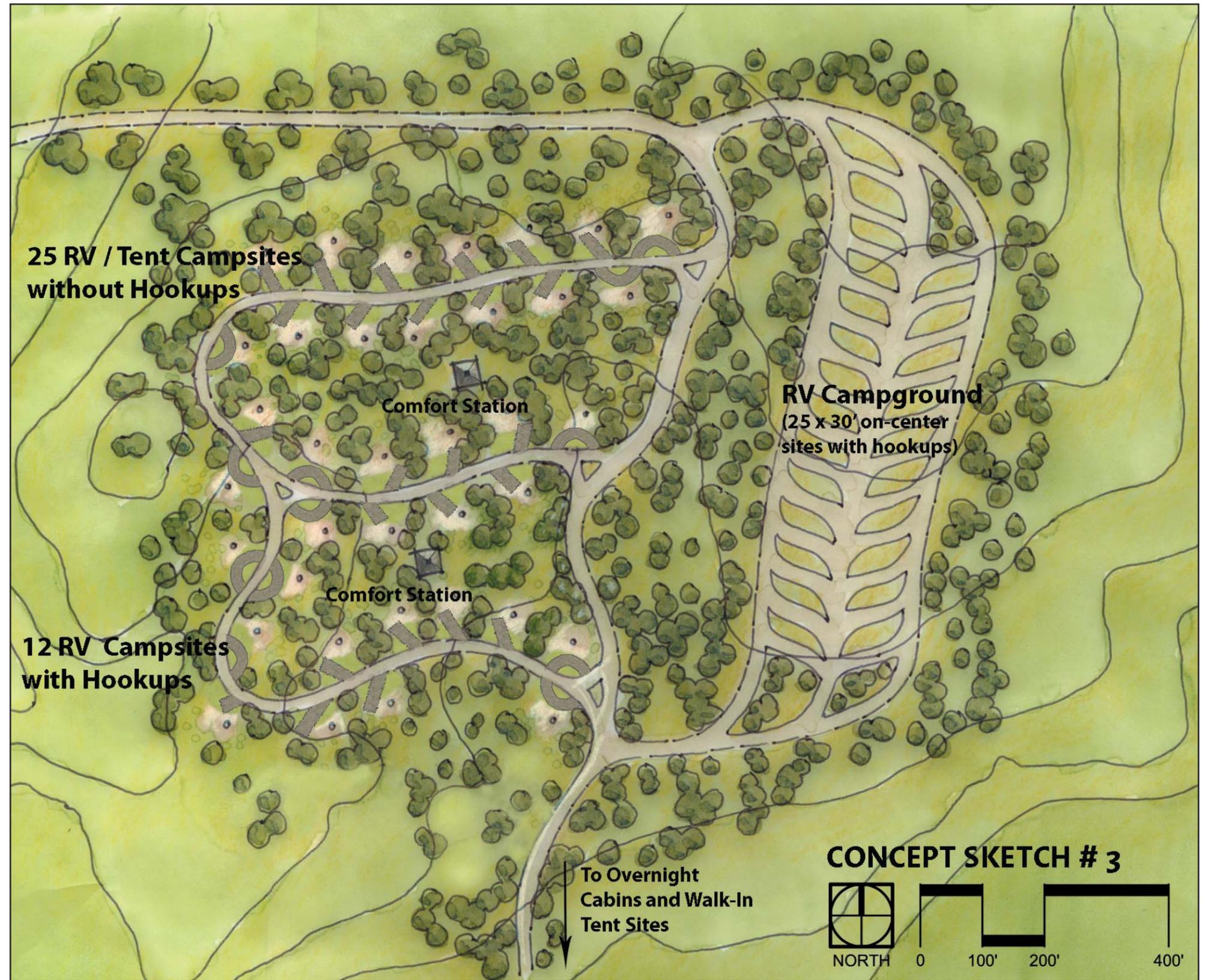
Note: Numbers of sites shown is an approximation only. Final numbers will be determined by site conditions.

CONCEPT SKETCH 2
PREPARED BY: DESIGN WORKSHOP
JUNE 2005

FIGURE
26

Concept Sketch 3

This concept sketch illustrates a second design option for the upper portion of the park. The eastern edge of the campground shows an RV campground, serviced with full hookups, that could be used as a group or individual facility. The western side of the campground would provide RV/tent campsites, with approximately one-third of the total number of sites having hookups.



Note: Numbers of sites shown is an approximation only. Final numbers will be determined by site conditions.

7.4.3 Draft Trails Master Plan

Van Sickle Bi-State Park provides an opportunity to locate trails and trailheads that connect into existing and proposed trails. In addition, there is a potential benefit to the community in creating connections between the casino core of South Lake Tahoe and surrounding neighborhoods. The following trail corridors have been identified to provide these connections and are shown in Figure 27. Trail location is subject to further detailed design, planning, and environmental review.

CTC Multi-Use Trail

This nine-mile multipurpose trail runs from the Meyers community (south of South Lake Tahoe) to the Nevada border, through the California portion of Van Sickle Bi-State Park. This trail is envisioned to connect neighborhoods, business districts, and the casino corridor. As shown in Figure 27, a potential pedestrian trail provides a side link to the casino corridor at Lake Parkway. A trailhead for the multi-use trail is proposed within the park.

Vista Trail

This existing trail currently runs through private property. The intention of the Master Plan is to close the existing bike trail and replace it with a trail higher up that connects Adams Way on the California side with Vista Drive on the Nevada side. In addition, it would form part of the connecting trail to the Tahoe Rim Trail. This will require collaboration with the Tahoe Basin Management Unit - USFS.

Tahoe Rim Trail

A connection trail is proposed to join up with proposed Tahoe Rim Trail alignments. This trail would start from the lower park and traverse the slope to meet the Rim

Trail on the northeastern or eastern side of the park near the Stagecoach lift at Heavenly Mountain. Ideally, the trail would serve a range of users. This will require collaboration with the Tahoe Rim Trail Association.

Internal Trails

Internal trails will be an important component of the park facilities. Much of the lower park is constrained by topography but all trails should be developed to the highest level of access that the natural and cultural resources allow. Interpretive trails are proposed for the lower area of the park closest to cultural resources (including the barn) and to the entrance of the park and day use areas, where it is anticipated there will be a concentration of visitors. Refer to Figure 28 for an illustration of proposed internal trails. Potential also exists to provide a trail connection from the park to the casino corridor, following the state line. Trails may be installed in phases independent of the identified Master Plan phases if federal and other possible funding opportunities are utilized.

7.4.4 Preliminary Analysis of Draft Master Plan

Based on the proposed uses contained in the draft Master Plan, information was gathered to identify options for utilities and services and to examine transportation impacts.

Utilities and Services

Connection to service providers presents some challenges for Van Sickle Bi-State Park, mostly due to the bi-state nature of the property. During the master plan process, options for providing the necessary utilities and infrastructure were examined and the following alternatives developed.

Sewage Services

Sewage services are not shared across the Stateline in South Lake Tahoe. Sewage on the Nevada side is piped to the Douglas County Sewer Improvement District No. 1 Wastewater Reclamation Plant; sewage on the California side is piped into California to STPUD. The Douglas County Sewer Improvement District No. 1 Board has advised it would not be willing to accept sewage from the park property located in California, but would not object to sewage from the Nevada side of the property going to STPUD for treatment (letter received from John Hastie, District Manager, 09/22/03).

Water Service

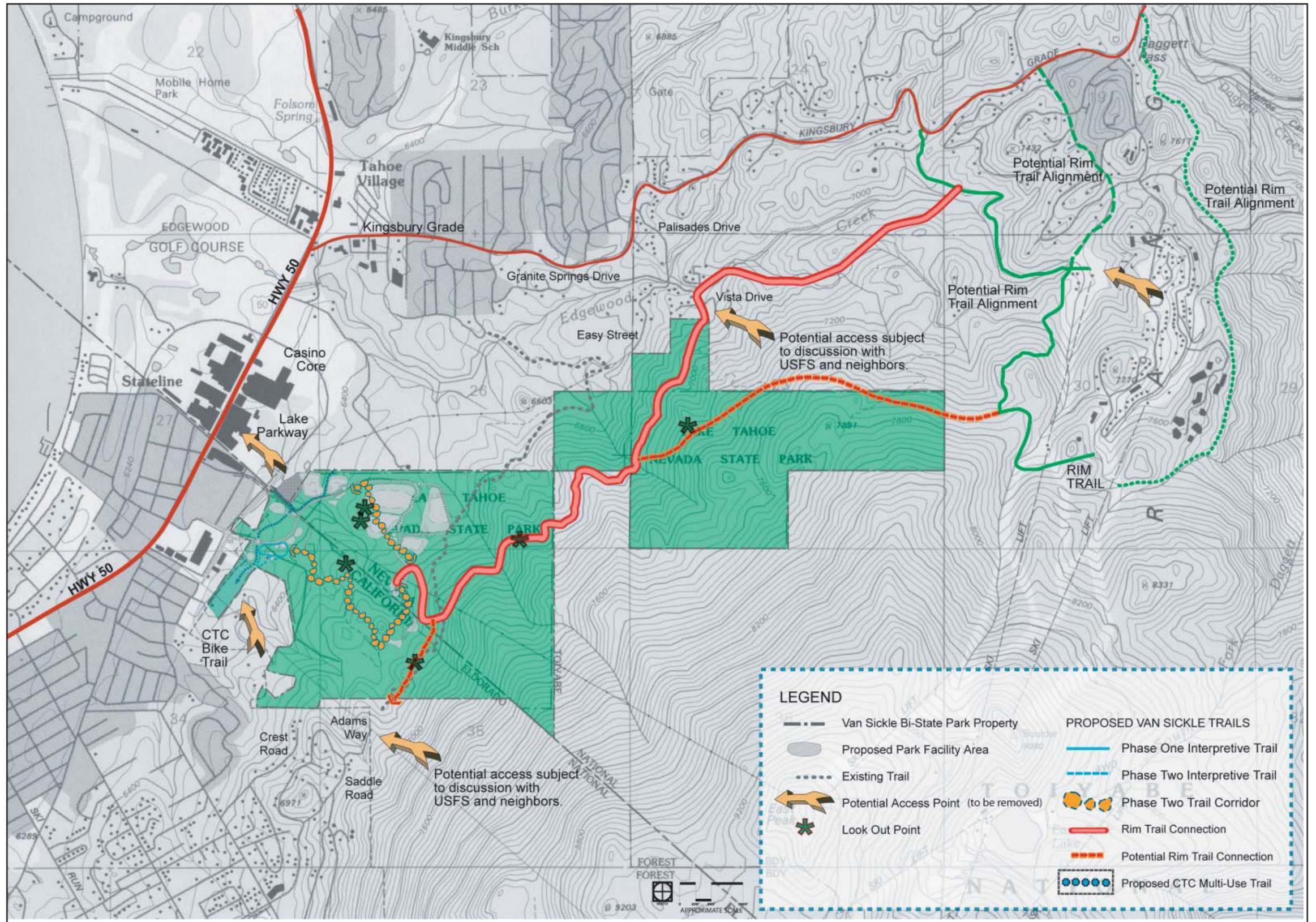
Water service for the Nevada side of the property could be provided by the Edgewood Water District. However, they could not service the California side of the property for drinking water, only for non-potable supply. Service on the Nevada side would be limited to the height of the existing tanks on the northern boundary of the property, where a 15-pound pressure could be obtained.

Discussions between NSP and the legal counsel and between NSP and the Board of the STPUD have determined that the STPUD could provide water and sewer to both sides of the Van Sickle State Park property. The connection point would be located at the intersection of Park Avenue and Montreal Avenue, at the proposed entry point to the park. Regulatory requirements of Nevada are to be determined (phone conversation, Steve Siebel, 9/3/03).

Electricity

Electricity to service the park can be provided by Sierra Pacific Power Company (SPPCo). A preliminary



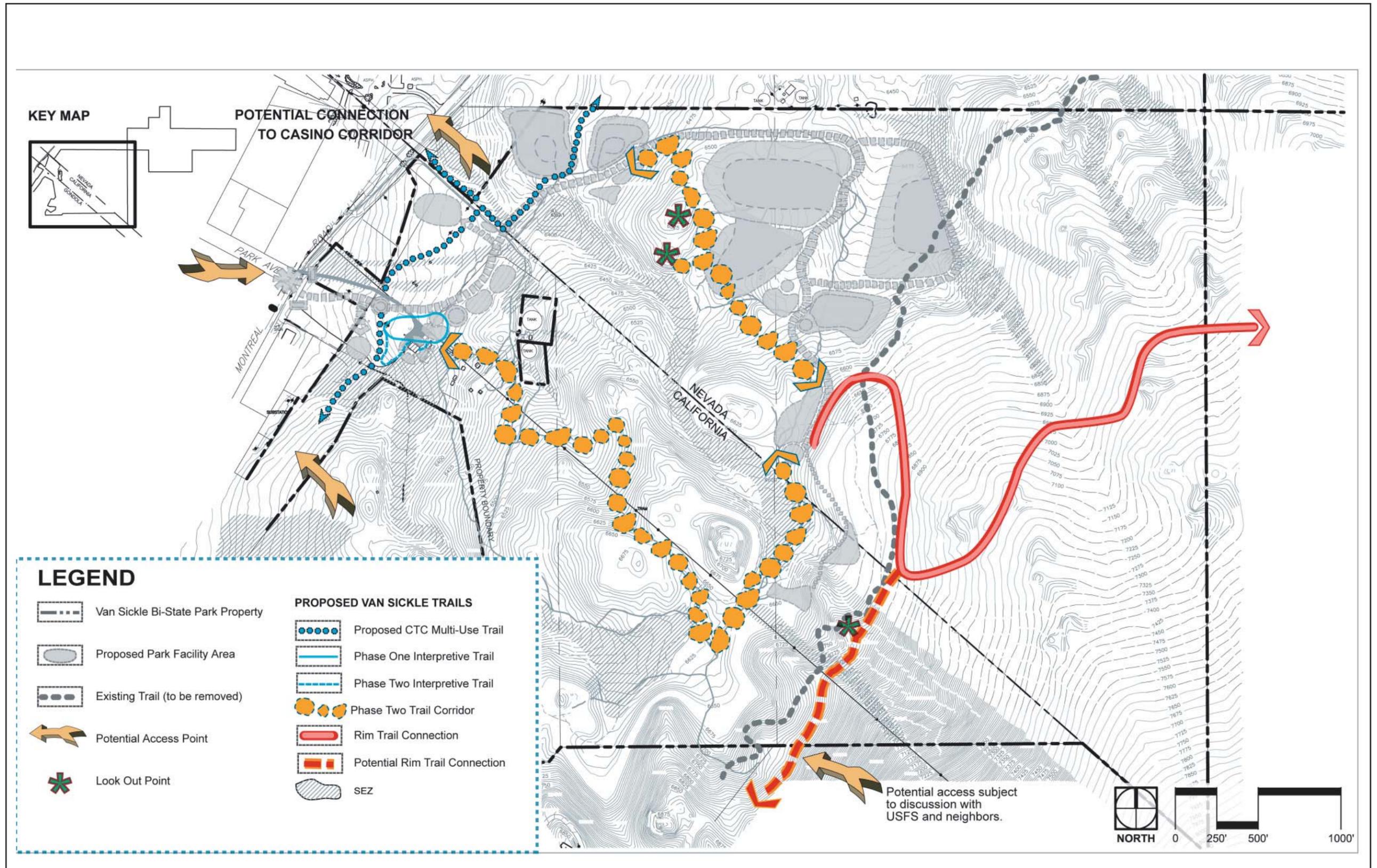


Note: All trail corridor locations as shown are approximate and may vary in their actual, final positions.

TRAILS MASTER PLAN

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JUNE 2005

FIGURE
28



LOWER PARK TRAILS MAP
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FIGURE
 29



program has been identified through coordination with NSP and CSP. At a planning level, locations of transformers and other elements have been located on the site. Similarly, cable and phone service can be provided and locations determined early in the site planning process.

Traffic Circulation

Potential transportation impacts associated with the conceptual plans for Van Sickle Bi-State Park development were analyzed. Access to the project site is proposed via the southern leg to the Park Avenue (also called Heavenly Village Way)/Lake Parkway/Montreal Road intersection.

Two existing traffic scenarios were evaluated, one using the existing roadway system and one using the preferred alternative (Alternative D) proposed by the Highway 50/Stateline Project Transportation Study (prepared for the TRPA by LSC in February, 2004). The 2010 "no project" design volumes were calculated for each scenario, as was the 2010 Level of Service (LOS) at study intersections. Finally, regional Vehicle-Miles of Travel (VMT) associated with the proposed project were calculated. Detailed tables containing this information are included in the LSC Transportation Consultants report in Appendix I.

Conclusions of the preliminary study are listed below:

1. Based on the Highway 50/Stateline Project Transportation Study, and according to the criteria

presented in the Manual on Uniform Traffic Control Devices (MUTCD), a traffic signal should be considered at the Park Avenue/Montreal Road intersection under existing summer conditions without the Van Sickle Bi-State Park project.

2. At full build out the project is expected to generate approximately 1,224 Daily Vehicle Trip-Ends (DVTE). Per TRPA regulations, therefore, a traffic and air quality analysis is required at a programmatic level for the entire project and a detailed analysis is required for phase one improvements.
3. The proposed project at full build out would increase regional Vehicle-Miles of Travel by 4,247, which is estimated to be 0.24 percent of region-wide VMT. This is considered by the TRPA to represent a significant increase.
4. Under the existing roadway system, all of the study intersections will operate at an unacceptable LOS in the Year 2010, without the proposed project. The proposed project will not impact the LOS at the study intersections. However, due to the fact that the project-generated traffic will cause an increase in the average vehicular delays at all study intersections, the proposed project will worsen an existing deficiency at each intersection. If Alternative D of the U.S. Highway 50/Stateline Project Transportation Study is implemented, all study intersections will operate at an acceptable LOS, with or without the proposed project.
5. Considering the relatively small impact of the project and the "no-project" deficiencies, it can

be reasonably concluded that future deficiencies at US 50/Park Avenue and US 50/Lake Parkway are regional issues and not the specific responsibility of the proposed project. The current conditions in the summer at the Montreal Road/Park Avenue intersection require consideration of the installation of a traffic signal according to the Manual on Uniform Traffic Devices. The increased traffic generated by Van Sickle Bi-State Park at full build out would intensify existing conditions in summer and would instigate the consideration and mitigation process for Phase 1 work. Provision of a traffic signal or single-lane roundabout at this location should therefore be considered in collaboration with the City of South Lake Tahoe as part of the proposed project. Alternatively, it may be possible through negotiations with TRPA to mitigate this impact through a contribution to the Blue Go transit program.

In view of the fact that this is only a preliminary traffic analysis, full evaluation of this project will require further analysis of transportation impacts based on proposed facility development.



8.0 NEXT STEPS

NSP has initiated the environmental approvals documentation process to work towards the construction of Phase 1 work as described in the Master Plan. This is likely to take place through summer and fall of 2005, and will involve participation of a number of public agencies in the Tahoe Basin. General programmatic documentation will be undertaken for the Master Plan, including all phases of work. More detailed documentation will be provided at a project level for specific phases of the Master Plan as funding becomes available. Currently, funding is available for Phase 1 work only, and it is anticipated that preparation of construction documents for Phase 1 will take place in winter 2005/spring 2006. These documents will then be submitted for permitting through summer/winter 2006, leading to construction of Phase 1 in summer/fall 2007. The first phase of Van Sickle Bi-State Park is scheduled to open in spring or summer 2008. The timeframe for construction of additional phases is yet to be determined.

It is likely that the CTC will maintain ownership of the California side of the property through Phase 1 development and will, at some time in the future, sign the property over to CSP.

An important component of the implementation of the Master Plan is the inter-agency management/maintenance agreement that will need to be developed by NSP, CSP and the CTC. It is anticipated that this will occur in spring/summer 2005.

NEXT STEPS/SCHEDULE

Resource Analysis Report Complete	November 10, 2004
Environmental Approvals Documentation Process	Summer/Fall 2005
Phase I Construction Documents	Winter 2005/Spring 2006
Inter-agency Operating/Management/Maintenance Agreement	Spring/Summer 2005
Phase I Construction Documents Permitting	Summer/Winter 2006
Phase I Construction	Summer/Fall 2007
Grand Opening	Fall 2008
Establish Phase II, III, IV Construction Time Frame	To Be Determined

VAN SICKLE CA/NV BI-STATE PARK

Slide presenting Next Steps/Schedule shown at Public Workshop #3

