A photograph of a rustic log cabin with a gabled roof, situated in a dense forest of tall pine trees. The cabin is built from dark logs and has a wooden door with a yellow curtain. The scene is captured in natural light, with the sun filtering through the trees.

Van Sickle Bi-State Park Vision Plan Update

PREPARED FOR NEVADA DIVISION OF STATE PARKS
JUNE 2019

DESIGNWORKSHOP



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Introduction

Project Background

In 1988, Jack Van Sickle donated 542 acres of property to the Nevada Division of State Parks (NDSP) to form the "Henry Van Sickle Bi-State Park" in honor of Jack's grandfather, Henry. His donation contained the stipulation that the park does not include commercial equestrian or ski resort facilities within its boundaries. To provide access to the park, NDSP and California Department of Parks and Recreation (CDPR) envisioned acquiring the adjacent 156 acres in California to develop the nation's first contiguous bi-state park. In 2001, the California Tahoe Conservancy (Conservancy) purchased the California property to bring this concept to fruition.

Since these land acquisitions by NDSP in 1988 and the Conservancy in 2001, the bi-state park has undergone a series of planning and design efforts. The process first involved a plan which was completed in 2005 (2005 Plan); Phase One improvements were built in 2012; and in 2019, NDSP initiated revisions of the 2005 Plan in preparation for future park improvements.

2005 Plan

In 2005, CDPR, NDSP, and the Conservancy signed a three-way, interagency agreement to manage planning, site design, and engineering planning of the bi-state park. As the lead agency, NDSP retained a team of planning and design consultants to develop a guiding document for the bi-state park. The plan aligned the missions of the three partnering agencies to develop the bi-state park's objectives.

The resulting purpose statement was as follows:

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.

Phase One Built Improvements

Construction of Phase One improvements were completed in 2012. The entry and day-use area were built on California lands and a day-use area and equestrian trailhead were constructed on Nevada lands. Other improvements included a state line monument inlaid in the park road, park signage, a short paved entrance path, an on-site caretaker unit, and stormwater facilities.

2019 Vision Plan

This 2019 Vision Plan updates the 2005 document in order to respond to changing recreation trends and use patterns. Key elements addressed by this 2019 Vision Plan include:

- A future pedestrian connection to Heavenly Village and the Casino Core once the realignment of Highway 50 is implemented;
- The revised location and more detailed composition of overnight accommodation types;
- Expanded opportunities for day-use;
- Revised conceptual trails and circulation for the park; and
- The relocated maintenance facilities and employee housing to the Nevada side of the park.

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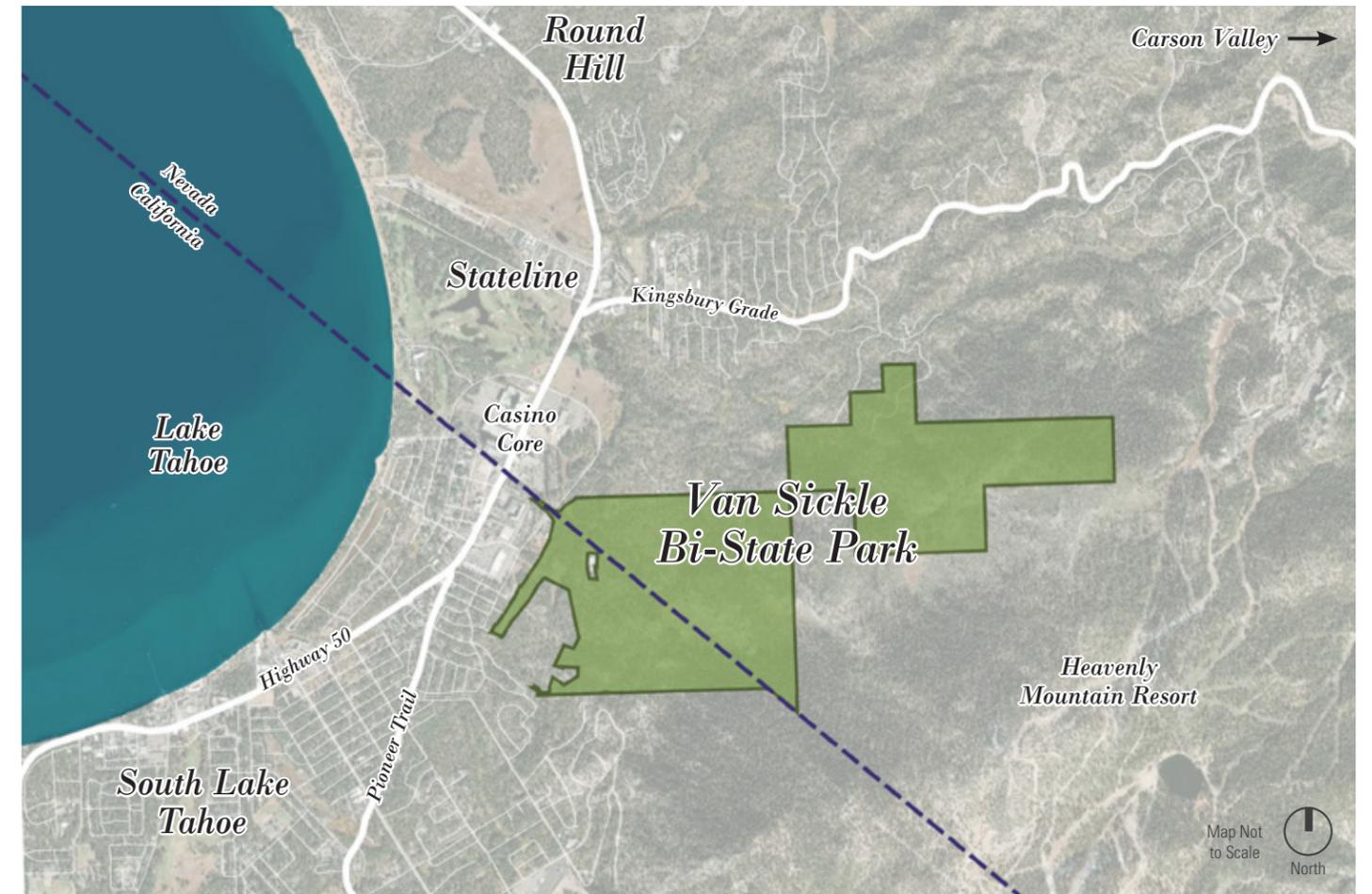
Ben Fish

Lindsay Kageyama

Tyson Murray



Phase One improvements



Context map

Existing Conditions



Shared-use entrance path



Stormwater detention basin along entry road



Cabins with the Heavenly Gondola



Park sign along Lake Parkway



Main park entrance from Lake Parkway



Park facilities in the Nevada day-use area



Nevada day-use picnic area



State line display along the park road



California day-use area in winter



Research

Market Overview

Summary

In 2019, New Economics & Advisory conducted a preliminary market overview study for overnight accommodations at Van Sickle Bi-State Park. The summary of key findings of the market overview are detailed below. The full market overview and feasibility memos are included as Appendix A of this document.

Finding 1

Camping activity is growing nationally and regionally and the outlook for additional future growth is positive, driven by strong economic conditions and demographic factors. Approximately 77 million households in the U.S. camped in 2018, a figure that reflects growth of 6 million households since 2014.

Finding 2

Much of the growth exhibited by the camping industry has been driven by younger campers. Millennials (those born between 1981 and 1996) currently account for approximately 40 percent of today's camping market, and over fifty percent of these campers plan to increase their camping activity in the next year. Millennials are attracted to camping because of the ability to connect with family, friends, and nature. This demographic segment tends to camp in larger groups, with Millennials exhibiting an average of 10.7 people per group, compared to 8.5 people for Gen Xers and 7.9 people for Baby Boomers.

Finding 3

Overall, U.S. camping activity is primarily distributed among tent camping (with 61 percent of the market), RV camping (24 percent), and cabins (14 percent). Over the past five years, tent camping and RV camping have exhibited growth in market share, while cabins' market share has shrunk slightly.

Finding 4

High-end camping accommodations, such as cabins and yurts, that offer more luxurious amenities (often referred to as "glamping") are a fast-growing yet relatively small segment of the market. Since this segment appeals to a younger demographic and draws from a

large quantity of potential future demand, this segment appears to be poised for substantial future growth. Although tent camping and RVs are the two most common types of typical camping accommodations, higher-end accommodations are becoming more prominent, with about one in five campers expressing that they want to try glamping.

Finding 5

The market for visitation to the South Shore is strong, showing 60 to 70 percent growth in spending on overnight accommodations over the past ten years. According to recent surveys, most travelers to the South Shore (58 percent) come from California and Nevada. The most popular origin is the Bay Area, with 18 percent of travelers, followed by Sacramento, with 10 percent. Another 10 percent of South Shore travelers come from Nevada, most of which (7 percent) are from Northern Nevada.

Finding 6

The composition of visitation to the South Shore has undergone some substantial changes within the past several years. One key change is that the South Shore has seen an increase in younger visitors with higher incomes. The median household income of visitors surveyed in 2004 was \$99,980, whereas in 2016 it was \$138,000. In 2004, the median age of visitors surveyed was 44, whereas in 2016 it was 41.

Finding 7

The Van Sickle property offers an excellent opportunity to support additional camping/overnight accommodations. The property's favorable location near the central tourism district of the South Shore, and the host of nearby amenities, including shopping, recreation, gaming, etc., make it an extremely promising destination opportunity.

Finding 8

Case Study research has shed light on operational aspects and financial ramifications of various overnight accommodations types. Three case study areas were evaluated.

- Case Study 1, Malakoff Diggins State Park was chosen primarily because of its

use of re-purposed historical cabins that are offered as rental product to visitors. California State Parks staff indicated that these cabins are not typically profitable, largely owing to the expense that must be incurred to maintain and operate the cabins. Operations and maintenance of historic cabins can be difficult and costly, owing to the age of the structure and equipment, ADA requirements, and consumers' general preference toward more modern and convenient accommodations.

- Case Study 2, Kansas State Parks was chosen because of its comprehensive system of cabin rentals spread throughout the state. The financial performance of the cabins has been very favorable, generating a net profit each year, which is spread to other departments. One of the key reasons for the program's success has been the ability to save substantial costs in constructing the cabins by using labor from students and prison inmates.
- Case Study 3, Zephyr Cove Campground was chosen both because of its close proximity to Van Sickle and because it offers a diverse set of overnight accommodations types, including tent/ RV camping, cabins, and a recently introduced set of high-end Air-Stream trailers. The cabin rental program in particular has been very strong, and staff has noted that customers like the larger cabins that allow for the ability to accommodate large or extended families, along with many such as full kitchens, bathrooms, linens, etc. While the Airstream trailers have also been popular, they are not as popular as the cabins, perhaps owing to their high price points at \$300 to \$600 per night.

Finding 9

Based on discussions with Nevada State Parks staff and other team members, New Economics studied the following four product types:

- Type 1: Tent Campsites,
- Type 2: RV Campsites,
- Type 3: Rustic Cabins, and
- Type 4: New Cabins or Trailers.

Outdoor Accommodations in the Regional Market Area

Service Provider	Nearby Parks	Total # of campsites	# of tent-only campsites	# of RV campsites	# of cabins	Nightly Rates
US Forest Service	Zephyr Cove	150	57	93	0	\$25-37
	Nevada Beach	51				\$35-\$40
	Camp Richardson	215	115	100	38	\$106-\$248 Cabin \$45 Tent \$60-\$65 RV
	Fallen Leaf	188				\$35-\$86
California State Parks	Bayview	13				NA
	Camp Shelly	25				\$45-\$50
	Meeks Bay	37	23	14		\$20-\$30 for Tents \$30-\$50 for RV
	D.L. Bliss State Park	151				\$35-\$45
City of South Lake Tahoe	Sugar Pine Point State Park	130				\$35 for family sites \$165 for group sites
	Campground By the Lake	185		185	7	\$33-41- Tents \$52-Tent Cabins \$77-Cabins
TOTAL		1,145	195	392	45	

Prepared by New Economics & Advisory, April 2019



Potential Van Sickle Bi-State Park campground location

Public Survey Results

Overview

Design Workshop coordinated with NDSP and the Conservancy to issue a public survey for six weeks in spring 2019. The survey received a total of 174 responses and was administered through three different formats, outlined below. Overall, about a third (32.7 percent) of respondents live outside of the Lake Tahoe Basin, Carson Valley, and Reno areas and 43.6 percent of people visit the park between two and six times annually. The full results from the survey can be found in Appendix B of this document.

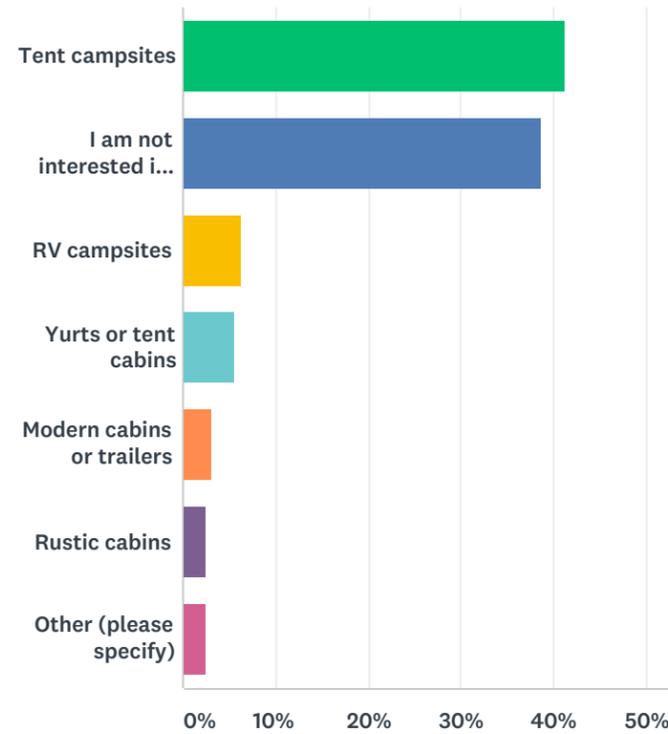
- **Online Survey:** The online survey was distributed through various stakeholder groups, including NDSP, the Tahoe Area Mountain Biking Association (TAMBA), and the Tahoe Rim Trail Association (TRTA). This method received 115 responses.
- **Visitor Center Survey:** The Explore Tahoe Visitor Center, located about a half mile from the main park entrance, provided the survey via a tablet. The visitor center received surveys from 45 people, a majority of whom were from outside the Lake Tahoe basin, Reno, and Carson Valley areas.
- **On-Site Intercept Survey:** The Van Sickle park host conducted an intercept survey using a tablet to gain feedback from people actively visiting the park. Fourteen people took the survey via this method and 71 percent of those respondents lived within the Lake Tahoe Basin and Carson Valley.

Key Takeaways

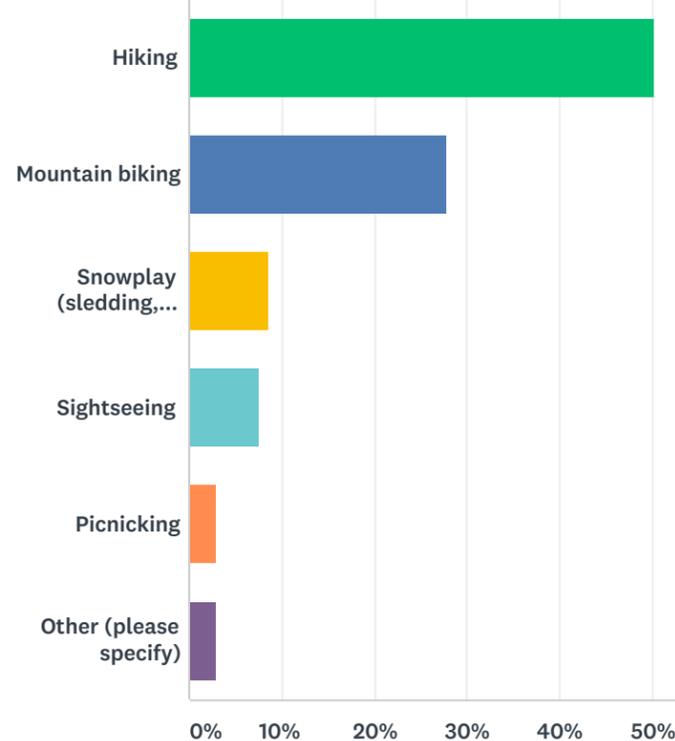
Several key takeaways from the survey influenced design decisions in the Vision Plan.

- The primary activity people seek when visiting the park is hiking. This accounted for 50.3 percent of respondent's user activities. Mountain biking made up another 27.8 percent of use. Furthermore, access to backcountry trails (either for hiking or mountain biking) was seen as the most valuable existing amenity. Sixty percent of respondents also identified more trails and access to backcountry as desirable future amenities.
- Connection to public transit, formalized winter use, and improved signage and wayfinding were also identified as desired future amenities or facilities to incorporate in the park. Between 41.57 and 43.37 percent of respondents envisioned the amenities for the park's future.
- Overall, tent campsites were the most desirable form of overnight accommodation, with 41.3 percent of respondents indicating they would likely use such facilities. Overall, 39 percent of respondents selected that they were not interested in overnight accommodations within Van Sickle Bi-State Park. However, the high percentage of local respondents influences this finding. When accounting for responses from visitors, only 19.2 percent of respondents indicated they were not interested in overnight accommodations. Similarly, visitors had greater interest in RV campsites (7.7 percent) and rustic cabins (7.7 percent) than respondents from the Tahoe region.
- The bi-state park's location near a bed base and the survey's high percentage of local respondents likely impacted findings related to overnight accommodations. Therefore, the market study and best practices related to camping should also be considered during the design and planning process. For example, campsite facilities that are flexible and can accommodate either tent campers or RV users are desirable and RV sites tend to be highly utilized.
- Overall, respondents were least interested in having formalized concessionaire services (eg. providing clothing, food, and memorabilia for purchase). One respondent said "concessions are 100 yards away in South Lake Tahoe".
- For interpretive programs, 56.3 percent of respondents indicated interest in the Van Sickle family history, and 45.6 percent would be interested in school field studies/ programs. 16.5 percent of respondents were not interested in interpretive programs.

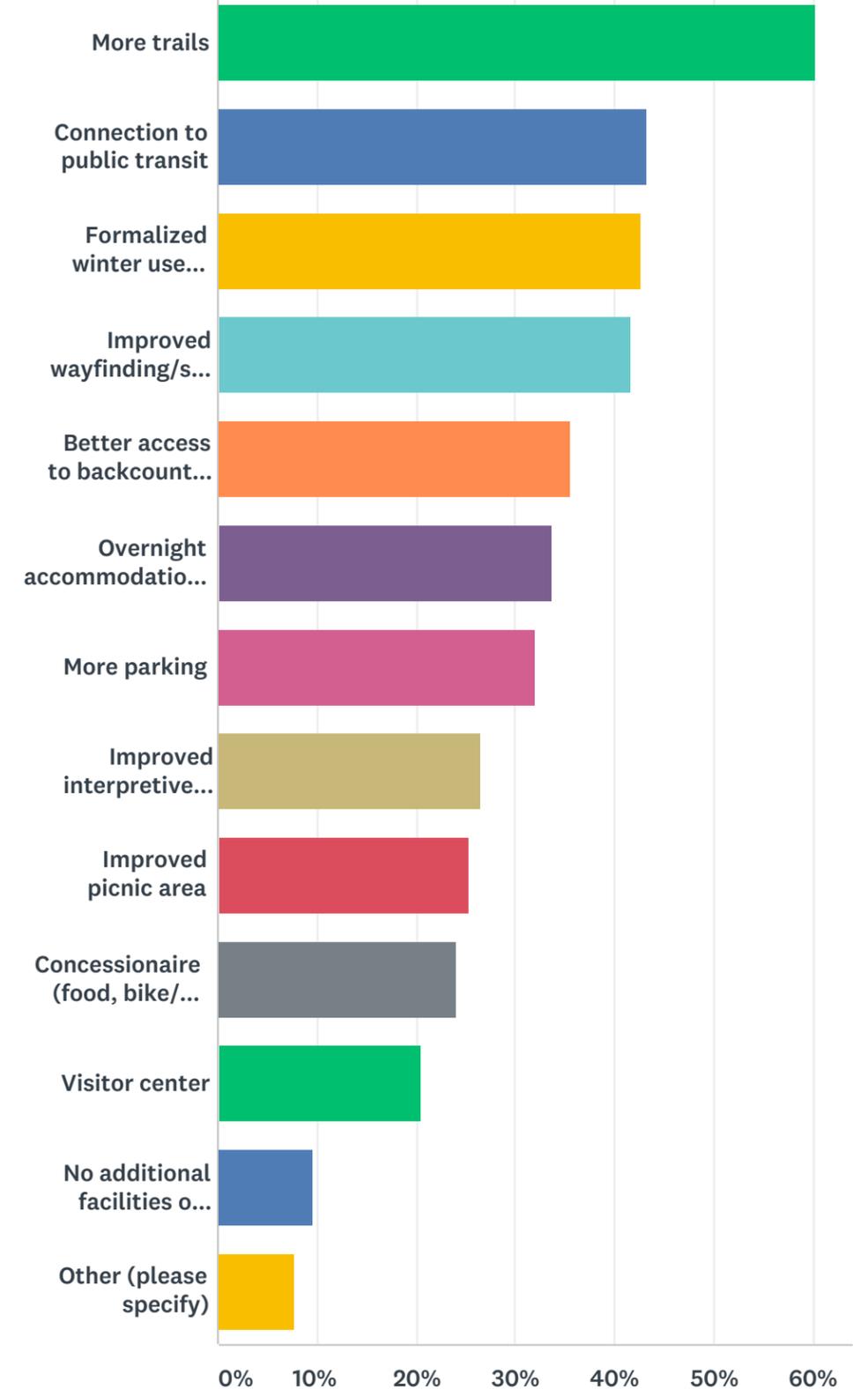
Types of Overnight Accommodations at the Park Respondents Were Most Likely To Use:



Respondents' Primary Activity When Visiting Van Sickle Bi-State Park:



Additional Facilities or Amenities that Respondents Could Envision at the Park:



Precedent Studies

Overview

Design Workshop researched the overnight accommodations provided at five different locations in order to determine the breakdown of accommodation types, general campground size and layout, and facilities provided.



Samuel P. Taylor State Park | Photo from Weekend del Sol



McArthur Burney Falls Memorial State Park | Photo from California State Parks



Photo from Redwood Hikes



Photo from California State Parks



Photo from Yelp

Samuel P. Taylor State Park

Lagunitas, CA

- Management: California State Parks
- Cabins
 - 4 cabins (each sleeps up to 5 people)
 - Cabin dimensions: 12' x 20'
 - Electricity, lighting, covered porch, electric heater
- Campground
 - Tent only campsites: 22 sites
 - RV/trailer/tent campsites: 29 sites
 - Group campsites: 7 sites, for varying group sizes
 - Hike & bike campsites (popular bike touring destination)

McArthur Burney Falls Memorial State Park

Burney, CA

- Management: California State Parks
- Cabins
 - 24 insulated cabins
 - 1- and 2-bedroom options, covered porch, eating area
- Campground
 - RV/trailer/tent campsites: 85 sites
 - Tent only campsites: 17 sites
 - Hike & bike campsites (close to Pacific Crest Trail)
- Reservable group picnic area

Fallen Leaf Campground

South Lake Tahoe, CA

- Management: US Forest Service
- Average campground loop ~3,000'
- Walking/biking distance to visitor center and Pope-Baldwin Bike Path
- Yurts
 - 6 yurts with electricity (each sleeps 5-6 people)
 - Lighting, heater
- Campground
 - RV/trailer/tent campsites: 205 sites



D.L. Bliss State Park | Photo from California's Best Camping



Photo from Take Care Tahoe

D.L. Bliss State Park

El Dorado County, CA

- Management: California State Parks
- Campground
 - Separated into 3 areas
 - Historic campground—small sites, parking pads, and roads
 - No hook-ups, showers available
 - RV/trailer/tent campsites: 91 sites
 - Beach campsites have premium pricing
 - Tent only campsites: 58 sites
 - Hike & bike campsites
 - Group campsite (tent-only)



Russian River Autocamp | Photo from Autocamp



Photo from Autocamp

Russian River Autocamp

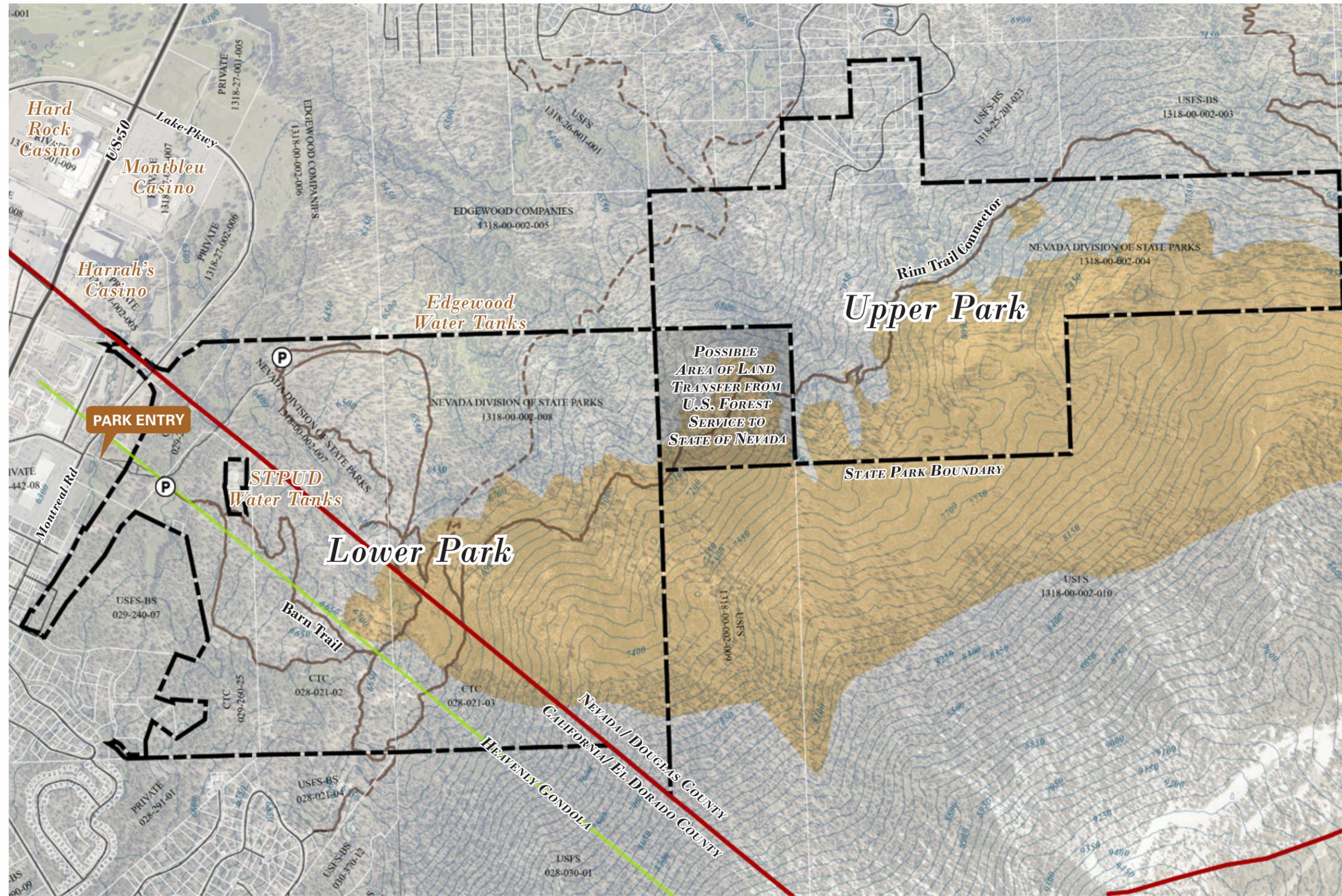
Guerneville, CA

- Management: Prospect Hotel Management
- Walking/biking distance to downtown Guerneville
- Cabins
 - Tent cabins (private bathroom/showers, electricity, kitchen, fans)
 - Modern cabins (ADA accessible, kitchen, fans, up to 2 people)
 - Airstreams (private bathroom, kitchen, deck)
 - Common area with fire pits



Inventory & Analysis

Overall Map



Overview

A majority of the bi-state park lies in Nevada (approximately 570 acres), while 154 acres are on the California side. Primary park access is off of Montreal Road/Lake Parkway in South Lake Tahoe, California. The park is accessible by trail from several points, including a connection to the Tahoe Rim Trail.

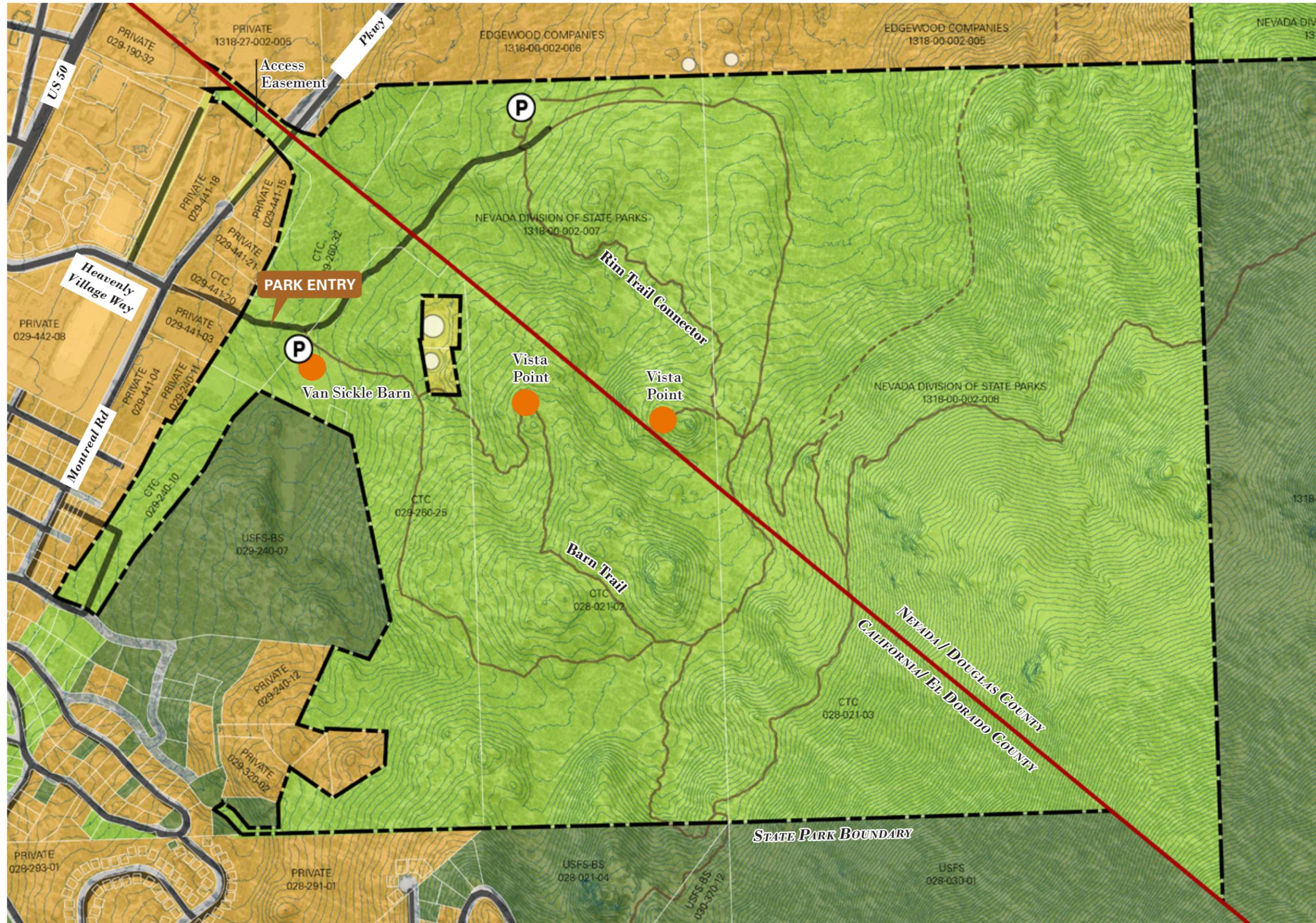
Data Sources

Nevada Division of State Parks
California Tahoe Conservancy

Legend

- Existing Trails
 - Unsanctioned Trails
 - Street Centerline
 - Parcels
 - County/State Boundary
 - State Park Boundary
 - Contours (50 ft)
 - Heavenly Gondola Line
 - Parking Area
 - 2002 Gondola Fire Burn Area
- North
- 0 ft 500 1,000

Ownership Map



Overview

This map reflects ownership data, as of June 2019, obtained from the California Tahoe Conservancy and Nevada Division of State Parks. The park is surrounded by privately owned parcels to the north, west, and southwest. Forest Service lands abut the bi-state park to the east and southeast.

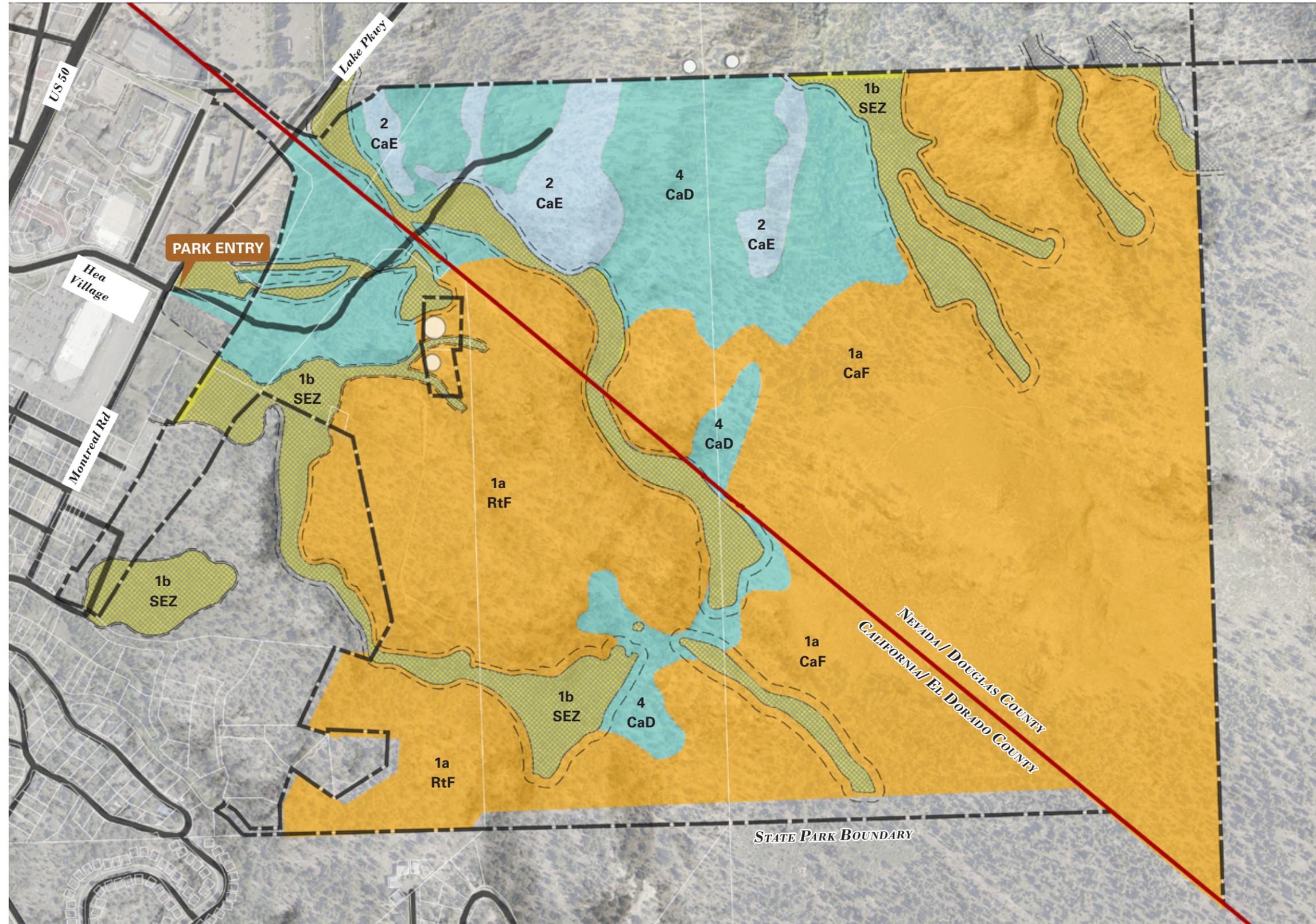
Data Sources

Nevada Division of State Parks
California Tahoe Conservancy

Legend

- Existing Trails
- Unsanctioned Trails
- Street Centerline
- Parcels
- County/State Boundary
- State Park Boundary
- Contours (10 ft)
- Private
- State
- US Forest Service
- Other Government Entity
- Point of Interest
- Parking Area
- North
0 ft 275 550

Land Capability Map



Overview

The land capability information map is a combination of the TRPA land capability classification verification obtained during the 2005 planning process. The classification is based on the Bailey system and was field verified by TRPA staff.

Land capability classifications (land class) 1a, 1b, 1c, 2, and 3 are environmentally sensitive areas that allow between 1-5% impervious coverage. These areas will constrain development to facilities with a small disturbance footprint such as trails, trailheads, and trail amenities. Land class 4 allows up to 20% impervious coverage. These lands may be more appropriate for capital improvements requiring a larger development footprint, such as roads and camping spurs.

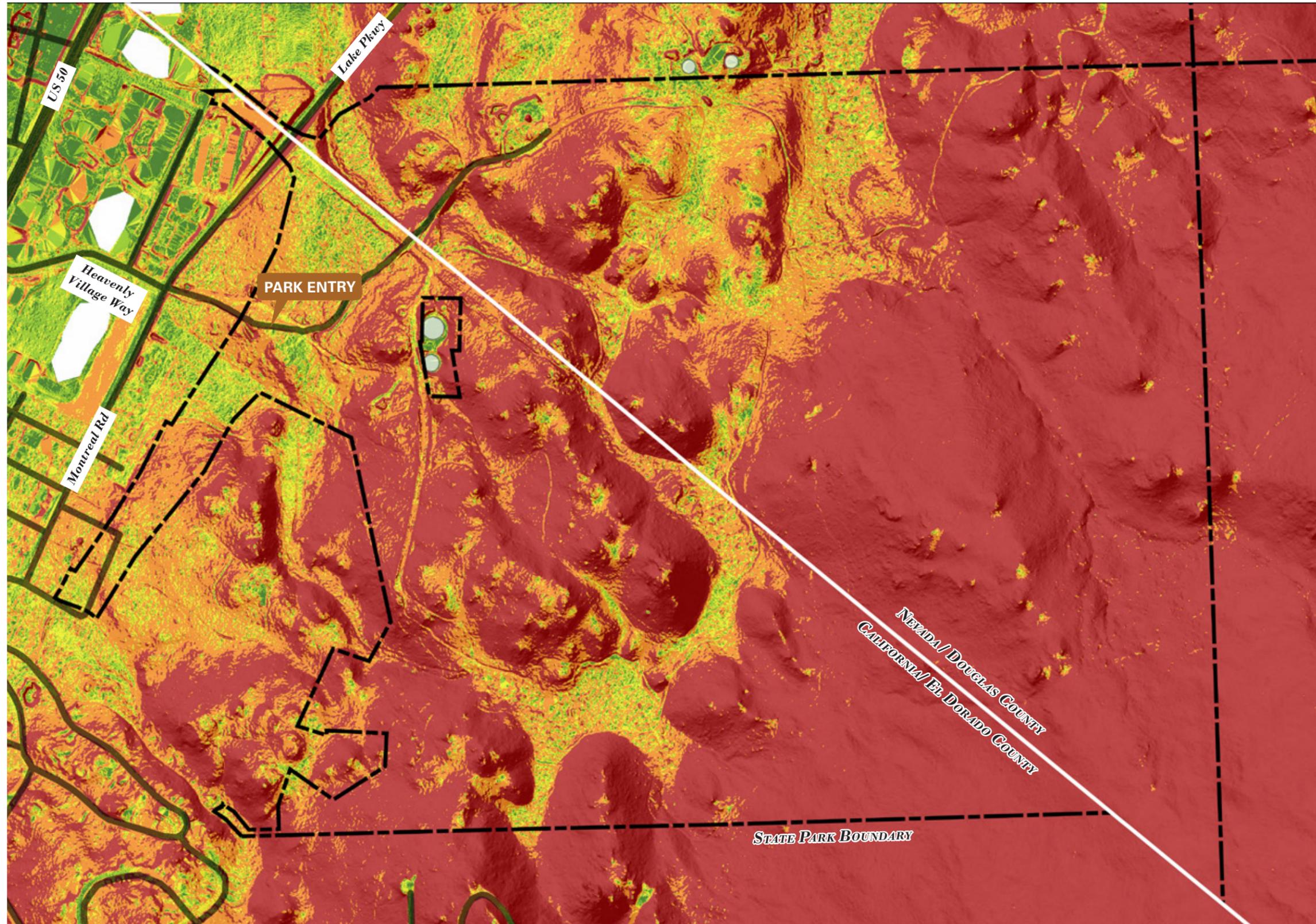
Data Sources

- Nevada Division of State Parks
- Tahoe Regional Planning Agency
- 2005 TRPA Verified Land Classifications

Legend

- Street Centerline
- Parcels
- County/State Boundary
- State Park Boundary
- Stream Environment Zone (SEZ) with Setback/Land Class: 1b (1% Base Allowable Coverage, and Additional Restrictions)
- Land Class: 1a CaF & 1a RtF (1% Base Allowable Coverage)
- Land Class: 2 CaE (1% Base Allowable Coverage)
- Land Class: 4 CaD (20% Base Allowable Coverage)
- North
- 0 ft 275 550

Slope Map



Overview

This map indicates the slopes for the lower portion of the bi-state park. A majority of the land area has slopes exceeding 30 percent. The western portion of the park has the largest areas of lands sloping between 0 and 15 percent which are more suitable for development.

Data Sources

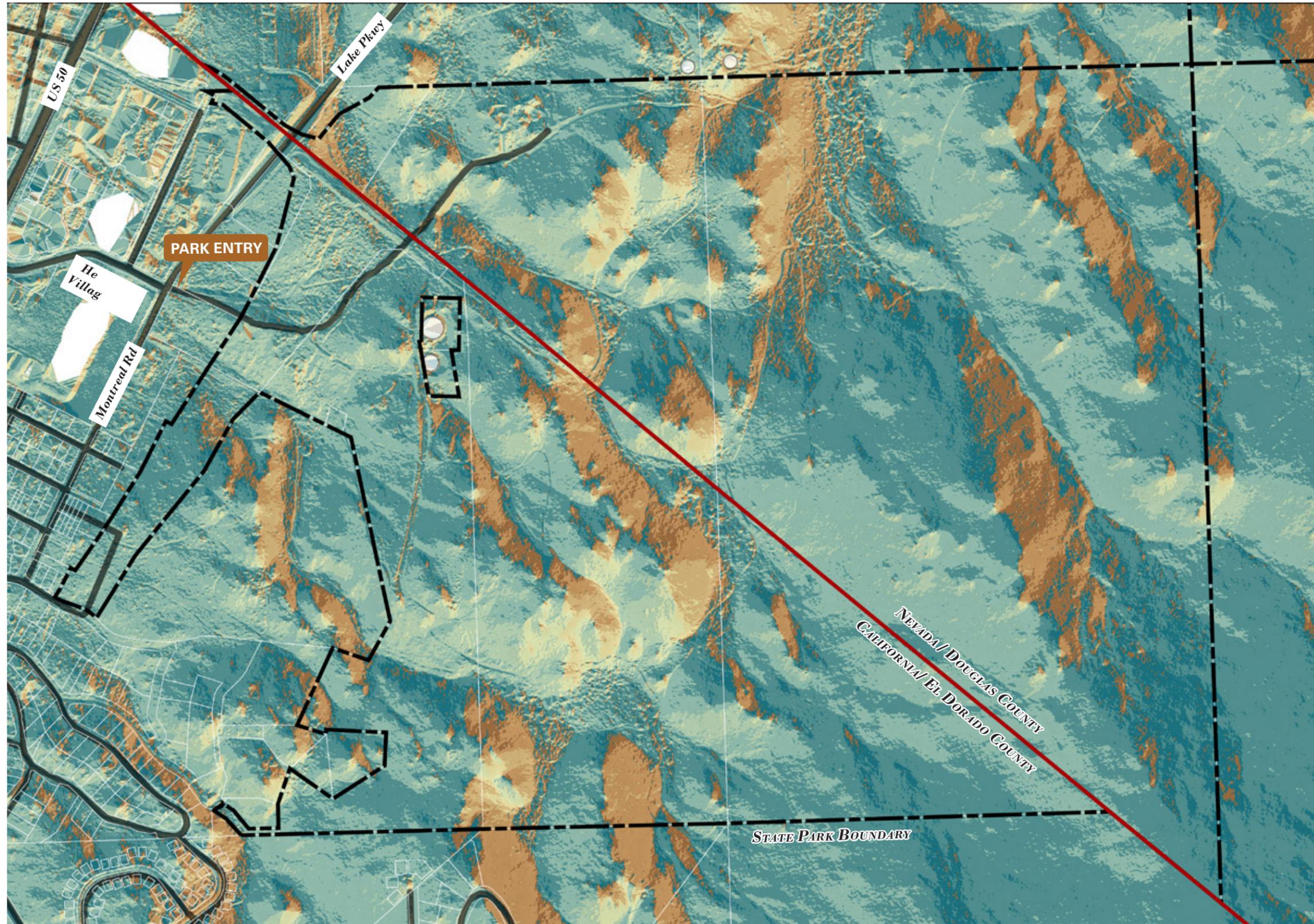
Nevada Division of State Parks
Open Topography Digital Elevation Model

Legend

-  Street Centerline
-  Parcels
-  County/State Boundary
-  State Park Boundary
-  0-5%
-  5-10%
-  10-15%
-  15-30%
-  30-90%



Aspect Map



Overview

Based on an aspect analysis, the predominant aspect is northwest. A number of north and west facing slopes also exist.

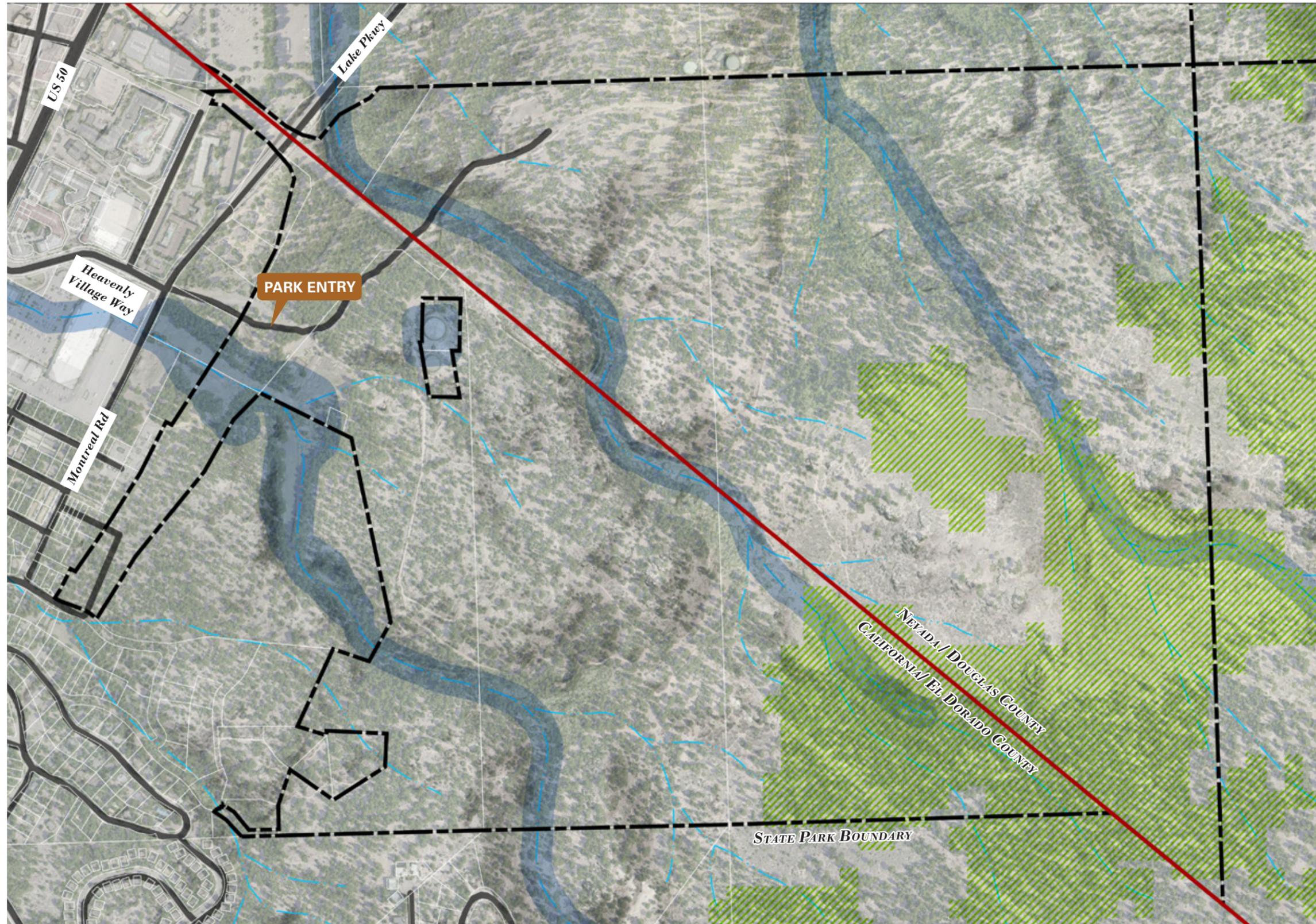
Data Sources

Nevada Division of State Parks
Open Topography Digital Elevation Model

Legend

-  Street Centerline
 -  Parcels
 -  County/State Boundary
 -  State Park Boundary
 -  North
 -  Northeast
 -  East
 -  Southeast
 -  South
 -  Southwest
 -  West
 -  Northwest
 -  North
-  North
-  0 ft 275 550

Wildlife Habitat Map



Overview

Mapping of the Sierra Nevada yellow-legged frog (*Rana sierrae*) habitat shows its location along stream corridors. These areas are also typically classified as Stream Environment Zones. Deer fawning habitat occurs in upslope areas.

Other wildlife habitats likely located within the park include: black bear, coyote, Douglas squirrel, golden-mantled ground squirrel, and the yellow-bellied marmot.

Note: Mapping is not inclusive of all habitat types and only represents the information made available during this planning process. Mapping does not indicate the presence or absence of a particular species. Future design and planning should use best practices in obtaining updated and verified data as appropriate and needed.

Data Sources

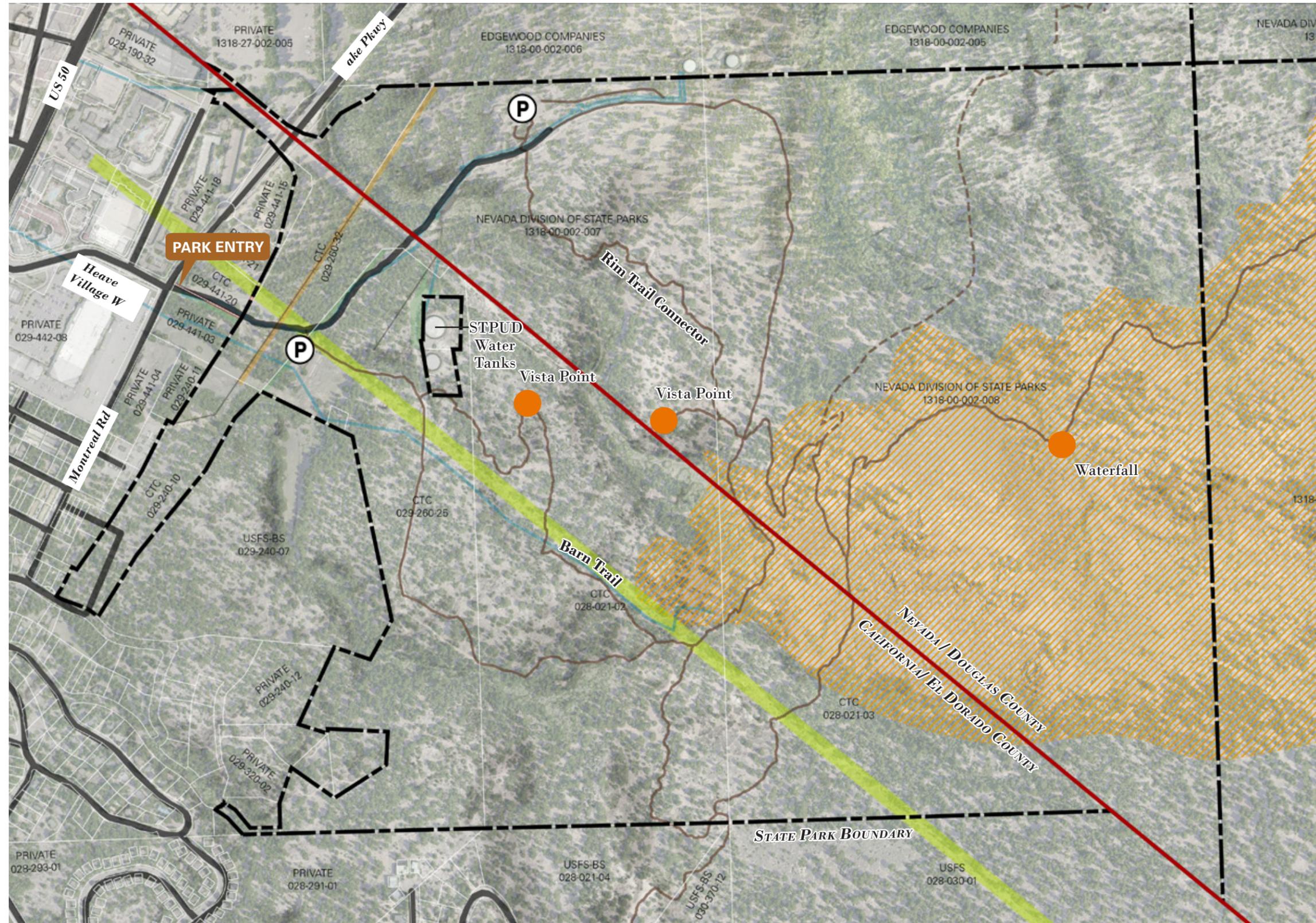
Nevada Division of State Parks
Tahoe Regional Planning Agency

Legend

-  Street Centerline
-  Parcels
-  County/State Boundary
-  State Park Boundary
-  Stream Centerline
-  Deer Fawning Habitat
-  Sierra Nevada Yellow-Legged Frog Habitat



Detailed Site Map



Overview

A number of utility lines and easements are located in the lower park, including a powerline corridor and the Heavenly Gondola Easement. This map also illustrates existing and proposed trails.

Data Sources

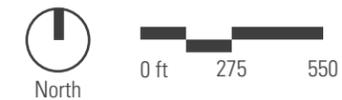
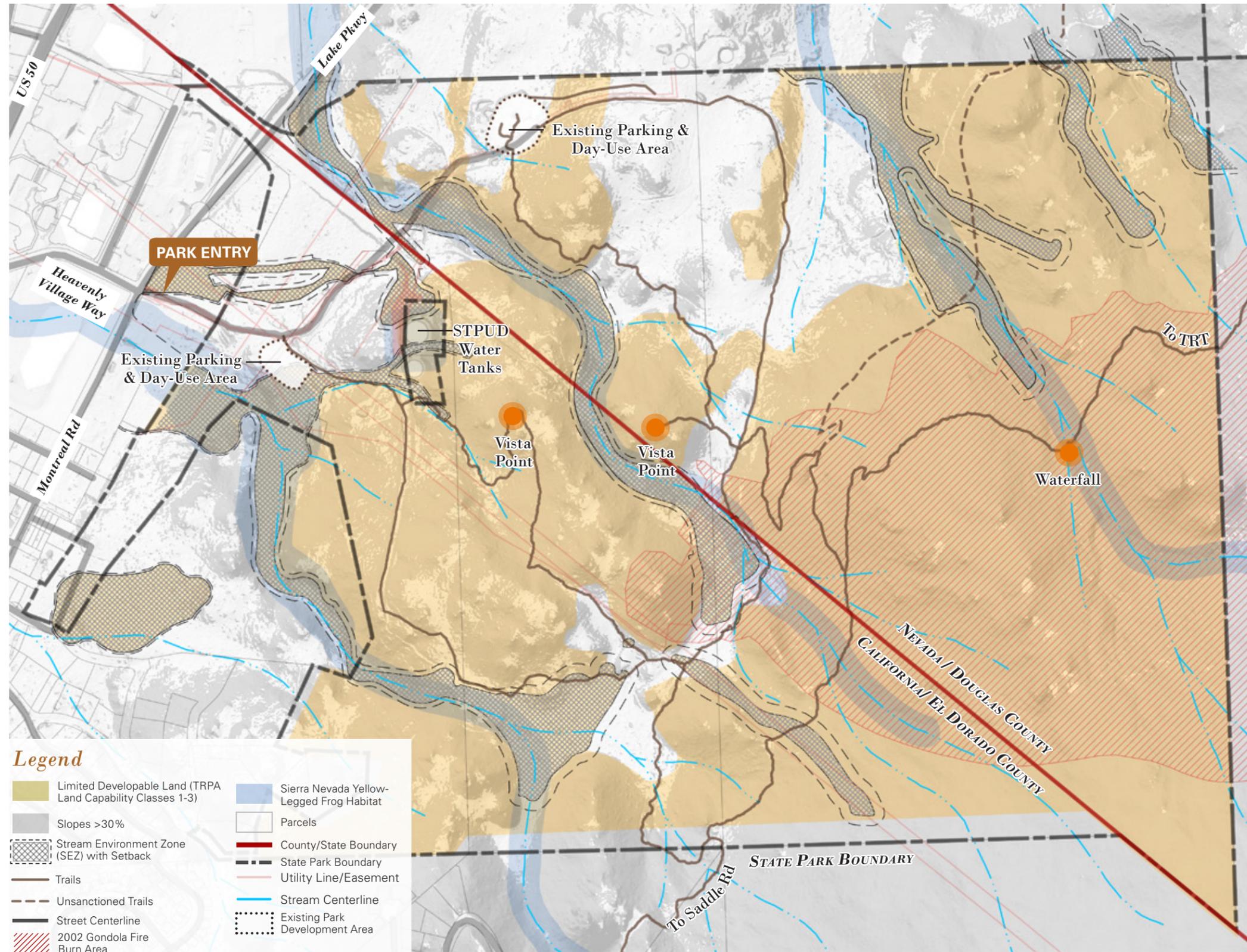
- Nevada Division of State Parks
- Open Topography
- California Tahoe Conservancy

Legend

- Street Centerline
 - Parcels
 - County/State Boundary
 - State Park Boundary
 - Contours (10 ft)
 - Existing Trails
 - Unsanctioned Trails
 - Parking Area
 - Point of Interest
 - Waterline
 - Powerline and buffer
 - Conservancy Lane Easement
 - Crescent V Utility
 - 2009 Construction Zone (water, sewer, and power)
 - Heavenly Gondola Easement (60' total)
 - Deed Utility Easement
 - 2002 Gondola Fire Burn Area
- North
- 0 ft 275 550

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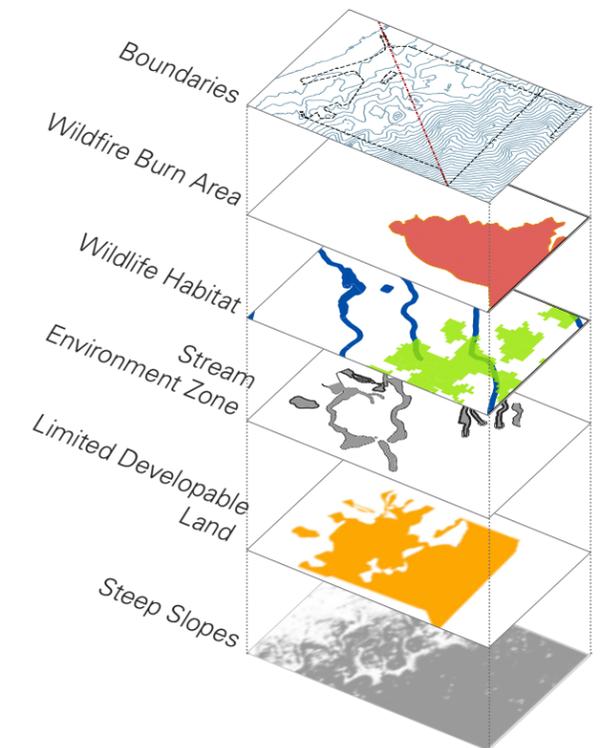
Opportunities & Constraints Map



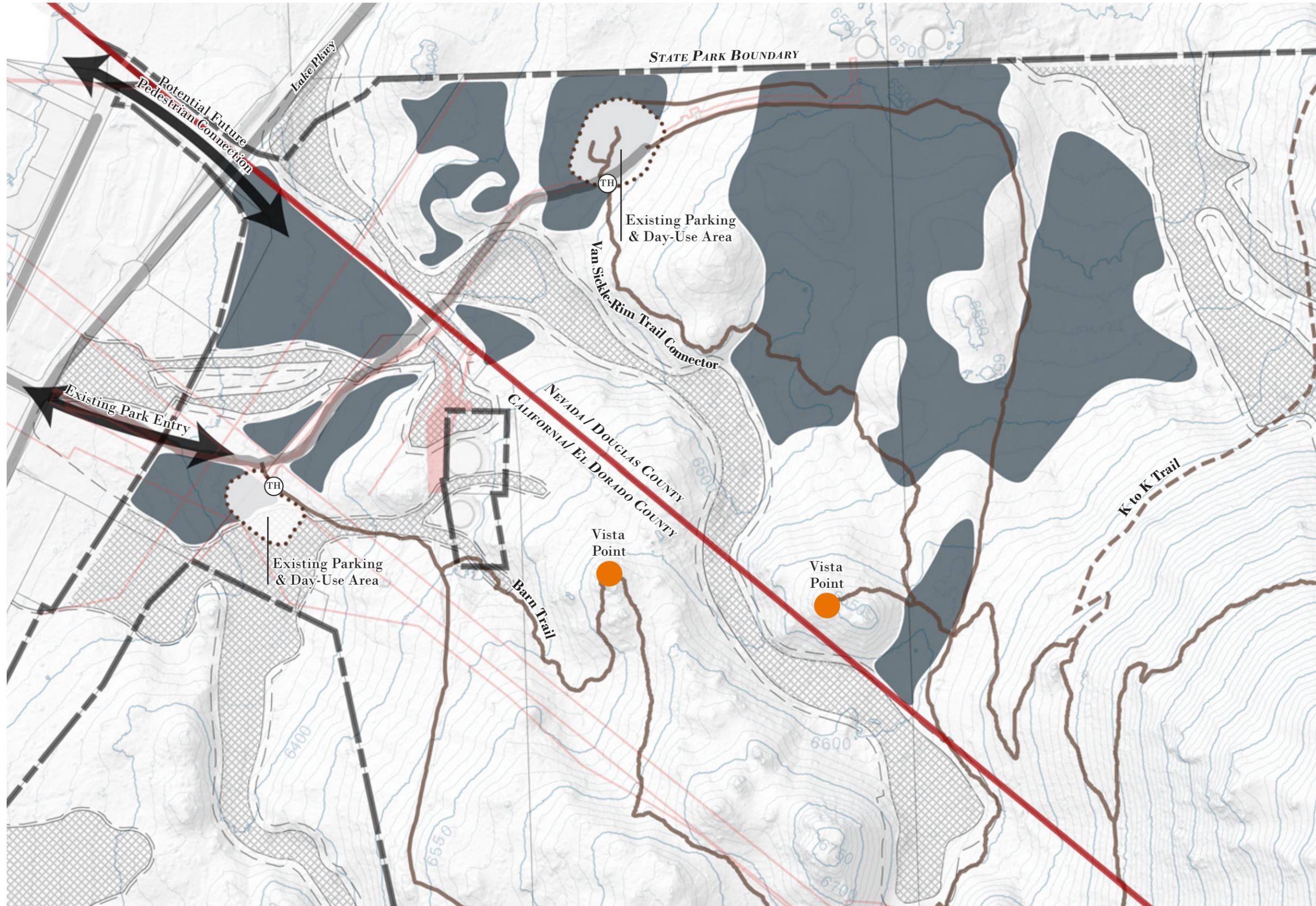
Overview

The lower park's physical constraints were compiled to find suitable areas for recreation development. The following constraints were evaluated:

- **Slope:** A majority of the bi-state park has slopes greater than 30 percent. Development is constrained to areas with more gradual slopes.
- **TRPA Land Capability:** Land Classes 1 and 2 have been mapped in the park. These lands only allow for 1 percent of base allowable land coverage. Class 4 lands also exist which allows 20 percent base allowable coverage and could accommodate future improvements associated with day-use and overnight facilities.
- **Hydrology:** Stream Environment Zones (Land Class 1b) and their setbacks, which are protected from building disturbance (with limited exceptions) are mapped.
- **Facilities:** Various utility and deed easements, including powerlines and the Heavenly Gondola were taken into account. New development should take advantage of existing road alignments and infrastructure.
- **Wildlife Habitat:** Available wildlife habitats were mapped. This included the Sierra Nevada yellow-legged frog, whose habitat typically aligns with the park's stream corridors.
- **Wildfire Boundary:** In order to minimize erosion issues associated with constructing in burn areas, the boundary from the 2002 Gondola Fire was excluded from developable areas.



Opportunity Areas Map



Overview

The areas highlighted on the adjacent map are areas suitable for recreation development at Van Sickle Bi-State Park. These areas were determined based on the developable lands from the previous map.

Legend

- Existing Trails
 - Unsanctioned Trails
 - Street Centerline
 - Parcels
 - County/State Boundary
 - State Park Boundary
 - Contours (10 ft)
 - Utility Line/Easement
 - Developable Area: defined as areas not within Land Classes 1-3, slopes greater than 30%, & easements
 - Stream Environment Zone (SEZ) with Setback
- North



*Vision Plan
Alternatives*

Program Elements

The facilities and amenities listed below are included in the Vision Plan. These elements were determined through a series of meetings between Design Workshop, NDSP, and the Conservancy. The three parties also worked to establish where certain elements could be placed given the nuances of the bi-state agreement. The list below includes facilities associate with the conceptual site plans. As the design progresses in detail and future maintenance and operating agreements are put into place, these elements may be revised, accordingly.

- Visitor Center/Nature Center (must be on Nevada side if staffed)
- Concessions
- Amphitheater/Campfire Center
- Special Events Area/Group Area
- Overnight Accommodations (must be on Nevada side)
 - Dual-Use Tent/RV Campsites
 - Walk-In Campsites
 - Group Campsites
 - Tent Cabins/Yurts/Cabins
- Housing (must be on Nevada side)
 - Ranger Housing (3+ units)
 - Employee Basecamp Area
 - Caretaker Unit
- Day-Use Parking
- Bus Drop-Off and Turnaround
- Administration Office (must be on Nevada side)
- Maintenance Yard (must be on Nevada side)
- Snow Storage Location
- Trailheads
- Interpretive Loop Trail
- Connector Trails/Trail Improvements
- Day-Use Picnic Area
- Viewpoints
- Pedestrian State Line Monument
- Entry Fee Station (ideally on Nevada side)

Baseline Data

35 Existing Parking Spaces
6 Equestrian Trailer Parking Spaces
0.20 Acres of Day-Use - California
0.45 Acres of Day-Use - Nevada



Tent Campsites | Photo from TahoeActivities.com



Picnic Area | Photo from Redwood Hikes



Visitor Center | Photo by David Baselt



Interpretive Elements | Photo from Visitor



Special Events Area | Photo from Event Up

Metric Summary

Design Workshop facilitated a metric and goal envisioning exercise with NDSP and the Conservancy in winter 2019. This helped determine the framework and design intent for the bi-state park.

Community

Increase Awareness and Use

- Establish baseline number of social media tags and posts every year within Van Sickle.
- Track future number of social media tags and posts within the Van Sickle.

Design for All Modes of Transportation

- Design will include infrastructure that promotes the use of public transit, bicycles, electric scooters, and other alternative modes of transportation present in the South Shore of Lake Tahoe.

Emergency Services

- Access for emergency services will include fire and search and rescue. Adequate turnarounds for emergency services and maintenance will be provided.
- Baseline data for the number of rescues will inform the frequency of these events.

History

- Interpretive loop will be developed to feature interactive wayfinding at vista points and historic elements highlighting historic land use patterns and the unique history of the bi-state park.

Environment

Wildfire

- Site elements will be appropriately located within the Wildland-Urban Interface (WUI).
- Wayfinding elements will tell the story of wildfires in and around the South Shore of Lake Tahoe (Gondola Fire).

Program Placement

- Program elements will be logically placed based on topography, land class, habitat, and current and future noise levels.
- Program elements will be sited appropriately to preserve lands.

Economics

Return on Investment

- Understanding anticipated capacity and future projections of park usage will allow for calculation of ROI.
- Completion of the Market Overview Study will inform decisions about overnight accommodations.

Partnerships with Community

- Assess baseline data and understand the number of partnerships currently between the community and Park.
- Seek new public-private partnerships at Van Sickle.

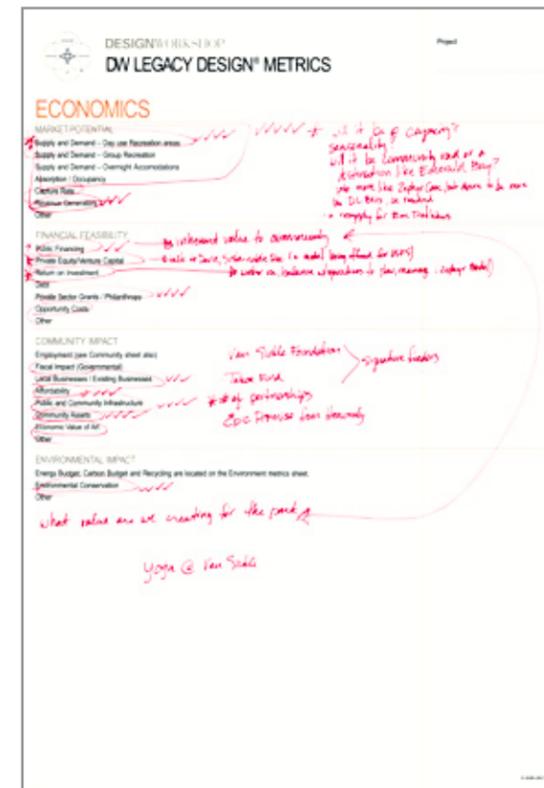
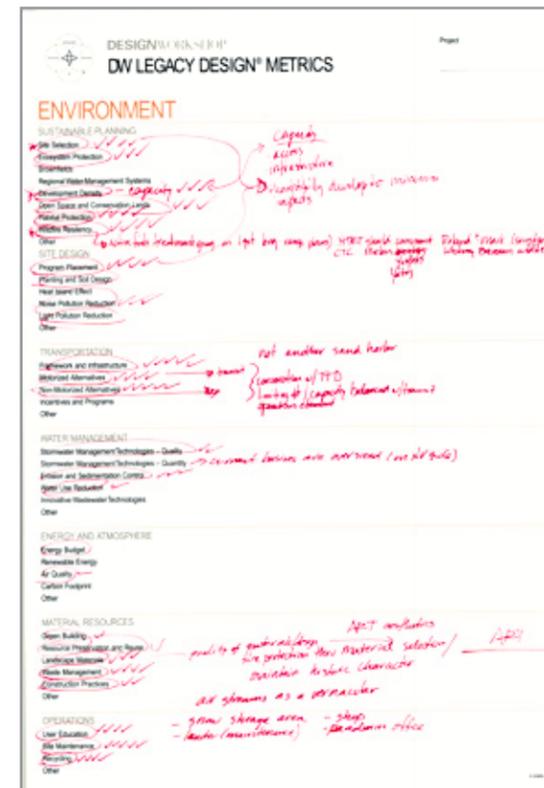
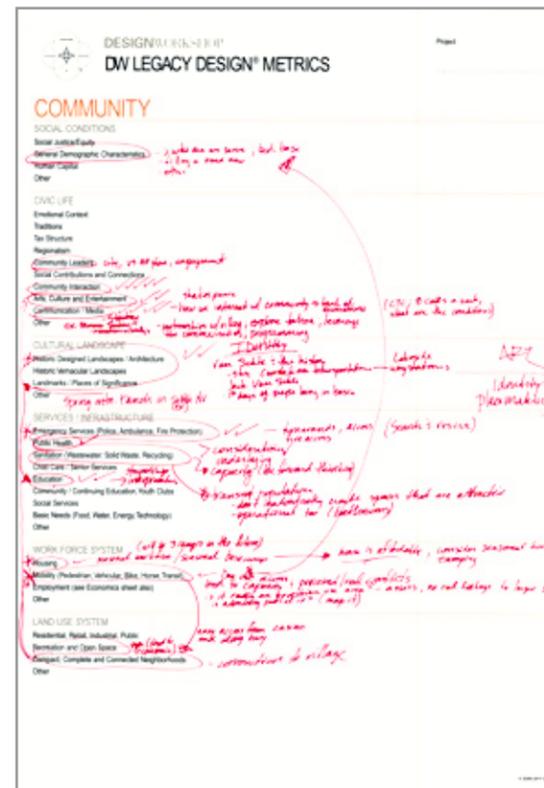
Art

Seasonality and Timelessness

- Locate and design spaces to endure over time and throughout the year.

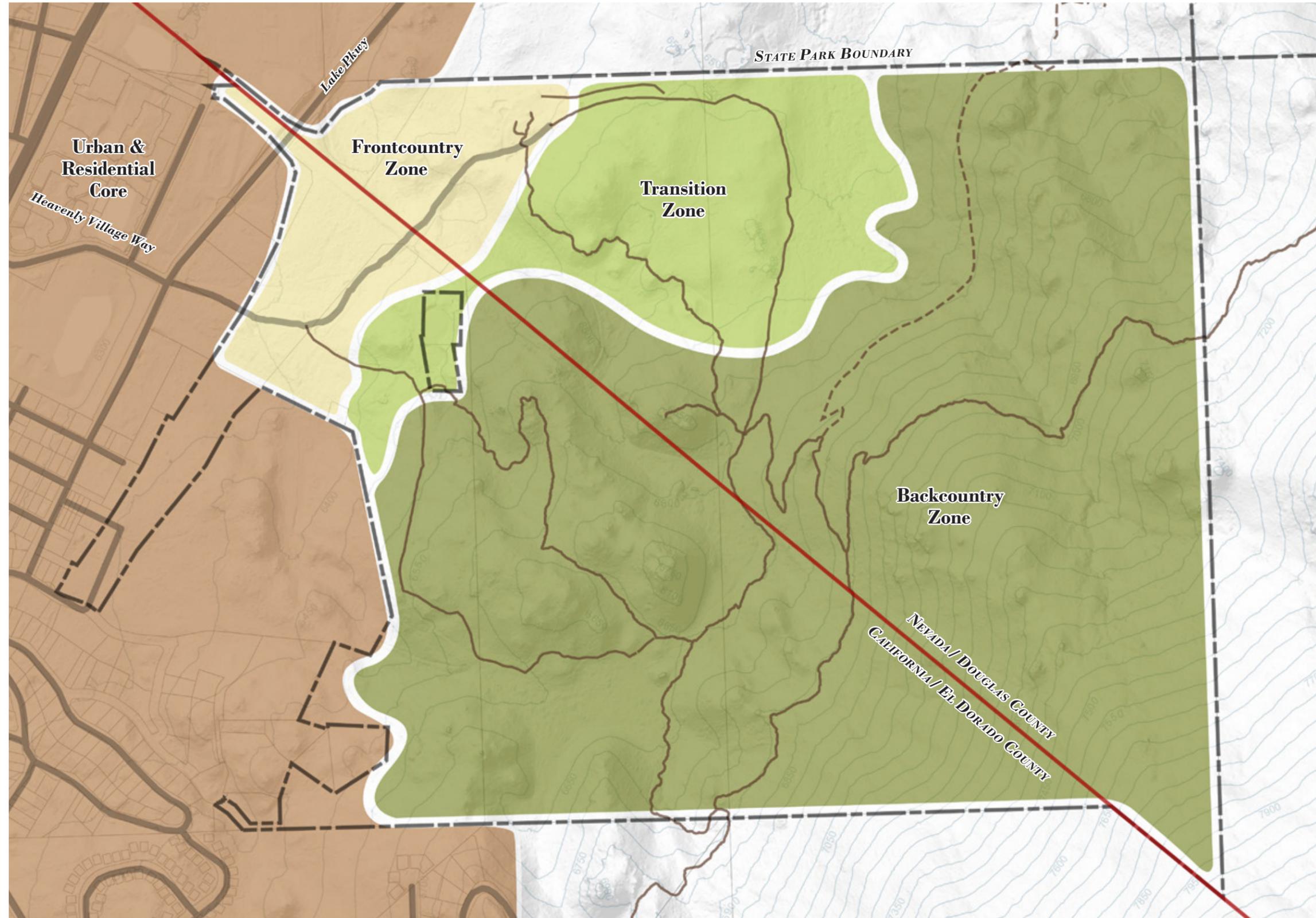
Narrative: Cultural and Natural History of Place

- Interpretive trail will be developed with wayfinding and interactive signage showcasing the area's cultural and natural history.



Metrics exercise with Design Workshop, Nevada Division of State Parks, and the California Tahoe Conservancy.

Park Zones



Program Elements

The bi-state park lies at the interface between the developed areas of Lake Tahoe's south shore and the surrounding forested lands.

The site was organized into four zones to illustrate the transition between the urbanized area to the west and the eastern backcountry zone.

The zones were identified based on slope, proximity to the urban core, and landscape character. The zones were used to site program elements within the park.

- **The Frontcountry Zone** is where a majority of day-use and interpretive facilities are sited. It is also generally where park administrative facilities are planned.
- **The Transition Zone** hosts overnight accommodations, trailheads, and trails.
- **The Backcountry Zone** largely remains as is in order to preserve the landscape character. Additional trails are proposed to provide more wilderness opportunities. Improved wayfinding and signage are recommended.

Legend

- Street Centerline
- ▭ Parcels
- County/State Boundary
- - - State Park Boundary
- Contours (10 ft)
- Existing Trails
- - - Unsanctioned Trails
- North
- 0 ft 275 550

Park Zones Transect



Lake Zone

Existing uses:
Water Activities
Lake Tahoe Shoreline

Urban & Residential Core

Existing uses:
Shopping
Dining
Gear Rentals
Housing
Entertainment

Frontcountry Zone

Potential for:
Trailheads
Day-Use Areas
Visitor Center
Ranger & Administrative Facilities
Concessions

Transition Zone

Potential for:
Overnight Accommodations
Campground Facilities

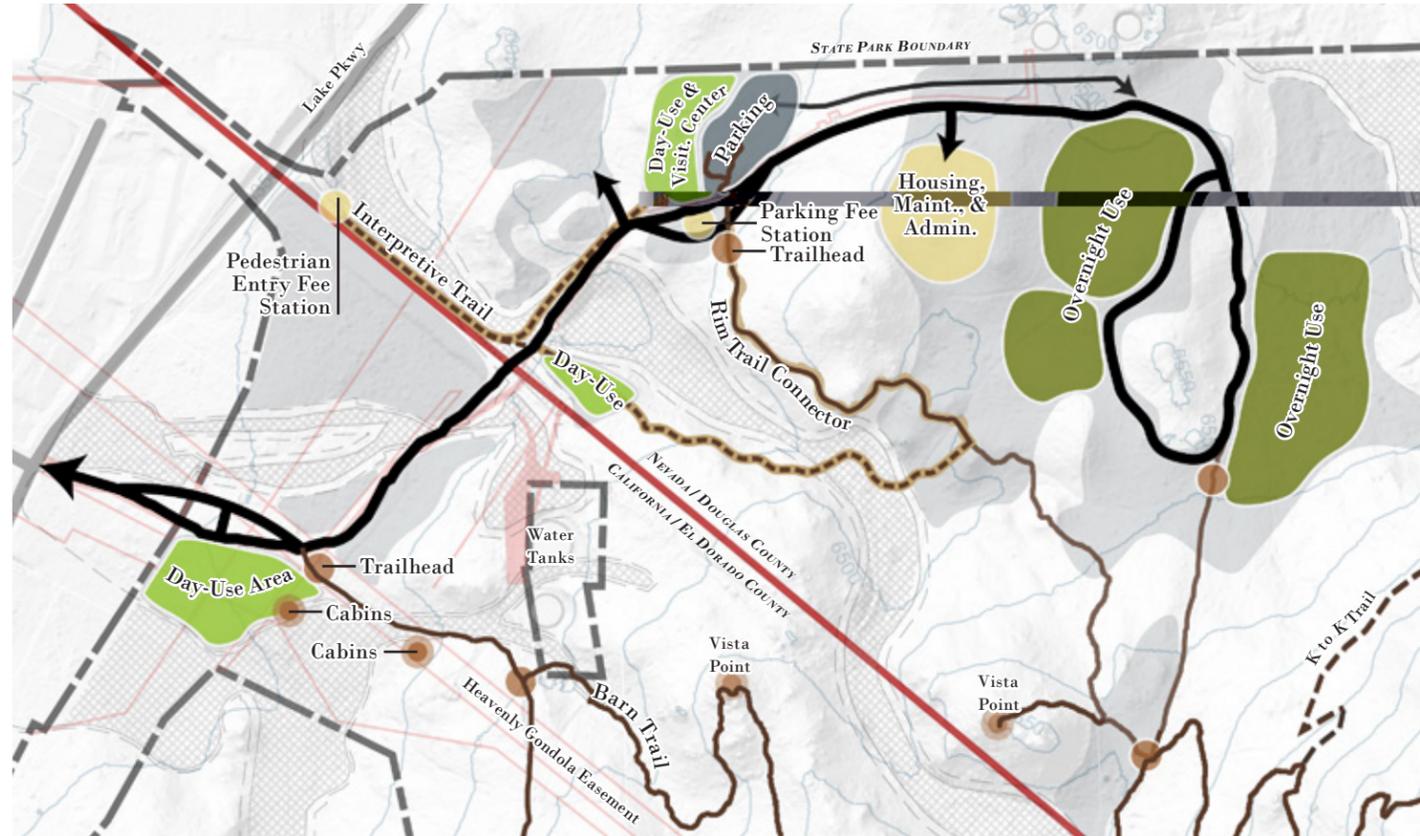
Backcountry Zone

Existing character remains with:
Vistas and Destinations
Steep Slopes (>30%)
Backcountry Skiing
Tahoe Rim Trail Connection
Hiking, Mountain Biking, Trail Running

Vision Plan Alternatives

During the planning process, four conceptual alternatives were presented to the agencies. The preferred elements from each concept were combined to create the final Vision Plan and are illustrated in the following 'Vision Plan' section.

Alternative 1a



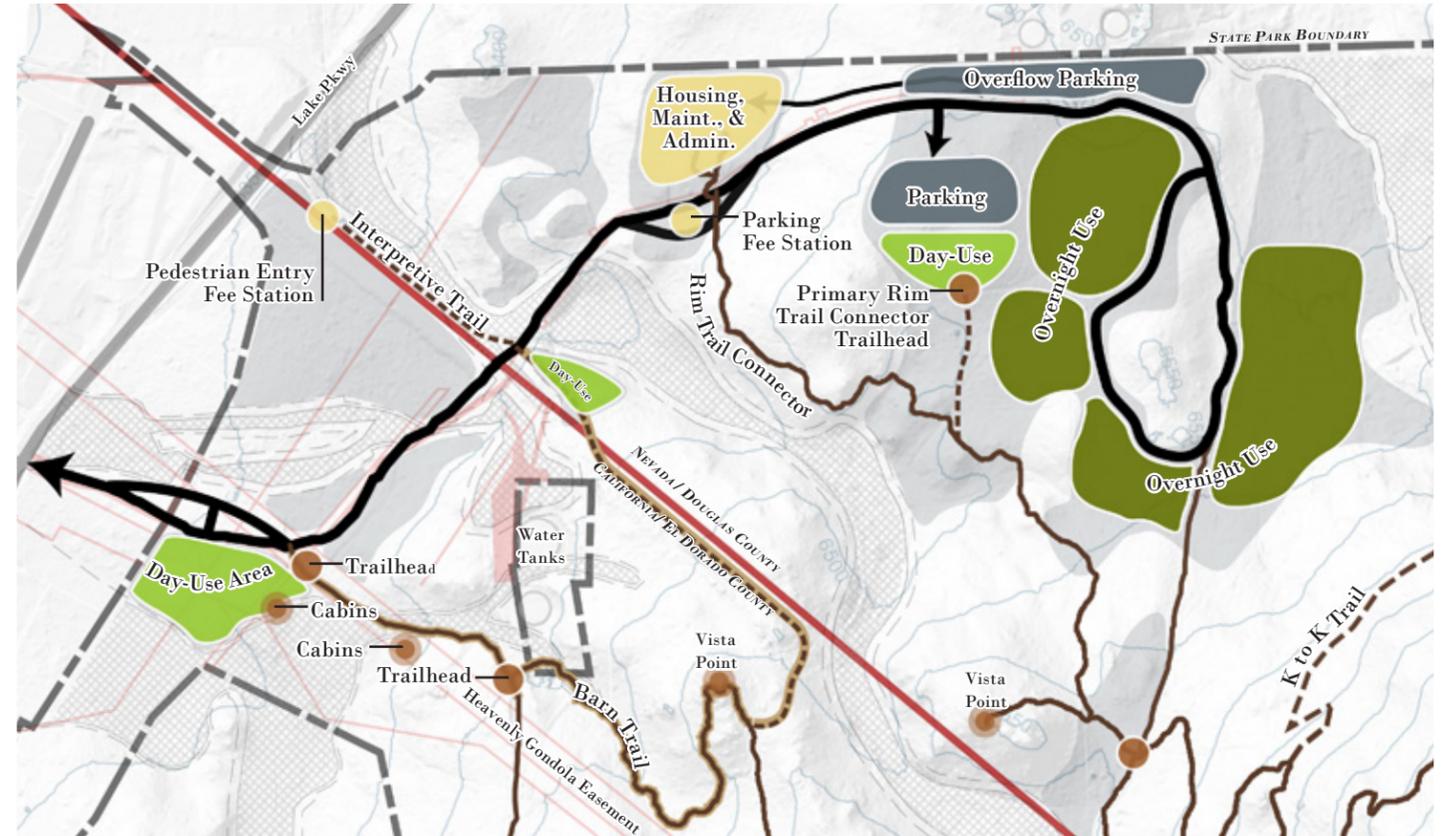
Key Program Elements

- Entry fee station on Nevada side
- Expanded day-use area on California side
- Renovated barn for public use
- Campground loop
- Visitor Center
- Interpretive loop on Nevada side

Measurable Elements

- Additional Parking: 65 spaces
- New Trails in Frontcountry: 2,600 linear feet
- Overnight Accommodations: 10.3 acres
- Day-Use: 3.5 acres
- New Paved Road: 3,200 linear feet

Alternative 1b



Key Program Elements

- Entry fee station on Nevada side
- Expanded day-use area on California side
- Campground loop
- Nature center
- Interpretive trail between day-use area and walk-in entry on Nevada side
- Primary Rim Trail Connector trailhead relocated
- Existing Nevada day-use area repurposed for administration, maintenance, and housing

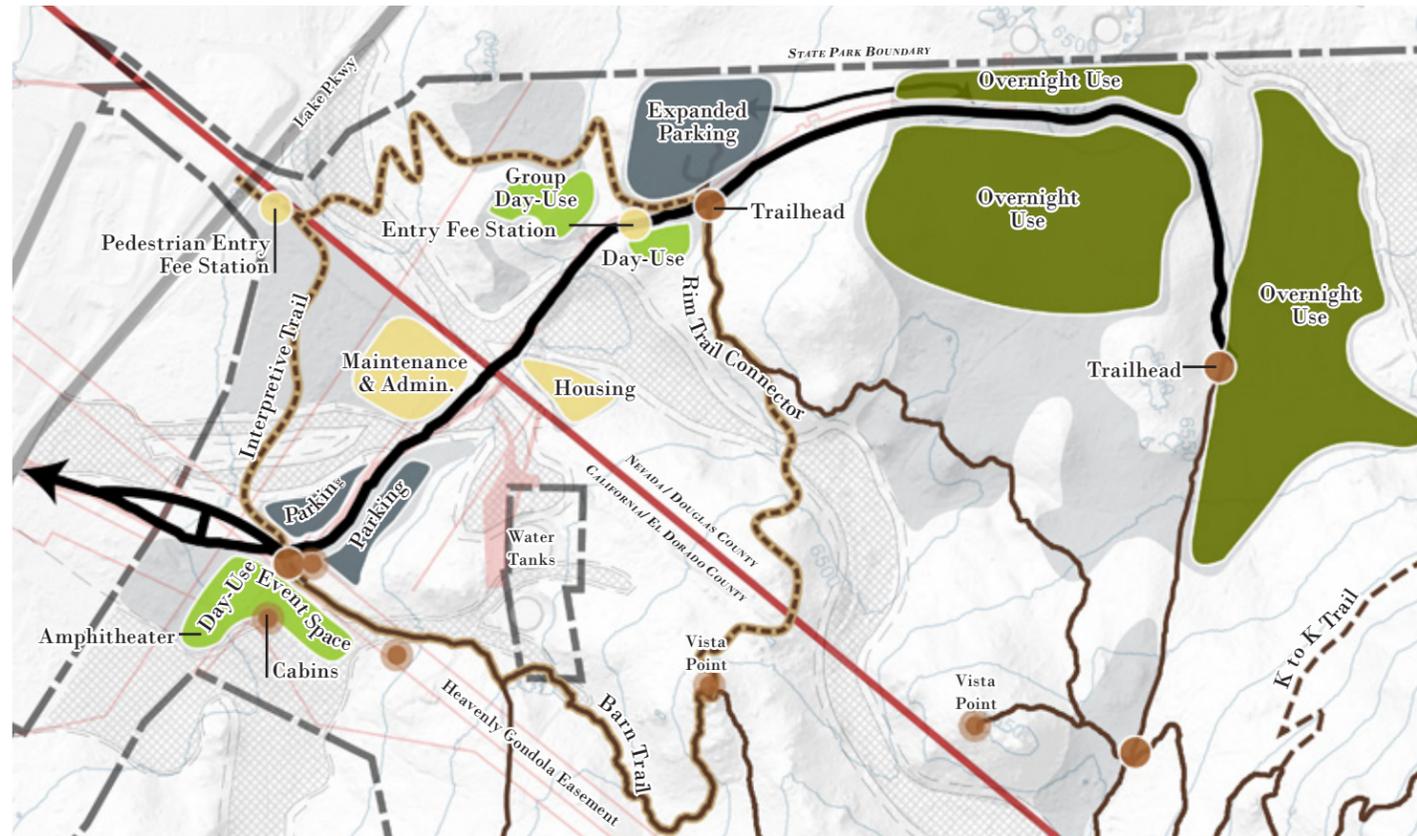
Measurable Elements

- Additional Parking: 100 spaces
- New Trails in Frontcountry: 4,125 linear feet
- Overnight Accommodations: 12 acres
- Day-Use: 3.8 acres
- New Paved Road: 3,300 linear feet

Legend

Parcels	Overnight Accommodations	Parking
Existing Trails	Day-Use Area	Stream Environment Zone (SEZ) with Setback
Proposed Trails	Administrative Area	Developable Area
Interpretive Trail		
Street Centerline	State Park Boundary	
	Contours (50 ft)	
	Utility Line/Easement	

Alternative 2



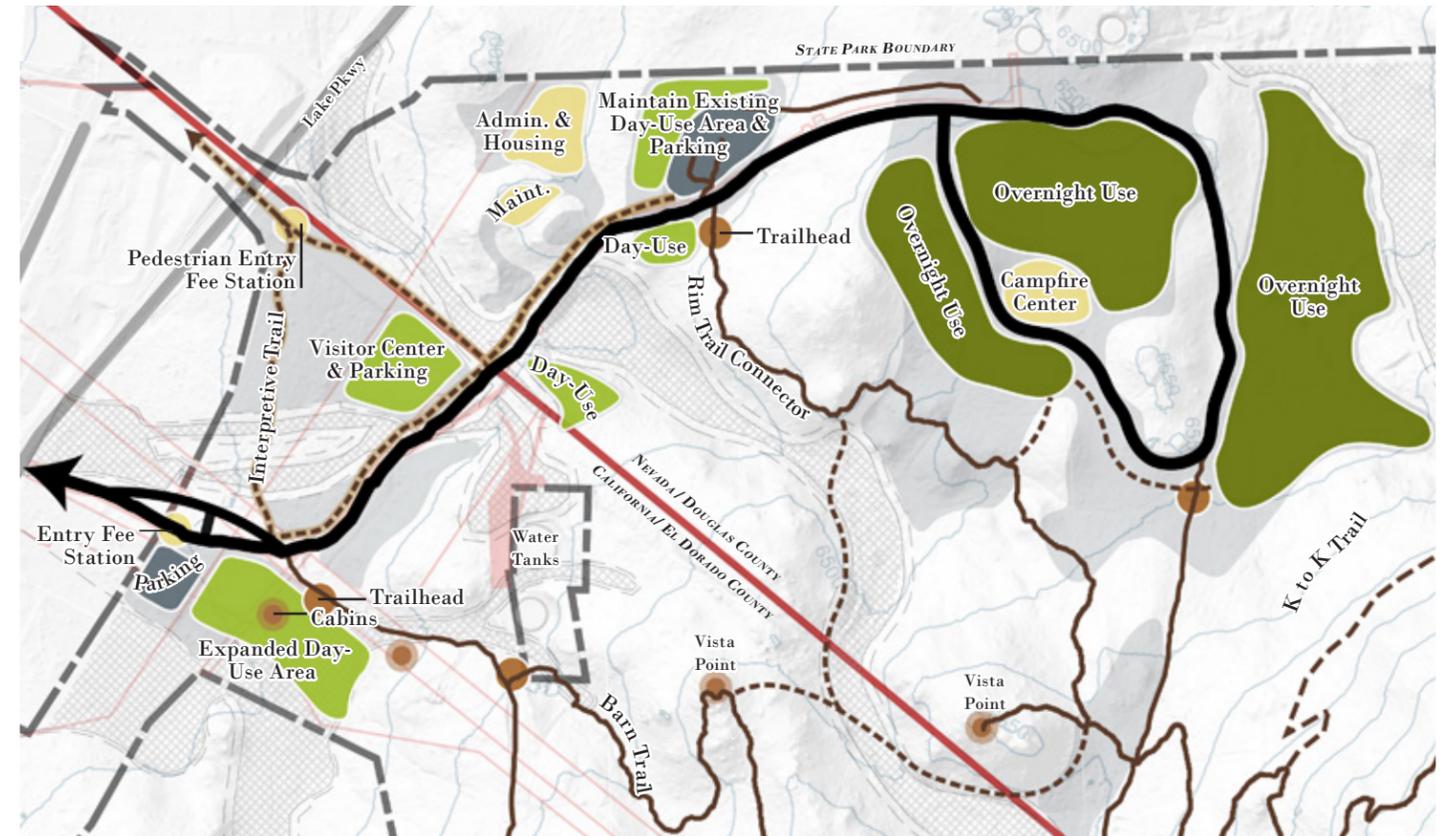
Key Program Elements

- Entry fee station on Nevada side
- Special events area at existing California day-use area with amphitheater
- Renovated barn
- Consolidated campground
- Interpretive loop trail with day-use
- Expanded parking at existing Nevada day-use area
- Administration/maintenance centralized around the state line

Measurable Elements

- Additional Parking: 120 spaces
- New Trails in Frontcountry: 4,250 linear feet
- Overnight Accommodations: 20 acres
- Day-Use: 2.75 acres
- New Paved Road: 1,900 linear feet

Alternative 3



Key Program Elements

- Entry fee station on California side
- Visitor center
- Renovated barn
- Larger campground footprint
- Campfire center at campground
- Interpretive loop trail with day-use

Measurable Elements

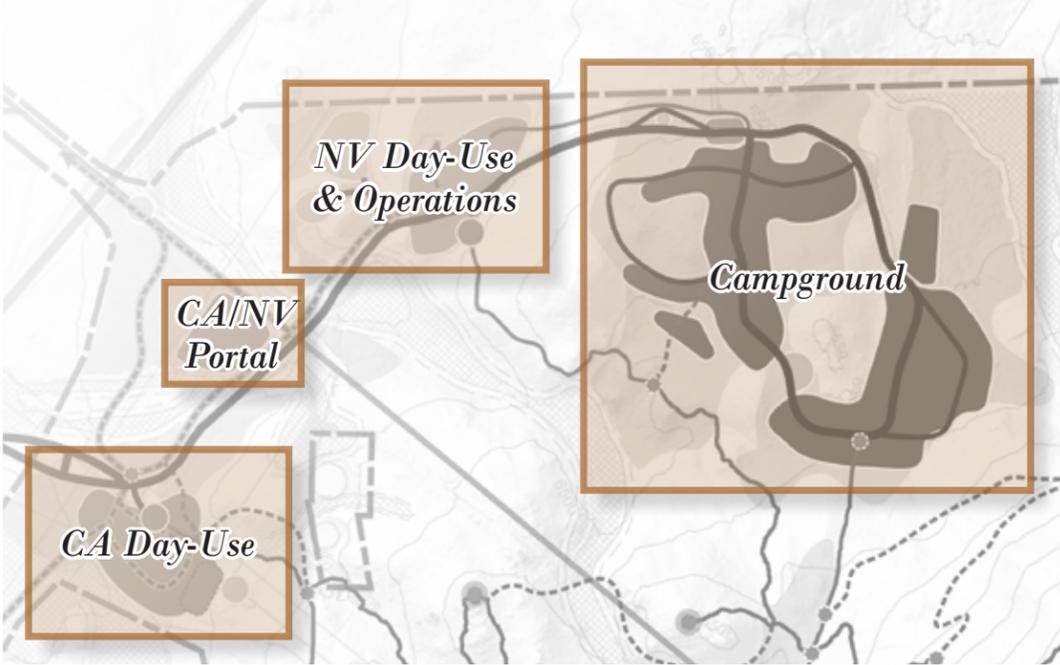
- Additional Parking: 90 spaces
- New Trails in Frontcountry: 5,200 linear feet
- Overnight Accommodations: 17.2 acres
- Day-Use: 3.8 acres
- New Paved Road: 3,500 linear feet



Vision Plan

This section describes the updated, 2019 Vision Plan for Van Sickle Bi-State Park. Several enlargement plans show conceptual-level design opportunities for three of the four areas highlighted in the below graphic. Illustrations are used to further communicate design intent. The plans do not represent a final site layout. The concepts convey a vision

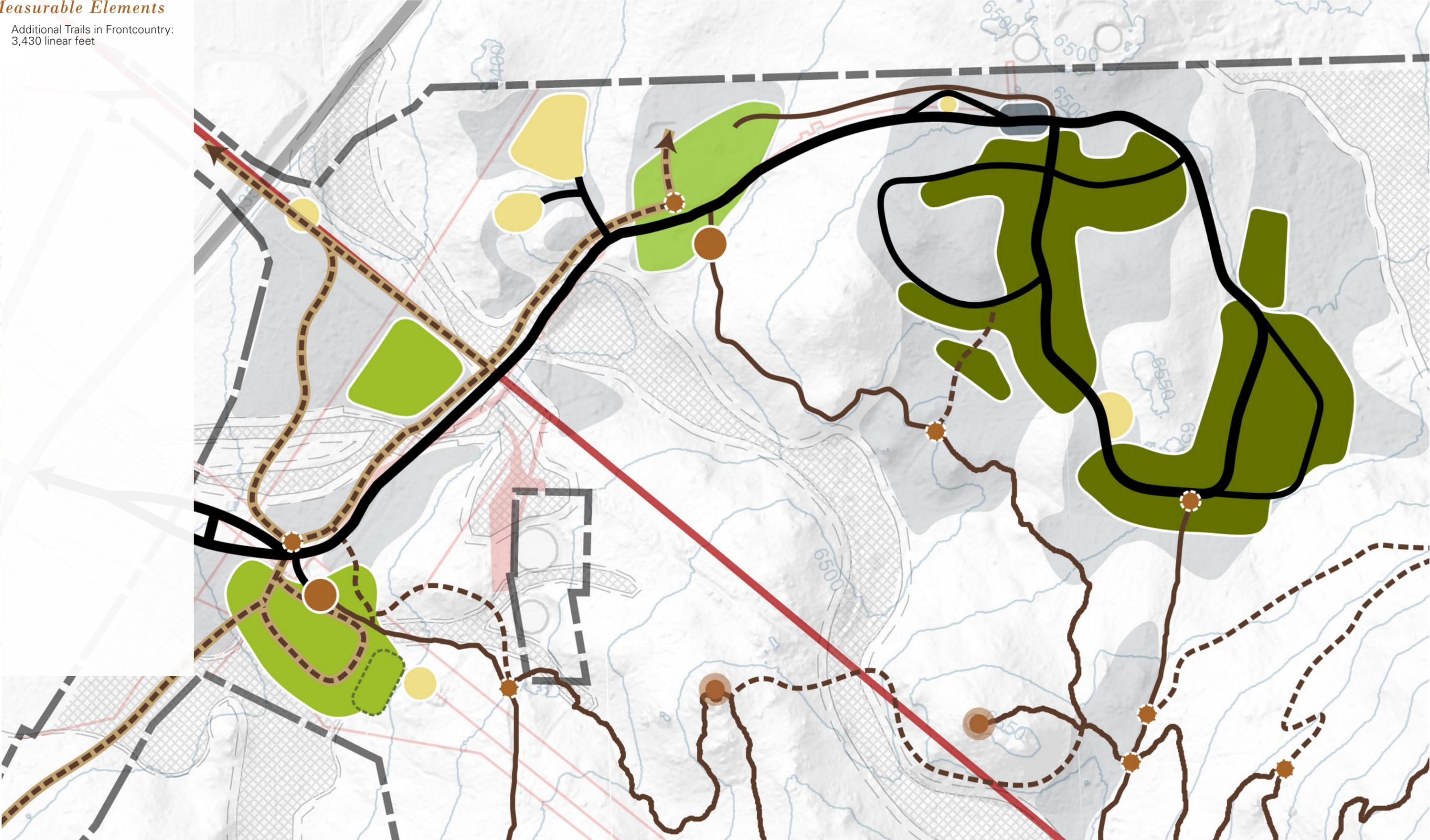
for the future and are provided to guide subsequent decision-making. The ultimate design and construction of site elements may vary from the plans presented, depending on field conditions, operations and management considerations, and the advancement of design concepts.



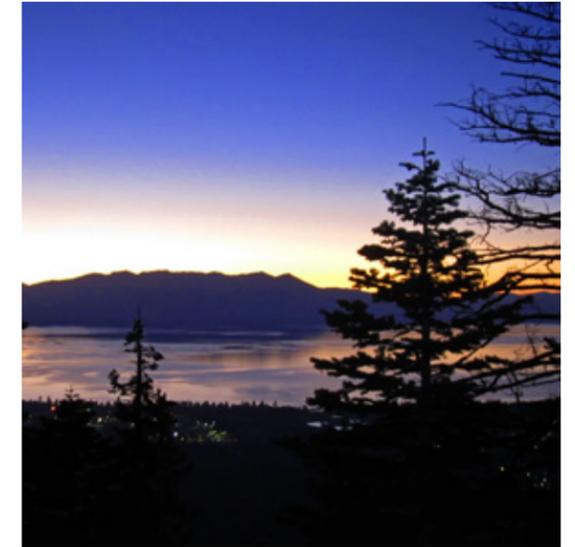
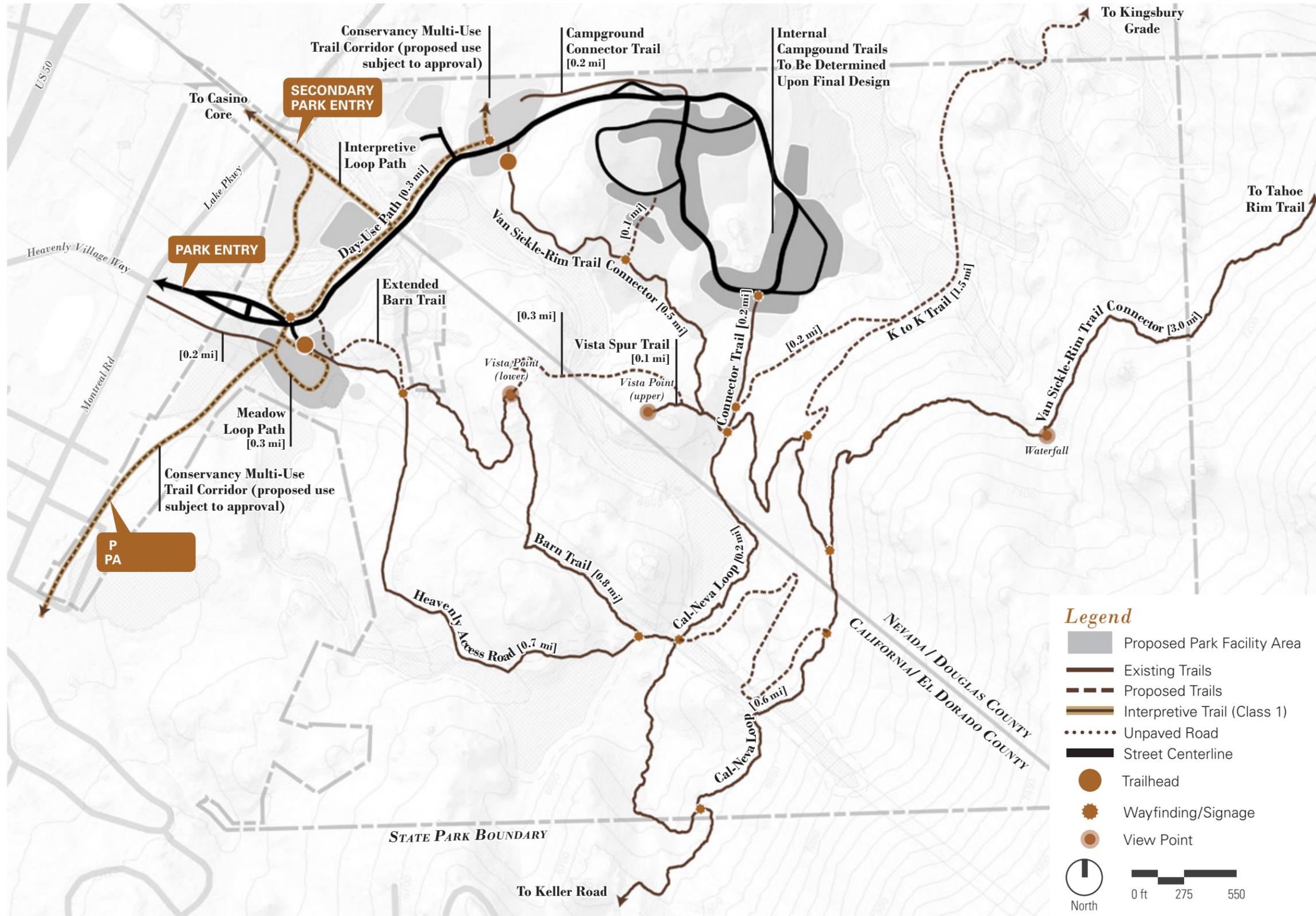
Vision Plan

Measurable Elements

- Additional Trails in Frontcountry: 3,430 linear feet



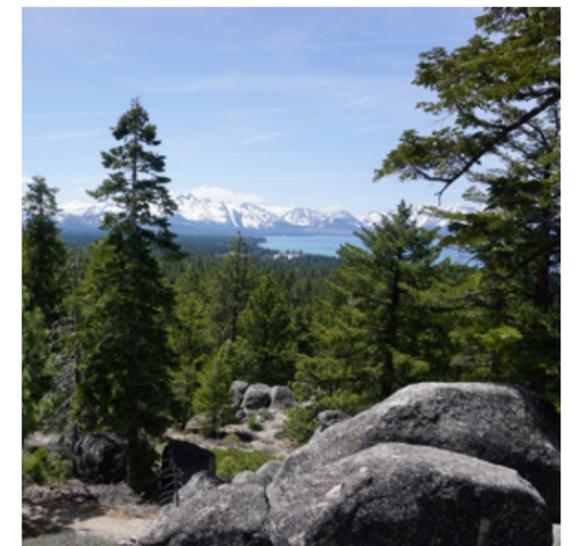
Trails Plan



Vista Point (Upper)



Waterfall



Vista Point (Lower)

Legend

- Proposed Park Facility Area
 - Existing Trails
 - Proposed Trails
 - Interpretive Trail (Class 1)
 - Unpaved Road
 - Street Centerline
 - Trailhead
 - Wayfinding/Signage
 - View Point
- North 0 ft 275 550

Note: All trails shown are approximate and may vary in their final locations.

California Day-Use Area

Program Narrative

The conceptual design for the California day-use area builds off the existing density of historic elements and structures and creates an opportunity for a cultural and interpretive hub and to host events. The historic elements can be repurposed as interpretive opportunities to provide visitor education of the Van Sickle family history, the history of transportation in Lake Tahoe, and other topics. A 0.3-mile interpretive path runs through the day-use area and provides a shorter interpretive loop trail in the park.

The plan envisions the meadow as a special events area with two visual backdrops—the historic Van Sickle barn to the northwest and Heavenly Mountain Resort to the southeast.

The existing parking lot in the day-use area is relocated upslope. (An alternative parking location is also identified if parking is not allowed within the Heavenly gondola aerial easement — see plan on page 38.) Relocating the existing parking opens up opportunities for centralized day-use activities away from the set of powerlines to the west. The potential for park user fee collection on the California side will be addressed by further coordination between NDSP and the Conservancy.

The existing caretaker unit is likewise relocated upslope to an existing level site. This location provides staff a more private or secluded area to have visual access of the park's historic resources and visitor use.

Other aspects of the plan include:

- The existing barn, restroom, and log cabin remain in their current locations;
- The two cabins south of the barn are relocated to a central area within the day-use area;
- A newly constructed cabin(s) with a plaza and an open-air pavilion act as anchors with the barn; and
- The Barn Trail is rerouted away from the existing unpaved access road and provides direct a trail connection for walk-in visitors.

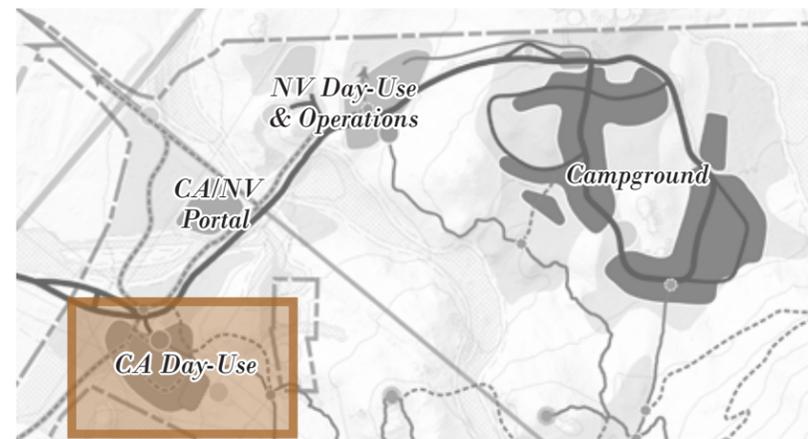


Photo by Steven Evans



Photo by Keep Memory Alive



Photo by Indianola Beach Club



Photo by Mithun

California Day-Use Area

Conceptual Plan



California Day-Use Area

The Van Sickle barn and 12 historic cabins are dispersed throughout the landscape of Van Sickle Bi-State Park. Although a majority of the structures are in a state of rustic decay, they provide an opportunity to strengthen the California day-use area as the cultural core of the Park.

Programming Types

Rentable Cabins

The existing cabins have an opportunity to serve as rentable day-use facilities. Although overnight use is not contemplated at this time, it could be considered in the future. Renovation—and in most cases—a complete reconstruction would be required to make the structures usable due to the current integrity of the structures. Future design and planning should identify and inventory which existing cabins meet the criteria for redevelopment to rentable cabins.

Event Use

As described previously, one of the goals for the California day-use area is to provide rentable event spaces. This would include the barn, pavilion, and renovated cabin structures. All elements could be rented for large weddings, company retreats, school events, and other types of events of varying scales.

To the east, on axis with the existing barn, lie two cabins. If renovated or reconstructed, these cabins would help frame the event space located in the meadow.

Cabin Interpretive Uses

This plan envisions that one or two existing cabins that are in good condition could be relocated to the site of the existing parking lot. The two cabins that have been identified for this use are currently south of the Van Sickle barn.

Cabins that do not fit the criteria for event or rentable use should be refurbished and used as an opportunity to incorporate additional interpretive signage in the surrounding space.

Group-Use Open-Air Pavilion

Existing interpretive displays are located in the parking lot of the day-use area and are often missed by walk-in visitors. The Vision Plan relocates and reconfigures the existing interpretive panels into 360 degree displays in the group-use pavilion, similar to the displays found at Acadia National Park. As an open-air design, the pavilion would not require staffing.

Barn Interpretive Uses

The Van Sickle barn is the most iconic element found in the bi-state park. All other structural elements in the park should be rooted in the architectural style of the barn. Similar to what has been done with structures at the Pope-Baldwin Estates at the Tallac Historic Site, the Van Sickle barn should be restored and visually open for visitors to more intimately experience the space. Perspective illustrations on pages 36 and 37 help illustrate the vision for the barn and cultural core.



California Day-Use Area

Perspective 1



California Day-Use Area

Perspective 2



California/Nevada Portal

Program Narrative

Located just south of the California/Nevada state line, the California/Nevada portal provides an alternative location for day-use parking and a bus drop-off. It celebrates the partnership between California and Nevada, and welcomes pedestrians and cyclists entering the park via a pedestrian bridge over the future, realigned US 50.

Optional Parking and Alternative Bus Drop-Off Location

As an alternative, or in addition, to expanded day-use parking at the California Day-Use and Nevada Day-Use sites, a suitable site for visitor parking exists just south of the California/Nevada state line. In addition to parking, the site could be used as a bus drop-off location, if the site identified near the California Day-Use area is found to be less desirable.

Pedestrian State Line Monument

The existing state line monument embedded in the park entrance road is popular with park visitors. To provide a similar photo opportunity that is not in the roadway, the Vision Plan proposes an art element, such as a State Line Monument, along the proposed interpretive loop path. The new pathway allows park users to walk between day-use areas and access trails without walking in the road. The monument acts as a terminus of the pedestrian entry from the Resort Core (Heavenly Village and Stateline casino area). The perspective on the next page illustrates what this monument could look like.

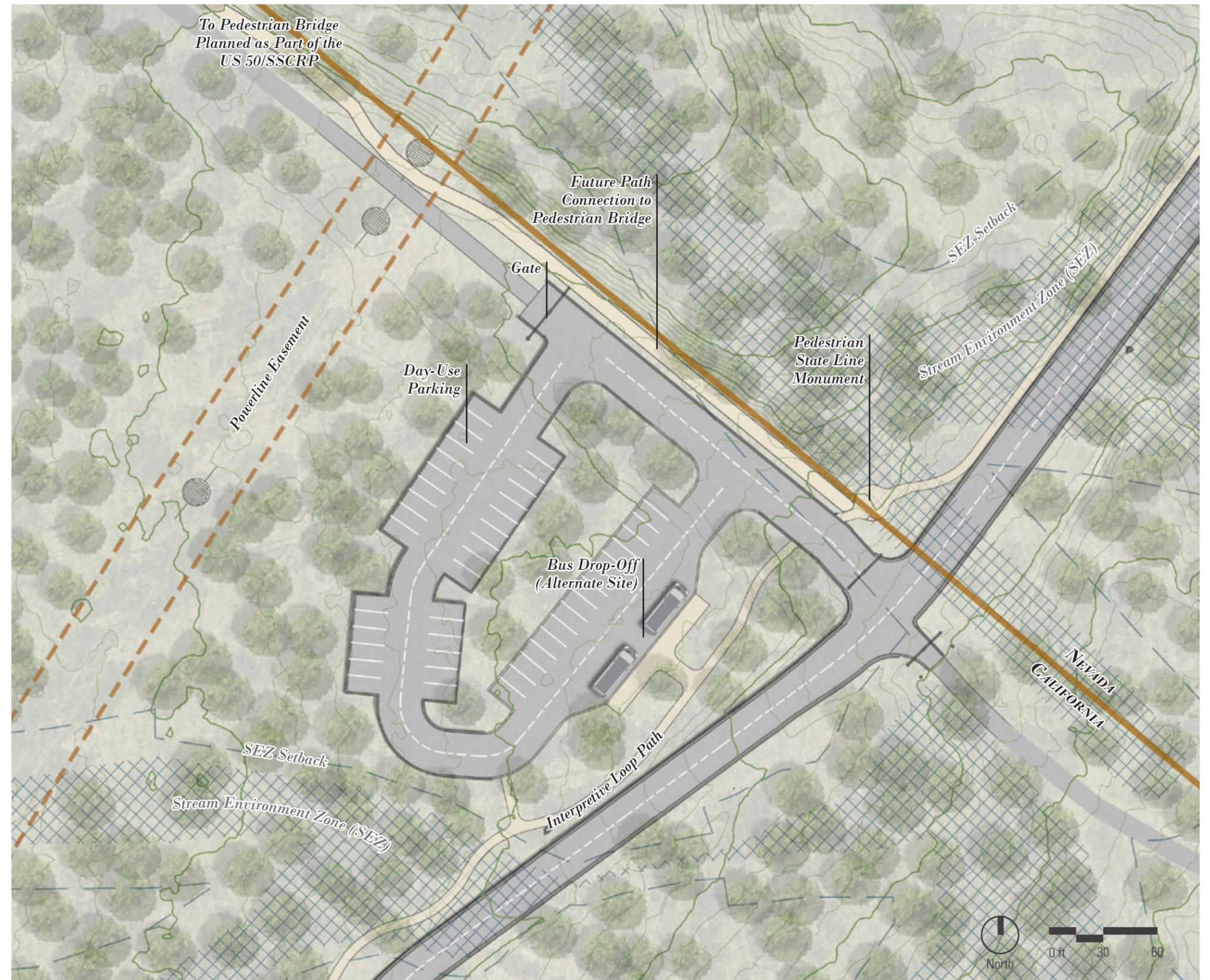
Pedestrian and Bicyclist Entry Path & US 50/SSCRP

Pedestrian Bridge

To provide for pedestrians and bicyclists entering the park from the Resort Core, a pedestrian bridge is planned as part of the US 50/South Shore Community Revitalization Project (US 50/SSCRP). The overpass is envisioned to connect a shared-use path from the casino area to the park. The shared-use path would continue into the park and terminate at the proposed state line monument and interpretive loop path. In the future, park management may consider installing a pedestrian fee station at this entry to collect day-use fees from walk- and bike-in users. The fee station could be staffed or unstaffed. It is noted that electronic and in-person fee collection tend to have higher compliance rates than the "iron ranger" model. Perspectives on pages 40 and 41 illustrate what the pedestrian bridge and path could look like.



Optional Parking & Alternate Bus Drop-Off Location



California/Nevada Portal

Perspective — Pedestrian State Line Monument & Interpretive Path



California/Nevada Portal

Perspective — Pedestrian Bridge

Planned as Part of the US 50/South Shore Community Revitalization Project, Connecting to Van Sickle Bi-State Park



Perspective — Pedestrian Entry Path

Connecting the Resort Core to Van Sickle Bi-State Park



Nevada Day-Use & Operations Area

Program Narrative

Located on the Nevada side of the park, the Vision Plan identifies locations for maintenance/storage facilities and employee housing west of the existing Nevada day-use area. These two areas are approximately 200 feet apart at the closest point, but feel entirely separated due to steep slopes separating the two.

Maintenance & Park Offices

Park offices, maintenance, and storage facilities are currently limited to mobile containers located in the under-utilized equestrian parking lot. With the projected increase of traffic to the park and addition of overnight accommodations, maintenance facilities will be required for the park to function effectively.

The park offices and maintenance facilities will be located in a 4,000 square foot building west of the existing Nevada day-use parking. An approximately 15,000 square foot maintenance yard allows for storage of maintenance vehicles and supplies. The location is screened from park visitors so it doesn't interfere with the park's recreation uses.

Employee Housing

A critical element of the program is providing permanent on-site housing for the current park ranger, and for two additional park rangers. Housing units are two stories, with a garage on the first floor and living quarters on the second floor. The housing is separated from day-use activities and maintenance/park offices to provide park rangers with the desired level of solitude.

Day-Use Area

Nevada day-use improvements will be accomplished in a phased approach. Phase One will establish a fee station and increase parking from 27 spaces to 47 spaces (a 75% increase). During Phase One, the fee station will control visitor access to day-use opportunities and the Van Sickle campground.

During future phases, the fee station will be relocated to the entrance of the campground and serve only overnight park visitors at total build out completion. A Visitor Center will be constructed near the arrival point of the Nevada day-use area. The Visitor Center will be equipped with an administrative office and a camp store and will provide day-use visitors a more formal location to pay for park fees. Visitors may also have the option of paying park fees at walk-up payment kiosks.

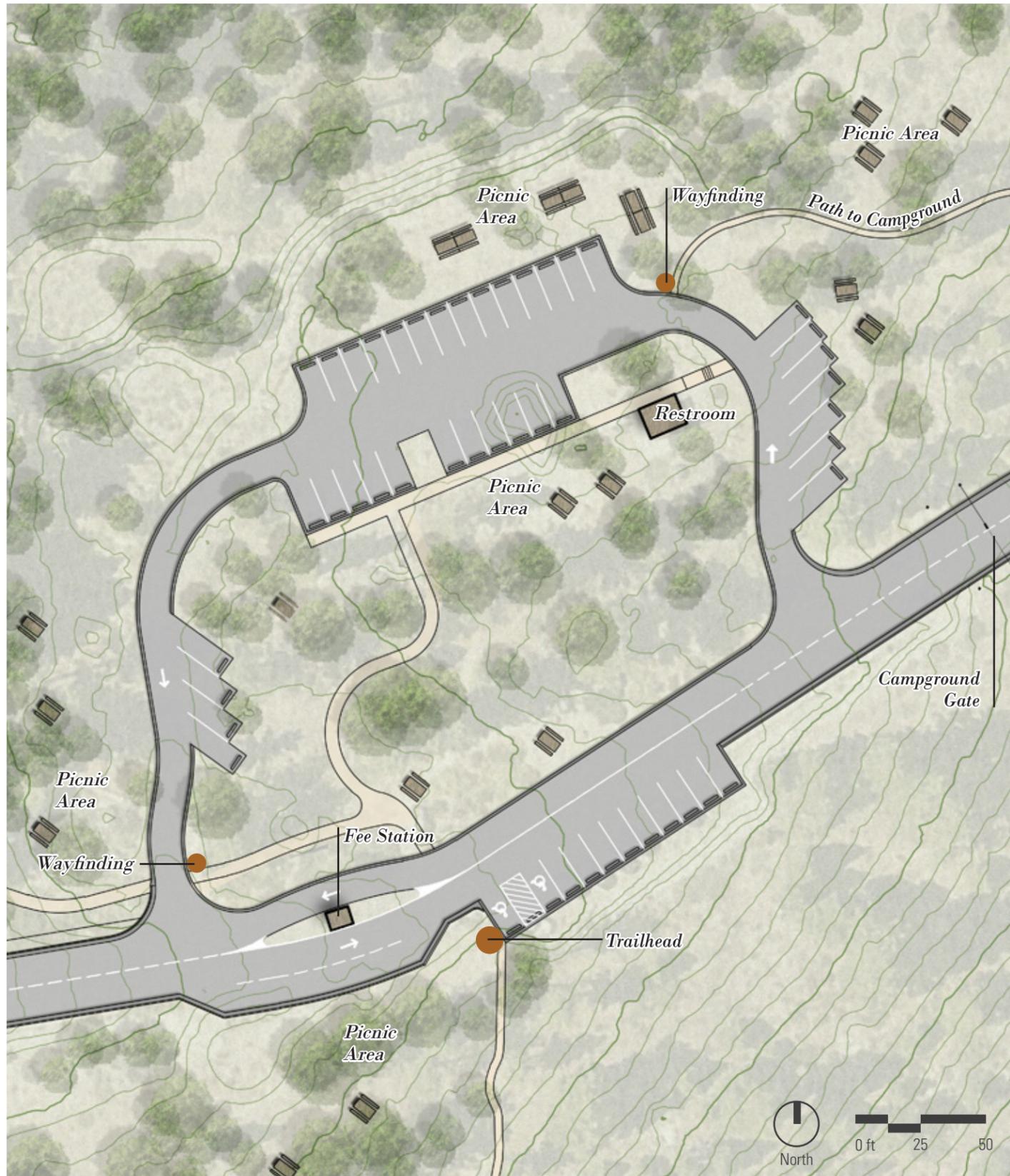


Nevada Operations Area Build Out Plan

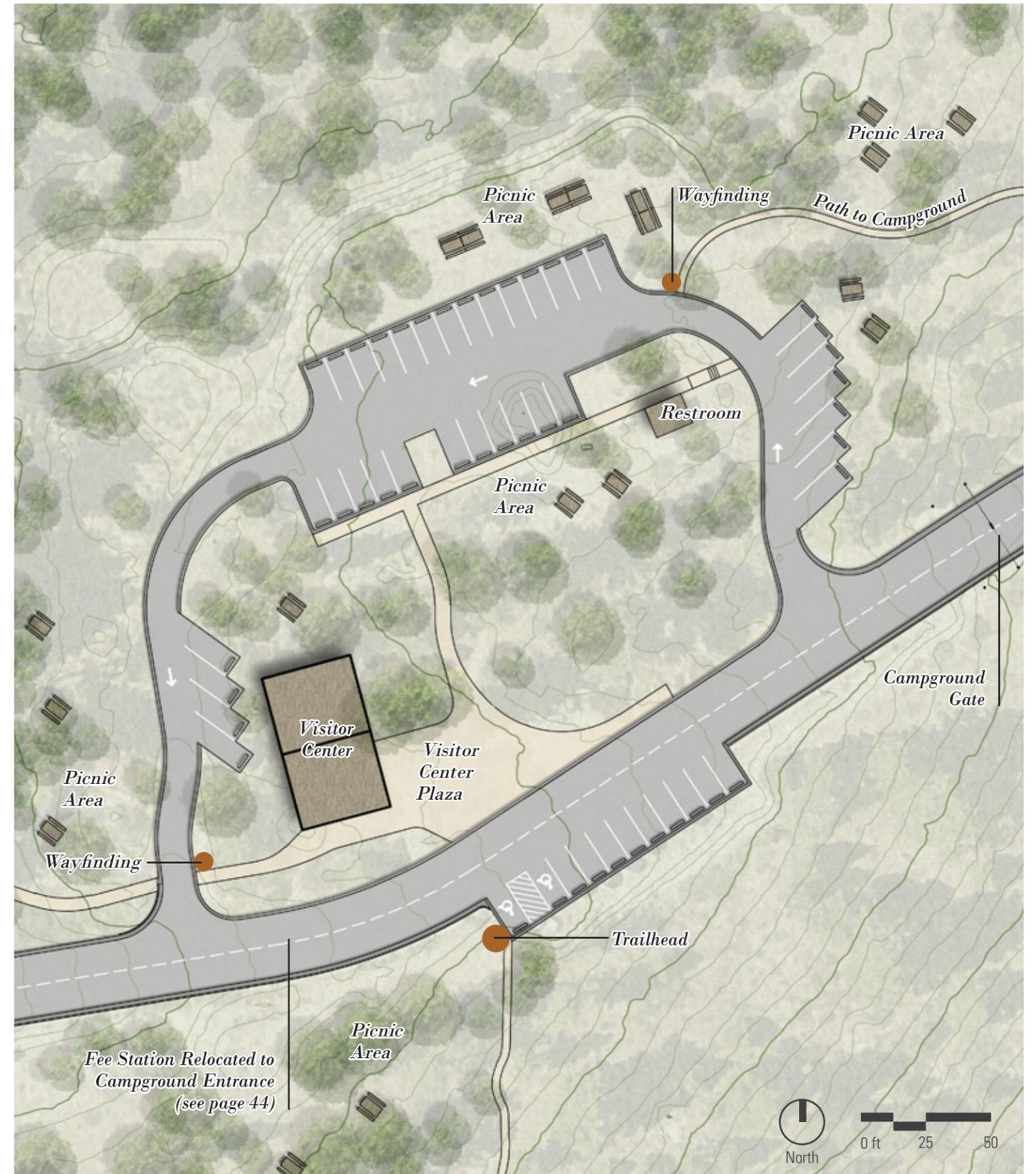


Nevada Day-Use & Operations Area

Conceptual Phase I Plan | Fee Station



Conceptual Phase Build Out Plan | Visitor Center



Campground

Program Narrative

Isolated from frontcountry activity, the Van Sickle Campground is nestled between the mountainous granite outcroppings and sprinklings of pines that define the landscape of the Tahoe Basin. The campground footprint is designed with a 150-foot minimum setback from existing and proposed trails. The layout avoids encroachment on areas with steep slopes, large rock outcroppings, and drainage corridors. The campground also reuses existing roads where possible.

The campground provides visitors with an array of overnight accommodation types. The site plan on the following page shows 60 tent/RV campsites, 2 group campsites, 5 cabins, and an area for hike/bike camping. The number of sites actually constructed may vary from the conceptual plan depending on site conditions and design refinement. The conceptual size for tent/RV sites was determined by evaluating representative campgrounds in the region. A 90' spacing between campsites provides an isolated experience similar to Nevada Beach. A 60' spacing can be used where site conditions are constrained. Overall, the intent of the campground design is to promote comfort and solitude and to create a sense of place that weaves through the natural features of the site. The final spacing of sites will be influenced by site conditions and the ability to maintain existing trees and boulders to provide a sense of privacy between sites.

Campers will check-in at the station located at the entrance to the campground. To minimize the development impact on the landscape, circulation through the campground will primarily be one-way, with two-way circulation confined to the campground entrance and exit near the fee station.

Tent/RV Campsites

Sixty tent/RV campsites are located in the campground conceptual plan. The campsites are designed to accommodate tent camping or a RV. The type of hook-ups provided at the sites will be evaluated in further detail in future design phases. The one-way road circulation provides access to back-in parking spurs. Each site should accommodate up to two vehicles or one 40-foot RV.

Future site planning and design will incorporate two to four double campsites. Double campsites will accommodate parties of up to 12

people, up to 4 vehicles or two 40-foot RVs. Double campsites essentially combine two campsites into one location to allow family and friends the opportunity to camp in the same site. The locations for these sites will be determined in the next phase of design.

Seven full hook-up RV sites have been sited. These campsites include water, greywater, sewer, and electrical hook-ups. A two-lane dump station is located near the park entry for other RV users. Opportunities for additional full-hook up sites will be evaluated in further detail in future design phases.

Group Campsites

Located in a secluded meadow, the group sites are ideal for hosting school groups and other larger parties. Group sites would be able to accommodate more than 12 people. Parking for group sites is provided for six vehicles. Overflow parking is also provided near the arrival to the campground.

Walk-In Hike/Bike Tent Sites

The south shore of Lake Tahoe is a resupply point for backpackers on the Tahoe Rim Trail and Pacific Crest Trail. With this in mind, the walk-in sites provide backpackers and bikepackers with facilities for overnight camping.

Campfire Center

The Campfire Center programming could feature programs such as “coffee with a ranger”, interpretive programs, and rentable space for visitors. Tucked between two large granite mounds, the vision is for the campfire center to evoke a naturalized aesthetic, with the amphitheater and stage built into the grade. Seating could resemble the adjacent outcroppings.

Restrooms & Showers

Restroom and shower combination buildings are sited so that all campsites are within 300-feet of a building. Each facility will have a trash collection area and at least one of the buildings will have an adjoining dishwashing station.



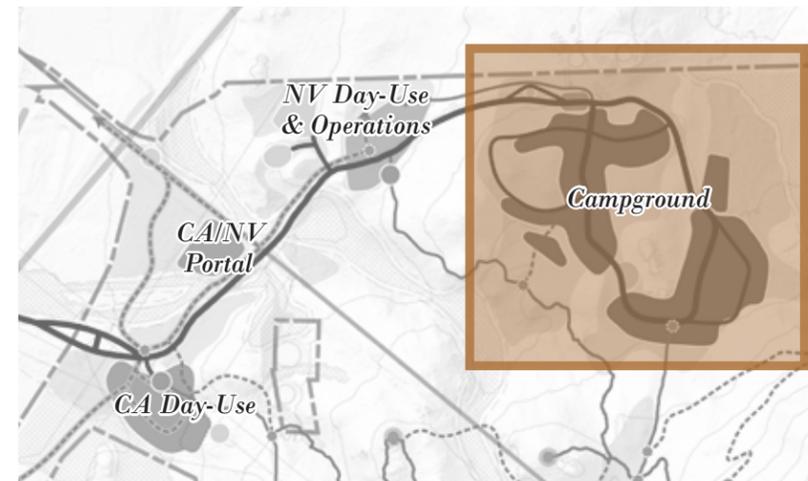
Cabins at McArthur Burney Falls State Park | Photo by Comdig



Amphitheater at Joshua Tree National Park | Photo from Flickr



Cabins at Spring Lake State Park | Photo by Paul Vu Photography



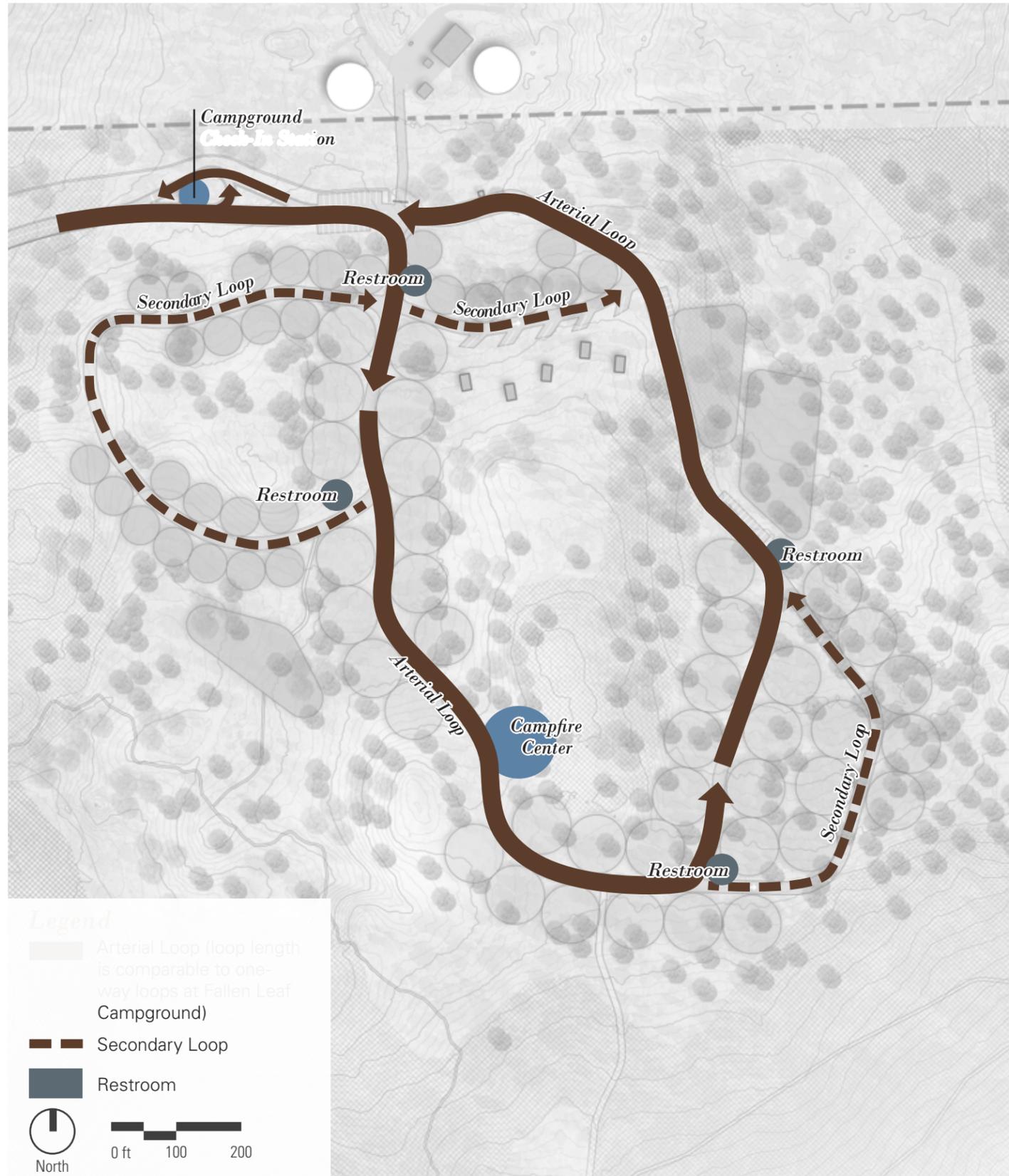
Campground

Site Testing

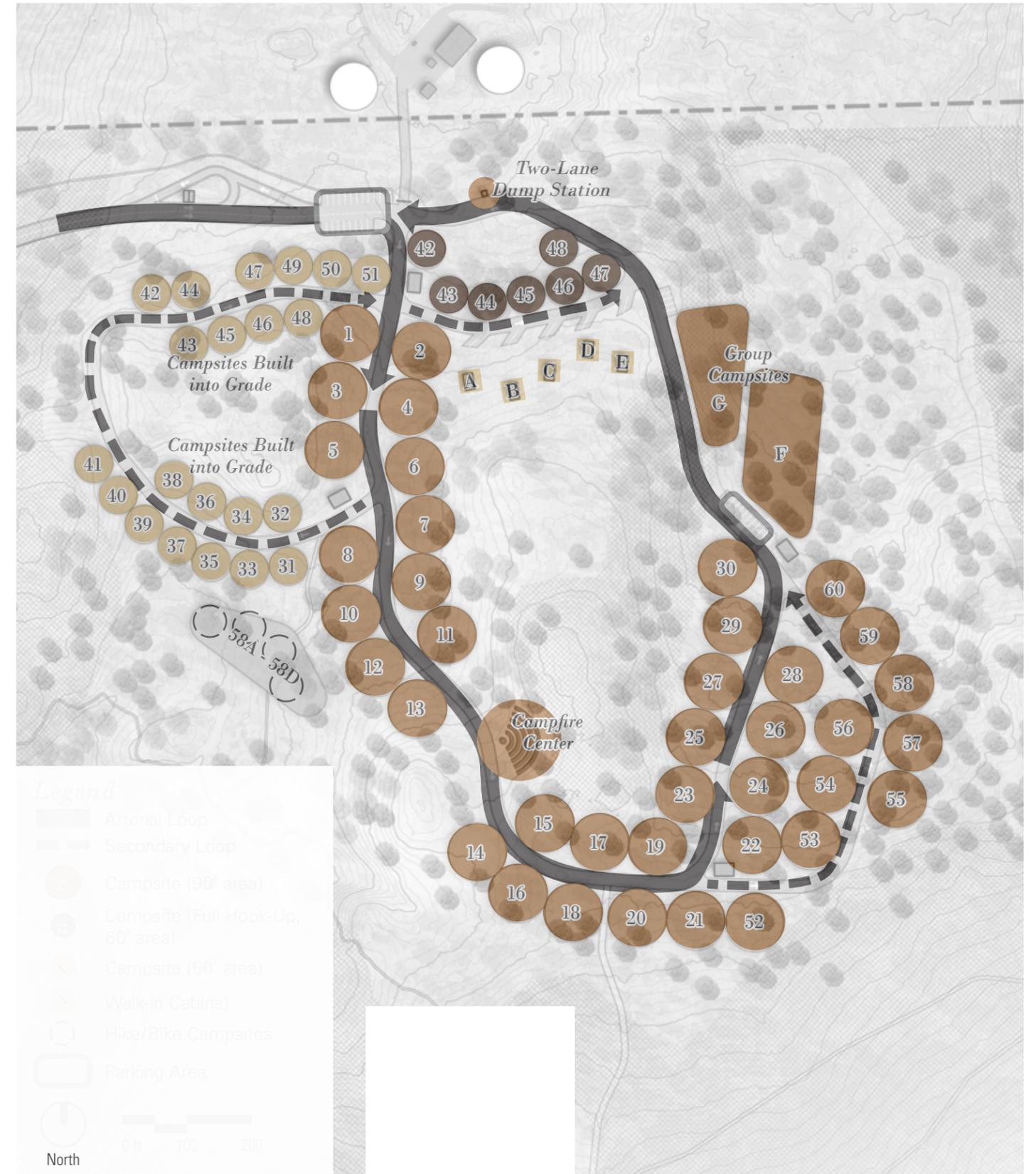


Campground

Circulation

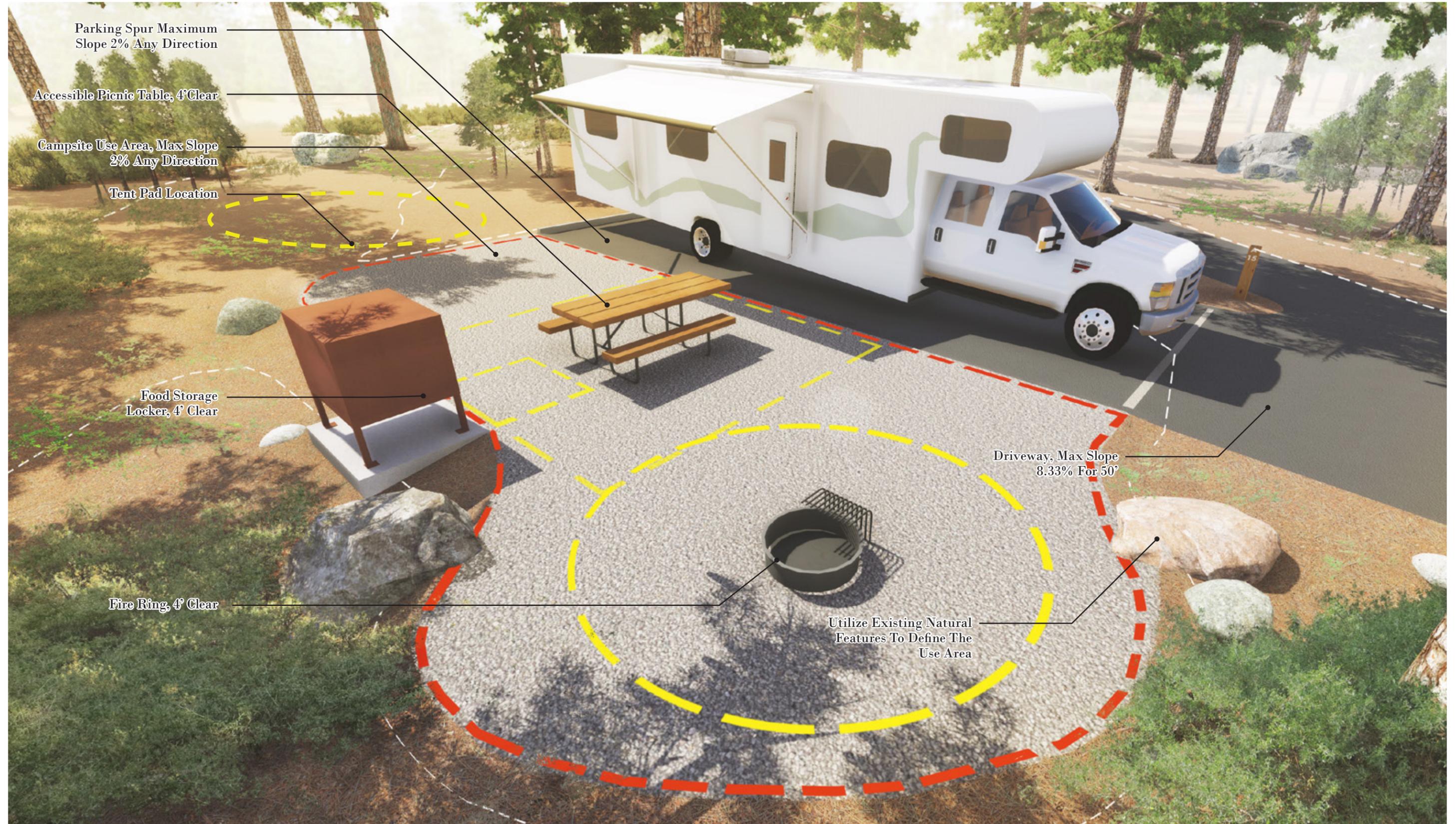


Campsite Diagram



Campground

Typical Perspective — Campsite Type 1



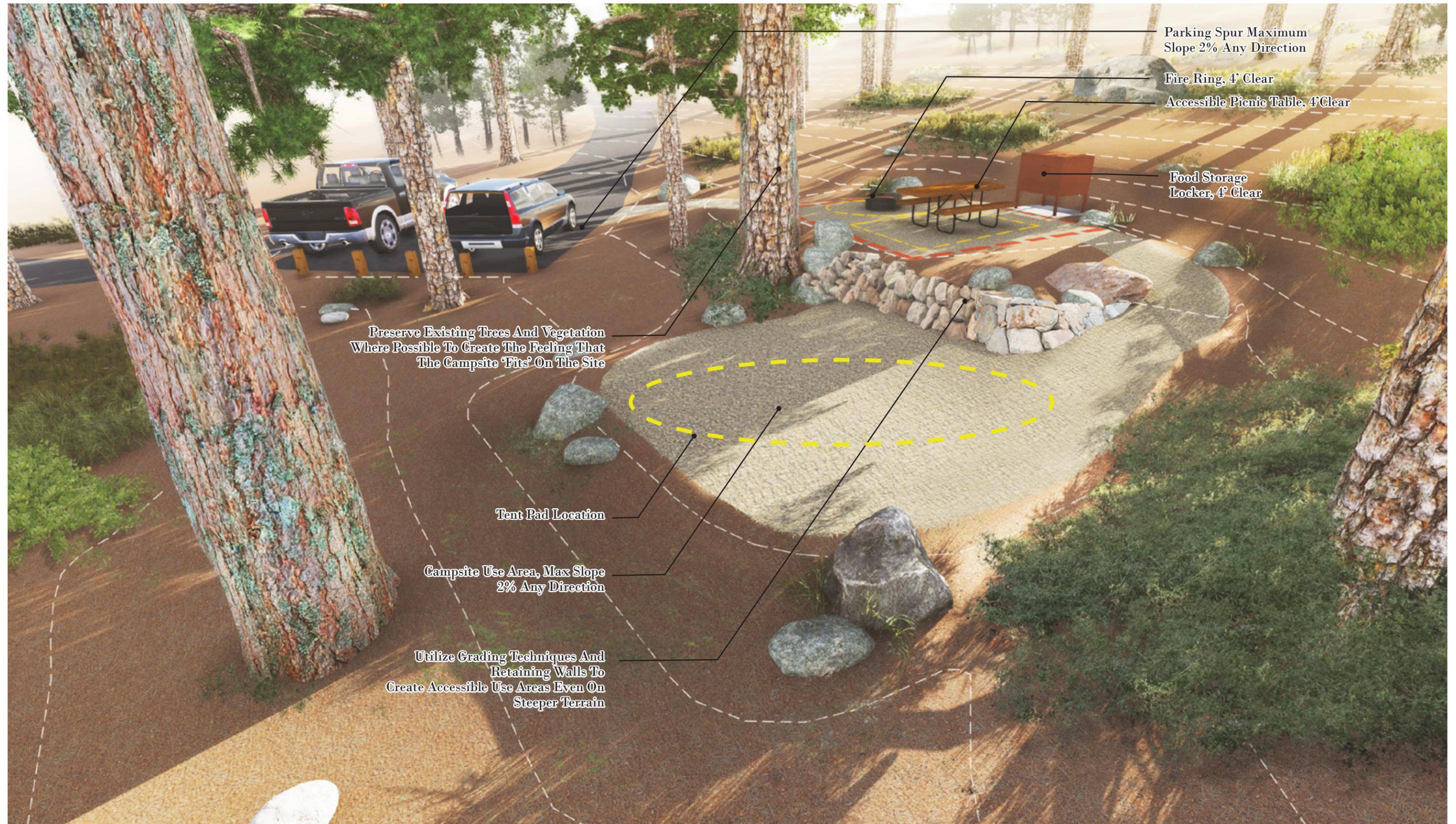
Campground

Typical Perspective — Campsite Type 2



Campground

Typical Perspective — Campsite Type 3





*Appendix A | Market Overview
& Financial Feasibility for
Overnight Accommodations*

MEMORANDUM

To: **Dana Dapolito, Nevada Division of State Parks**

From: Jesse W. Walker and Megan Duran

Date: April 19, 2019

Re: Market Overview for Overnight Accommodations at Van Sickle Bi-State Park

The Nevada Division of State Parks (NSP) and the California Tahoe Conservancy (CTC) are co-operators of the Van Sickle Bi-State Park (Van Sickle) in the southern region of the Lake Tahoe Basin. We understand that the agencies are interested in articulating the future of Van Sickle through the creation of a Vision Plan that will be conducted in early 2019. As part of this effort, New Economics & Advisory has been retained to prepare a Market Overview for Overnight Accommodations at Van Sickle. This Market Overview illustrates the current market for outdoor overnight accommodations and will feed into a subsequent Financial Feasibility Analysis that will test the economic viability of select overnight accommodations prototypes.

This memorandum includes the following sections:

- **Summary of Findings** contains a brief discussion of the overall results of this market assessment; and
- **Market Overview** includes the detailed data, analysis, and narrative description that were used to derive the findings.

New Economics is finalizing a set of Case Studies which will provide information on three case studies that were selected for further evaluation in this analysis and which will be provided under separate cover. As a subsequent step, New Economics will analyze the financial feasibility of select accommodations types under a defined set of conditions in order to illustrate the financial ramifications of adding new accommodations to Van Sickle.

Summary of Findings

Finding 1: Camping activity is growing nationally and regionally and the outlook for additional future growth is positive, driven by strong economic conditions and demographic factors. Approximately 77 million households in the U.S. camped in 2018, a figure that reflects growth of 6 million households since 2014.

Finding 2: Much of the growth exhibited by the camping industry has been driven by younger campers. Millennials (those born between 1981 and 1996) currently account for approximately 40 percent of today's camping market, and over fifty percent of these campers plan to increase their camping activity in the next year. Millennials are attracted to camping because of the ability to connect with family, friends, and nature. This demographic segment tends to camp in larger groups, with Millennials exhibiting an average of 10.7 people per group, compared to 8.5 people for Gen Xers and 7.9 people for Baby Boomers.

Finding 3: Overall, U.S. camping activity is primarily distributed among tent camping (with 61 percent of the market), RV camping (24 percent), and cabins (14 percent). Over the past five years, tent camping and RV camping have exhibited growth in market share, while cabins' market share has shrunk slightly.

Finding 4: In addition, high-end camping accommodations, such as cabins and yurts, that offer more luxurious amenities (often referred to as "glamping") are a fast-growing yet relatively small segment of the market. Since this segment appeals to a younger demographic and draws from a large quantity of potential future demand, this segment appears to be poised for substantial future growth. Although tent camping and RVs are the two most common types of typical camping accommodations, higher-end accommodations are becoming more prominent, with about one in five campers expressing that they want to try glamping.

Finding 5: The market for visitation to the South Shore is strong, showing 60 to 70 percent growth in spending on overnight accommodations over the past ten years. According to recent surveys, most travelers to the South Shore (58 percent) come from California and Nevada. The most popular origin is the Bay Area, with 18 percent of travelers, followed by Sacramento, with 10 percent. Another 10 percent of South Shore travelers come from Nevada, most of which (7 percent) are from Northern Nevada.

Finding 6: The composition of visitation to the South Shore has undergone some substantial changes within the past several years. One key change is that the South Shore has seen an increase in younger visitors with higher incomes. The median household income of visitors surveyed in 2004 was \$99,980, whereas in 2016 it was \$138,000. In 2004, the median age of visitors surveyed was 44, whereas in 2016 it was 41.

Finding 7: The Van Sickle property offers an excellent opportunity to accommodate additional camping/ overnight accommodations. The property's favorable location near the central tourism district of the South Shore, and the host of nearby amenities, including shopping, recreation, gaming, etc., make it an extremely promising destination opportunity.

Finding 8: Case Study research (submitted in a separate memorandum) has shed light on operational aspects and financial ramifications of various overnight

accommodations types. Research is currently underway on the three case study areas, and key conclusions are summarized below:

- **Case Study 1, Malakoff Diggins State Park** was chosen primarily because of its use of re-purposed historical cabins that are offered as rental product to visitors. California State Parks staff interviewed for this assignment have indicated that these cabins are not typically profitable, largely owing to the expense that must be incurred to maintain and operate the cabins. Operations and maintenance of historic cabins can be difficult and costly, owing to the age of the structure and equipment, ADA requirements, and consumers' general preference toward more modern and convenient accommodations.
- **Case Study 2, Kansas State Parks** was chosen because of its comprehensive system of cabin rentals spread throughout the state. and the cabin rental program been extremely successful, with very high occupancy rates. The financial performance of the cabins has been very favorable, generating a net profit each year, which is spread to other departments. One of the key reasons for the program's success has been the ability to save substantial costs in constructing the cabins using labor from students and prison inmates.
- **Case Study 3, Zephyr Cove Campground** was chosen both because of its close proximity to Van Sickle and because it offers a diverse set of overnight accommodations types, including tent/ RV camping, cabins, and a recently-introduced set of high-end Air-Stream trailers. The cabin rental program in particular has been very strong, and staff has noted that customers like the larger cabins that allow for the ability to accommodate large or extended families, along with many such as full kitchens, bathrooms, linens, etc. While the Airstream trailers have also been popular, they are not as popular as the cabins, perhaps owing to their high price points at \$300 to \$600 per night.

Finding 9: Based on discussions with Nevada State Parks staff and other team members, New Economics will study study the financial viability of the following four product types in New Economics' next work product:

- **Type 1: Tent Campsites.**
- **Type 2: Full-Service RV Campsites.**
- **Type 3: Primitive RV Campsites.**
- **Type 4: New Cabins or Trailers.**

In order to test the financial viability of these prototypes, we will confirm/ refine a description of each, collect data about construction and operations costs, and develop conceptual development programs. The data collection that will support this process is underway, while a subsequent step will be to define key attributes, create a conceptual mix of camping types, and prepare a focused financial viability analysis.

Market Overview

Geographic Context

The Van Sickle park resides on the South Shore region of Lake Tahoe, which is a subset of the larger Lake Tahoe Basin. For the purpose of this analysis, we have defined the "South Shore" to comprise the area of the Tahoe Basin within El Dorado County, California and Douglas County, Nevada. The South Shore exists within a broader Regional Market Area for camping, which includes the larger Lake Tahoe Region, which generally extends within a 1-hour drive of Van Sickle.

Figure 1 shows the competitive campgrounds on a map of the South Shore area, and **Figure 2** displays these campgrounds in a tabular format, including key attributes of each. As shown, there are 10 public campgrounds within this market area with a total of 1,145 campsites.

Market Area Performance

Visitation in the Lake Tahoe Basin has been experiencing sustained growth for several years as the broader national economy has continued to progress during a period of prolonged economic expansion, and households have growing levels of discretionary income to spend on travel and recreational experiences. It is estimated that the Tahoe Basin currently sees approximately 15 million visitor-days annually, and visitation has been growing steadily for the past decade.¹

The South Shore has received a large portion of this growth, and **Figure 3** displays trends in visitation for the City of South Lake Tahoe and the Douglas County portion of the South Shore. As shown, between 2008 and 2017, Transient-Oriented Tax (TOT) revenues increased 63 percent in the City of South Lake Tahoe and 56 percent in the Lake Tahoe portion of Douglas County.

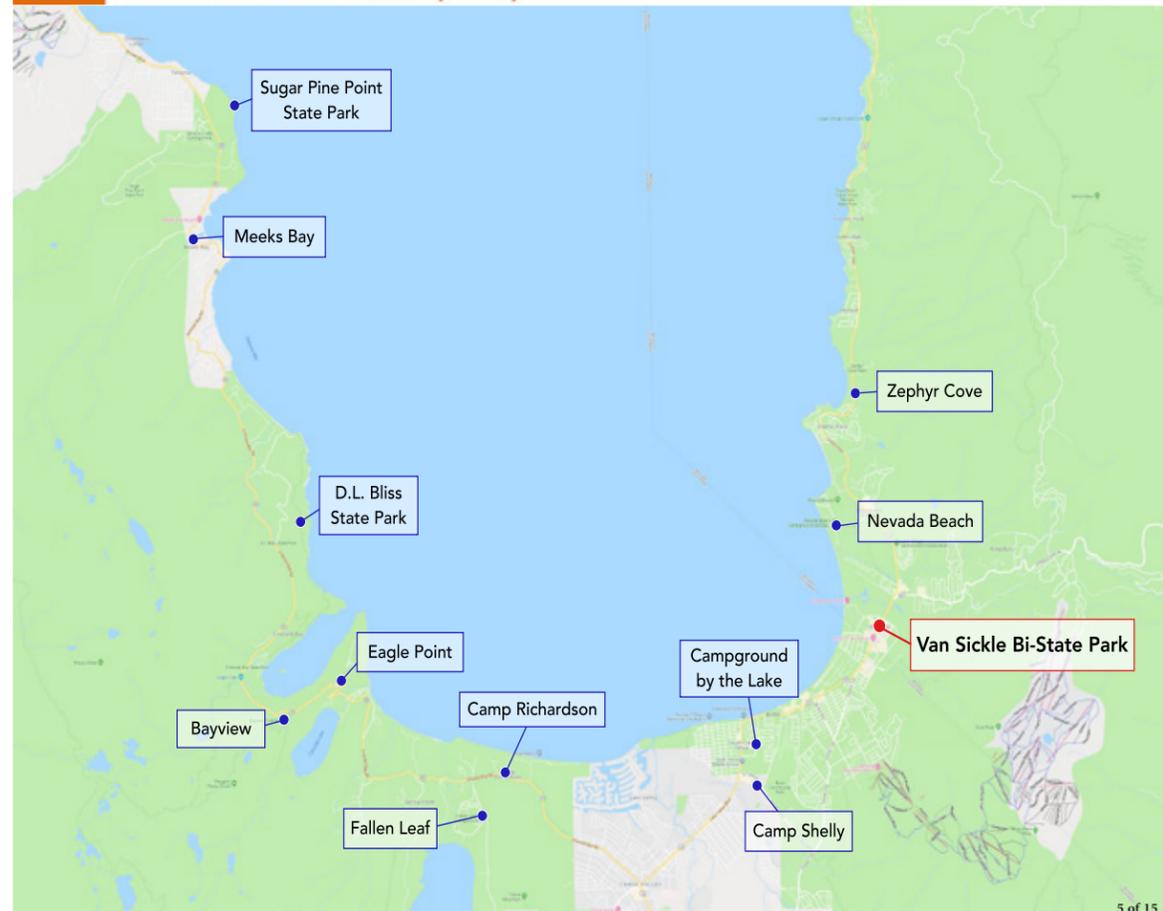
Market Area Visitation Characteristics

According to a visitor survey conducted for the Lake Tahoe Visitors Authority (LTVA) in 2015 and 2016, the majority of travelers to the South Shore (58 percent) come from California and Nevada.² The most popular origin is the Bay Area, with 18 percent of travelers, followed by Sacramento, with 10 percent. 10 percent of South Shore travelers came from Nevada, most of which (7 percent) were from Northern Nevada.

¹ Tahoe Prosperity Center, *Measuring for Prosperity, Community and Economic Indicators for the Lake Tahoe Basin*, October, 2018.

² SMG Consulting, *Lake Tahoe Visitors Authority Visitor Profile Study, 2015/ 2016*.

1 Campgrounds on the South Shore Van Sickle Market Feasibility Study

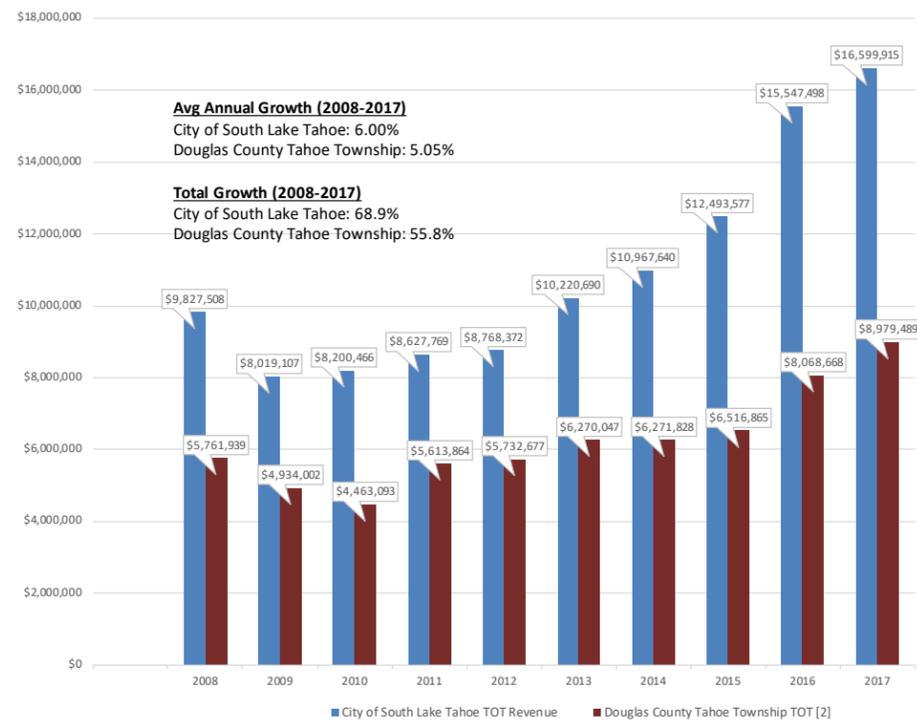


2 Outdoor Accommodations in the Regional Market Area Van Sickle Market Feasibility Study

Service Provider	Nearby Parks	Total # of campsites	# of tent-only campsites	# of RV campsites	# of cabins	Nightly Rates
US Forest Service	Zephyr Cove	150	57	93	0	\$25-37
	Nevada Beach	51				\$35-\$40
	Camp Richardson	215	115	100	38	\$106-\$248 Cabin \$45 Tent \$60-\$65 RV
	Fallen Leaf	188				\$35-\$86
	Bayview Camp Shelly Meeks Bay	13 25 37	23	14		NA \$45-\$50 \$20-\$30 for Tents \$30-\$50 for RV
California State Parks	D.L. Bliss State Park	151				\$35-\$45
	Sugar Pine Point State Park	130				\$35 for family sites \$165 for group sites
City of South Lake Tahoe	Campground By the Lake	185		185	7	\$33-41- Tents \$52-Tent Cabins \$77-Cabins
TOTAL		1,145	195	392	45	

Prepared by New Economics & Advisory, April 2019.

3 Regional Market Area Visitation Performance Indicators
Van Sickle Market Feasibility Study



Source: City of South Lake Tahoe Sales Tax and Measure Q Tax, July 2018; July 2013: City of South Lake Tahoe TOT Report, July 2018, Sept 2015; Douglas County Room Tax Revenue 2017/18
[1] In February 2017 the TOT data was revised to include triple flip reimbursements received twice annually. The data from 2008 and 2009 do not reflect this change.
[2] Includes TOT and the Transient Lodging License Tax.

4 Where South Shore Visitors Come From (2016)
Van Sickle Market Feasibility Study

List	2016 % of Total
California	48%
Northern California	37%
Southern California	10%
Nevada	10%
Northern Nevada	7%
Other Nevada	3%
Total California and Nevada	58%
Other US States	40%
International	2%
Total	100%

Source: Lake Tahoe Visitors Authority Visitor Profile Study, SMG 2016
Prepared by New Economics & Advisory, April 2019.

Other key conclusions from this survey include:

- Over time, the South Shore has seen younger visitors with higher incomes. The median household income of visitors surveyed in 2004 was \$99,980, whereas in 2016 it was \$138,000. In 2004, the median age of visitors surveyed was 44, whereas in 2016 it was 41.
- 28 percent of visitors surveyed for LTVA were identified as “day visitors.” Of the remaining 72 percent which are overnight visitors, approximately 44 percent are from California or Nevada, and 28 percent are from outside these two states.
- Of visitors surveyed in 2016, and 48 percent indicated that had no children while 35% indicated they had children at home.
- 35 percent of visitors are first-time visitors to the South Shore, while 65 percent are repeat visitors. Overall, visitors to the South Shore come approximately 2.6 times per year.
- The average party size of visitors is 3.2 persons per party. On average, visitors stay 3.3 nights per trip.

Market Area Growth

Since the Sacramento and Bay Area markets represent the largest share of South Shore visitation, it is worth investigating the potential growth in these markets. As shown in

Figure 5, these two markets currently contain approximately 10,300,000 residents (2018). By 2033, these markets are projected to add 1,700,000 new residents. This likely growth bodes well for growth in future visitation to the South Shore and additional camping activity in the market area, and also provides strong evidence that Van Sickle will support new campground accommodations.

5 *Population Projections [1]
Van Sickle Market Feasibility Study*

Year	Sacramento Region	Bay Area	Total Both Regions
2018	2,500,000	7,800,000	10,300,000
2033	3,000,000	9,000,000	12,000,000
Total Growth (2018-2033)	500,000	1,200,000	1,700,000

[1] A straight line average was applied by dividing the difference between the base year population and the final year population by the total number of years.

Sources: ABAG, Regional Forecast of Jobs, Population, and Housing, July 2017; SACOG, Metropolitan Transportation Plan/Sustainable Communities Strategy, 2016.

Prepared by New Economics & Advisory, April 2019.

Trends in Overnight Accommodations

As visitation in South Shore has performed favorably in recent years, the market for outdoor overnight visitation has continued to evolve. This section includes some key trends in the outdoor overnight accommodations industry, which will have a bearing on the overnight accommodations at Van Sickle.

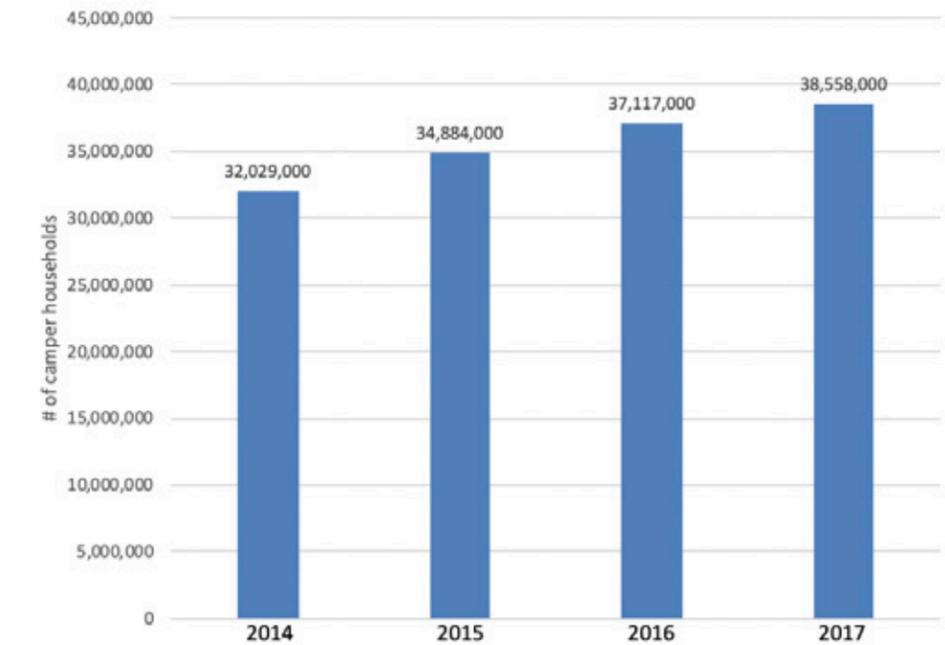
National Status of Camping Market

New Economics has evaluated national trends for camping, drawing from a variety of published resources and data. This research has shown that the market for outdoor overnight accommodations is currently performing extremely well, with an estimated 77 million camping households in the U.S. The number of “active campers,” defined as those who camped at least once in the past year has grown by more than 6 million households between 2014 and 2017, as shown in **Figure 6**.³ Much of this growth is driven by “avid

³ North American Camping Report, KOA, 2018.

campers,” those who camp three times or more each year, which is up by 64 percent since 2014.

6 *Annual Camper Household Growth
Van Sickle Market Feasibility Study*



Source: North American Camping Report, 2018.

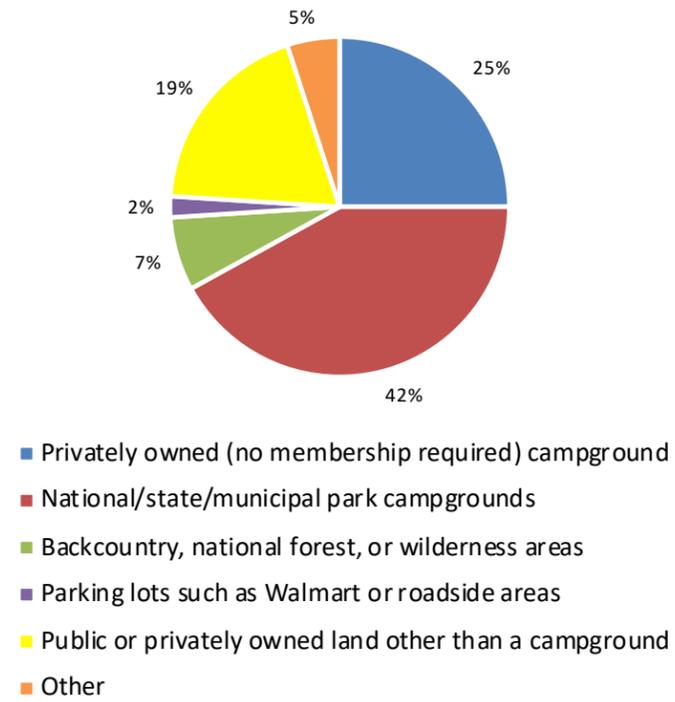
Demographic Drivers

Much of the current camping activity and the recent and projected growth are driven by younger campers. According to the 2017 North American Camping Report, Millennials account for 38 percent of the active camper households in the U.S., up from 34 percent in 2016, and 51 percent say they plan to increase their camping activity this year. Results of the survey indicate that these younger campers are using camping to add more balance to their lives. Their key reasons for camping include spending more time with friends and family, being physically active and relaxing.

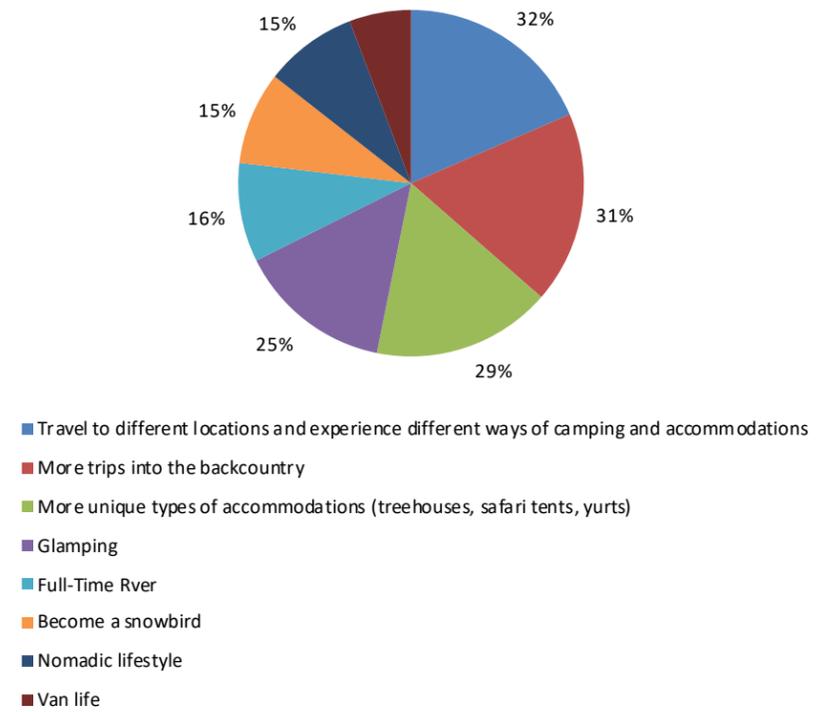
In line with their strong enthusiasm for camping with family and friends, millennials tend to camp in the largest groups. The average group size for Millennials is 10.7 people, compared to 8.5 people for Gen Xers and 7.9 people for Baby Boomers.⁴

⁴ North American Camping Report, KOA, 2017.

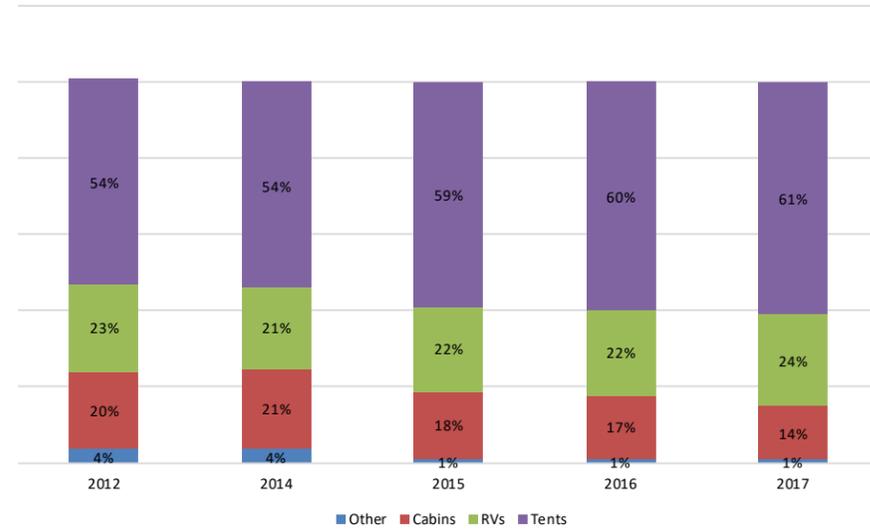
7 Where Camping Nights Are Spent (2017) Van Sickle Market Feasibility Study



8 How Millennials Might Change Camping Van Sickle Market Feasibility Study



9 Primary Accommodations
 Van Sickle Market Feasibility Study



Camping Preferences

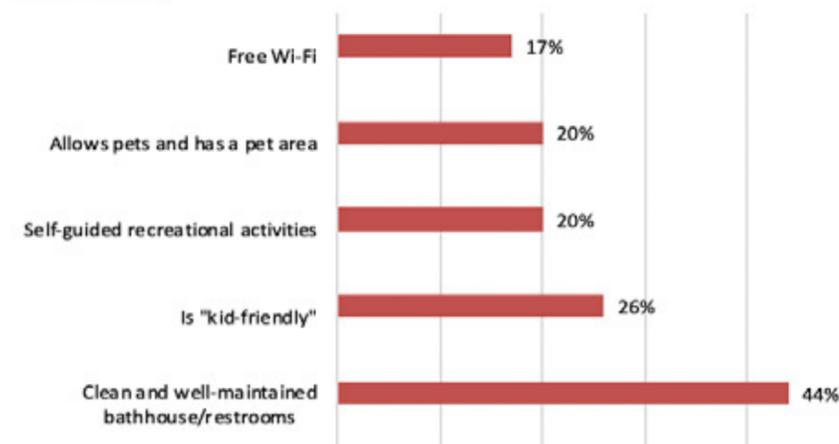
A wide range of overnight campground types are available to campers. Some of the most popular are privately owned campgrounds and national/state/municipal park campgrounds, as shown in **Figure 7**.

Millennials have created a different meaning for what it means to be an “RVer.” Thirty-seven percent of “RVers” are made up of millennials, so they may produce a change in the types of camping trips taken in upcoming years as seen in **Figure 8**.⁵

The most popular camping accommodations used today include cabins, tents, and RVs. **Figure 9** below shows that, over time, tents have remained the largest and most consistent type of camping, followed by RVs, and then cabins. Recently, however, tent camping and RV camping have gained some market share, while cabins and “other” accommodations have lost market share.

When choosing a campground, campers take several things into consideration including free Wi-Fi, and well-maintained restrooms among others. The graph below ranks the top five aspects campers look for when choosing a campground.

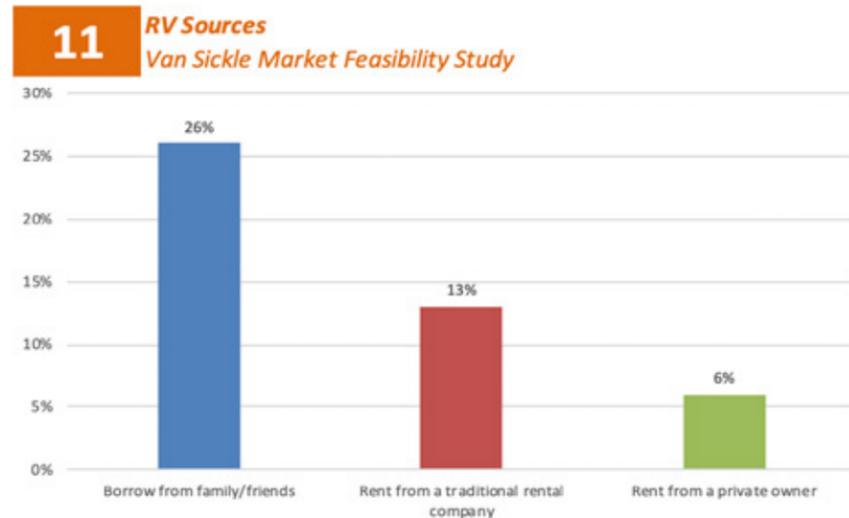
10 Campground Offerings
 Van Sickle Market Feasibility Study



Recreational vehicle camping is amongst the most popular form of camping although around 45% of people do not actually own their own RV. About 26% of campers borrow

⁵ North American Camping Report, KOA, 2018.

from friends or family, 13% rent an RV from a rental company and 6% rent from a private owner.⁶



Emerging Accommodations Typologies

Although tent camping and RVs are the two most common types of typical camping accommodations, higher-end accommodations of various types (often referred to as “glamping”) is becoming a prominent trend among campers. According to a 2018 survey, about one in five campers want to try glamping.⁷ Glamping is a type of camping that has an aspect of glamour and luxury accompanied by a list of amenities such as beds, bathrooms, air conditioning, kitchens, and fire places. Glamping also allows for a resort-like vacation while allowing campers to stay closer to home. Online hospitality services such as Airbnb, VRBO, and Glamping Hub offer a variety of different glamping accommodations including tree houses, yurts, tipis, bell tents, log cabins, elevated cabins, and pods. According to CNBC, some of the best glamping accommodations comprise a safari tent in Warner Springs, California, treehouses in the Santa Cruz Mountains and Redwoods, cabins among the trees in Carmel, a yurt in the Zion National Park, and a cedar greenhouse in Oregon. The nightly rates of these glamping experiences can range from approximately \$134 to \$252.⁸

⁶ North American Camping Report, KOA, 2018.

⁷ North American Camping Report, KOA, 2018.

⁸ “From luxury yurts to tricked-out tree houses, here are 10 of the best glamping experiences in the US”, CNBC, August 7, 2018.

MEMORANDUM

To: **Dana Dapolito, Nevada Division of State Parks**

From: Jesse W. Walker and Megan Duran

Date: June 28, 2019

Re: Financial Feasibility for Overnight Accommodations at Van Sickle Bi-State Park

Nevada of State Parks (NSP) and the California Tahoe Conservancy (CTC) are co-operators of the Van Sickle Bi-State Park (Van Sickle) in the southern region of the Lake Tahoe Basin. New Economics & Advisory has been retained to prepare a Financial Feasibility Analysis of potential outdoor overnight accommodations at Van Sickle. A companion to a previously-delivered assessment of market conditions provided in the Market Overview Memorandum dated April 19, 2019, this Financial Feasibility Analysis tests the economic viability of select overnight accommodations prototypes.

This memorandum includes the following sections:

- **Summary of Findings** contains a brief discussion of the overall results of this Financial Feasibility Analysis.
- **Key Assumptions and Data** describes the detailed data, assumptions, and analysis used to derive the findings.
- **Appendix A** includes the detailed tables which show calculations used to arrive at the financial feasibility results for each prototype and each scenario.
- **Appendix B** includes additional detailed tables which show backup data and assumptions used to arrive at the results of the analysis.

Summary of Findings

Finding 1: Based on discussions with Nevada State Parks staff and other team members, New Economics has studied the financial viability of the following four product types:

- **Type 1: Tent-Only Campsites.**
- **Type 2: Primitive RV Campsites.**
- **Type 3: Full-Service RV Campsites.**
- **Type 4: New Cabins or Trailers.**

In order to test the financial viability of the four selected prototypes, New Economics collaborated with NSP to create a working definition of each, collected data about

revenue potential and construction and operations costs, and developed conceptual development programs. The data that supported this process came from a variety of sources, including NSP, the City of South Lake Tahoe and market research conducted on other similar campgrounds in the region.

Finding 2: The Financial Feasibility Analysis considers two scenarios that assume different nightly rates charged for campsites. Scenario 1 utilizes the current statutory nightly rates that are required to be charged in Nevada campsites, according to the State of Nevada’s Revised Statutes. Scenario 2 uses nightly camping rates that are comparable to market rates identified at other comparable campgrounds in the area.

Finding 3: Different product types will have different net income potentials, based largely on variances in construction costs, operational expenses, and revenue potentials from nightly fees. Under Nevada’s current campsite fee rate structure, it will take between 9 and 69 years to fully repay the cost to construct each camping prototype tested under Scenario 1.¹ The Cabins/ Trailers have the shortest payback period at 9 years, primarily because the Nevada statutes allow the highest nightly camping rates for this prototype (\$185 per night). The Full-Service RV campsites have the longest payback period, since the upfront development costs are relatively high while the statutory nightly fees are fairly low (at \$30 per night). A summary of the estimated payback period, along with key assumptions, for each prototype is shown in **Figure 1**.

Item	Scenario 1: Statutory Camping Fees			
	Prototype 1	Prototype 2	Prototype 3	Prototype 4
Prototype Name	Tent-Only Campsites	Primitive RV Campsites	Full-Service RV Campsites	Cabins/ Trailers
Number of Units	50	50	50	10
Average Nightly Rate (2019) [1]	\$20	\$20	\$30	\$185
Estimated Payback Period (Years)	41.3	41.3	68.9	9.3

[1] Includes nightly camping fees and park entrance fees.
Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

¹ It should be noted that the payback period metric used to evaluate financial feasibility of each prototype does not account for the time-value of money during the payback period as costs and revenues are held constant over time. The payback periods should be considered “high-level” estimates and are subject to refinement.

Finding 4: Under “market rates” that more closely resemble the fees charged at comparable campgrounds in the Lake Tahoe region, it is likely to take between 8 and 41 years to reach a break-even point that will offset the cost of construction and annual expenses. Similar to the base scenario described in Finding 3 above, the Cabins/ Trailers are shown to have the shortest payback period (at 8 years), while the Full-Service RV Campsites have the longest at 41 years. A summary of the estimated payback period for each prototype—along with key assumptions—is shown in **Figure 2**.

2 Summary of Results - Scenario 2 <i>Van Sickle Campground Financial Feasibility Analysis</i>		<i>Scenario 2: Market-Rate Camping Fees</i>			
		Prototype 1	Prototype 2	Prototype 3	Prototype 4
Item					
Prototype Name	Tent-Only Campsites	Primitive RV Campsites	Full-Service RV Campsites	Cabins/ Trailers	
Number of Units	50	50	50	10	
Average Nightly Rate (2019)	\$45	\$60	\$75	\$300	
Estimated Payback Period (Years)	39.7	22.0	41.3	8.3	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

Finding 5: There are several assumptions inherent in this analysis which could be refined with new or different data from Nevada State Parks or other campground operators. New Economics has used the best data currently available in order to generate the results presented in this memorandum. However, certain key cost inputs (such as construction costs and operating costs) are fairly high-level. The construction costs are based primarily on costs to construct similar facilities at the Walker River Campground (with an adjustment to account for contingencies and/ or higher costs incurred at Lake Tahoe) and operating costs are based on cost factors from the Campground by the Lake in the City of South Lake Tahoe. Since the costs could vary significantly based on site-specific factors at Van Sickle, a more in-depth estimate (such as an engineer’s cost estimate) could help to improve the accuracy of the results.

Key Assumptions and Data

Figure A-1 contains a summary of key assumptions for each prototype, including a brief description of each, the number of units, nightly camping fees, and occupancy rates under each scenario. Additional description of key assumptions and data points follows below.

Number of Accommodations Units Per Prototype

In order to test the financial feasibility of each prototype, it is necessary to make assumptions regarding the number of units of each prototype to be analyzed. Since the number of units planned for Van Sickle is not known at the time that this feasibility analysis is being prepared, New Economics has made some high-level assumptions regarding a likely allotment of development that Van Sickle could accommodate. It should be noted that the specific number of campsites selected for the analysis does not translate to a significant impact on overall results, since most costs and revenues are proportionately equal no matter the number of campsites.

For the purposes of this analysis, New Economics has selected the following number of units for each prototype:

- Prototype 1: Tent-Only Campsites, **50 Units**.
- Prototype 2: Primitive RV Campsites: **50 Units**.
- Prototype 3: Full-Service RV Campsites: **50 Units**.
- Prototype 4: Cabins/ Trailers: **10 Units**.

Overnight Camping Rates

The Financial Feasibility Analysis tests the viability of the four selected prototypes under two distinct scenarios. In Scenario 1, the calculations use NSP’s current rate structure, which is defined by the current Nevada Revised Statutes.²

Under the “Alternative Scenario,” we have run the financial feasibility calculations using what would be considered current “market rates” for each camping prototype, based on the rates found at other comparable campgrounds nearby. **Figure B-1** in Appendix B shows the nightly rate for each prototype used under both scenarios.

Occupancy Rates

Under the base scenario, this feasibility analysis assumes an average occupancy rate of 90 percent over a 6-month camping season. This occupancy rate is similar to other campgrounds in the Tahoe basin.

Since the price of nightly fees will likely affect the occupancy rates registered, New Economics has used a slightly lower rate (75 percent) under Scenario 2 which assumes “market rate” nightly camping fees.

² See Nevada Revised Statutes (NRS) Sections 407.050, 407.055, and 407.065.

Operating Expenses

New Economics has analyzed operations and maintenance expense data provided by the City of South Lake Tahoe for the Campground by the Lake camping facility that they operate, which represents a similar campground to what would be offered at Van Sickle. Campground by the Lake has seen operating expenses equal approximately 40 percent of revenues over the past several years, as shown in **Figure B-2**. New Economics has assumed that Van Sickle would require a similar level expenditure as compared to revenues. In reality, the actual expenses that will be incurred at Van Sickle may vary from this assumption, because it may require different staffing levels, equipment, or other factors. However, this is the most accurate assumption available at the current time, and New Economics may update the Financial Feasibility Analysis if NSP can provide more accurate operations costs that are tailored to the unique attributes of Van Sickle.

Construction/ Development Costs

Construction and development costs were provided by NSP and are based upon the actual cost of similar facilities at other campgrounds, as shown in **Figure B-3**. In order to account for any uncertainties that could arise during construction, and the higher costs that are likely to accompany construction in the Tahoe basin, New Economics has applied a 25 percent contingency to these costs.

If you have any questions about this memorandum, please call us at (775) 339-8045.

Appendix A: Pro Forma Tables

Financial Feasibility Analysis for Van Sickle Bi-State Park
June 28, 2019

A-1 Preliminary Feasibility Analysis Inputs
Van Sickle Campground Financial Feasibility Analysis

Item	Prototype 1	Prototype 2	Prototype 3	Prototype 4	Notes/ Source
Prototype Name	Tent-Only Campsites	Primitive RV Campsites	Full-Service RV Campsites	Cabins/ Trailers	
Description:	Smaller tent-only sites. Shared bathrooms.	Primitive RV sites, with no hookups. Shared bathrooms.	Full-Service RV sites, with sewer, water, electrical hookups, dump station, and shared bathrooms	Small cabins or trailers to sleep 4 to 6 occupants	
General Assumptions					
Number of Units	50	50	50	10	For preliminary testing purposes.
Number of Camping-Nights Per Year	180	180	180	180	Assumes 6 months
Scenario 1 - NV Statutory Rates					
Average Nightly Rate	\$20	\$20	\$30	\$185	Rates provided by NSP. Assumes an addition \$10 entrance fee; and one vehicle per campsite.
Average Occupancy Rate	90%	90%	90%	90%	Assumes slightly higher occupancy than average because of lower nightly rates
Scenario 2 - Market Rates					
Average Nightly Rate	\$25	\$45	\$60	\$250	Based on nightly rates at other comparable campgrounds
Average Occupancy Rate	75%	75%	75%	75%	Based on average rates at Campground by the Lake (CSLT)

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

A-2 Financial Feasibility Analysis Results
Van Sickle Campground Financial Feasibility Analysis

Tent-Only Campsites
Scenario 1: Statutory Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units		50	High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night		\$20	Statutory rate from NDSL
Average Occupancy Rate (April - October)		90%	Based on rates at comparable campgrounds
# of Camping Nights/ Year		180	Assumes 6-month season
Gross Revenue/ Year		\$162,000	
Annual Operations & Maintenance			
General O&M	40%	\$64,800	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$6,480	10% of expenses
Subtotal Operations & Maintenance		\$71,280	
Annual Net Income		\$90,720	
One-Time Development Costs			
Per Unit Development Cost		\$60,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$3,000,000	
Plus Contingency	25%	\$750,000	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$3,750,000	
Payback Period (Years)		41.3	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

A-3 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Tent-Only Campsites
Scenario 2: Market-Rate Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	50		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$25		Statutory rate from NDSL
Average Occupancy Rate (April - October)	75%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$168,750	
Annual Operations & Maintenance			
General O&M	40%	\$67,500	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$6,750	10% of expenses
Subtotal Operations & Maintenance		\$74,250	
Annual Net Income		\$94,500	
One-Time Development Costs			
Per Unit Development Cost		\$60,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$3,000,000	
Plus Contingency	25%	\$750,000	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$3,750,000	
Payback Period (Years)		39.7	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

A-4 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Primitive RV Campsites
Scenario 1: Statutory Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	50		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$20		Statutory rate from NDSL
Average Occupancy Rate (April - October)	90%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$162,000	
Annual Operations & Maintenance			
General O&M	40%	\$64,800	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$6,480	10% of expenses
Subtotal Operations & Maintenance		\$71,280	
Annual Net Income		\$90,720	
One-Time Development Costs			
Per Unit Development Cost		\$60,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$3,000,000	
Plus Contingency	25%	\$750,000	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$3,750,000	
Payback Period (Years)		41.3	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

A-5 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Primitive RV Campsites
Scenario 2: Market-Rate Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	50		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$45		Statutory rate from NDSL
Average Occupancy Rate (April - October)	75%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$303,750	
Annual Operations & Maintenance			
General O&M	40%	\$121,500	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$12,150	10% of expenses
Subtotal Operations & Maintenance		\$133,650	
Annual Net Income		\$170,100	
One-Time Development Costs			
Per Unit Development Cost		\$60,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$3,000,000	
Plus Contingency	25%	\$750,000	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$3,750,000	
Payback Period (Years)		22.0	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

A-6 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Full-Service RV Campsites
Scenario 1: Statutory Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	50		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$30		Statutory rate from NDSL
Average Occupancy Rate (April - October)	90%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$243,000	
Annual Operations & Maintenance			
General O&M	40%	\$97,200	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$9,720	10% of expenses
Subtotal Operations & Maintenance		\$106,920	
Annual Net Income		\$136,080	
One-Time Development Costs			
Per Unit Development Cost		\$150,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$7,500,000	
Plus Contingency	25%	\$1,875,000	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$9,375,000	
Payback Period (Years)		68.9	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
Prepared by New Economics & Advisory, June 2019.

A-7 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Full-Service RV Campsites
Scenario 2: Market-Rate Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	50		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$60		Statutory rate from NDSL
Average Occupancy Rate (April - October)	75%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$405,000	
Annual Operations & Maintenance			
General O&M	40%	\$162,000	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$16,200	10% of expenses
Subtotal Operations & Maintenance		\$178,200	
Annual Net Income		\$226,800	
One-Time Development Costs			
Per Unit Development Cost		\$150,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$7,500,000	
Plus Contingency	25%	\$1,875,000	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$9,375,000	
Payback Period (Years)		41.3	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
 Prepared by New Economics & Advisory, June 2019.

A-9 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Cabins/ Trailers
Scenario 2: Market-Rate Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	10		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$250		Statutory rate from NDSL
Average Occupancy Rate (April - October)	75%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$337,500	
Annual Operations & Maintenance			
General O&M	40%	\$135,000	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$13,500	10% of expenses
Subtotal Operations & Maintenance		\$148,500	
Annual Net Income		\$189,000	
One-Time Development Costs			
Per Unit Development Cost		\$125,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$1,250,000	
Plus Contingency	25%	\$312,500	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$1,562,500	
Payback Period (Years)		8.3	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
 Prepared by New Economics & Advisory, June 2019.

A-8 **Financial Feasibility Analysis Results**
Van Sickle Campground Financial Feasibility Analysis

Cabins/ Trailers
Scenario 1: Statutory Camping Fees

Item	Assumption	Value	Notes
General Assumptions			
Number of Units	10		High-level assumption; subject to refinement
Net Revenue Calculations			
Rental Rate/ Night	\$185		Statutory rate from NDSL
Average Occupancy Rate (April - October)	90%		Based on rates at comparable campgrounds
# of Camping Nights/ Year	180		Assumes 6-month season
Gross Revenue/ Year		\$299,700	
Annual Operations & Maintenance			
General O&M	40%	\$119,880	40% of revenues; based on City of SLT Campground data
Reserve	10%	\$11,988	10% of expenses
Subtotal Operations & Maintenance		\$131,868	
Annual Net Income		\$167,832	
One-Time Development Costs			
Per Unit Development Cost		\$125,000	Per unit (based on Walker Campground costs)
Total Development Cost		\$1,250,000	
Plus Contingency	25%	\$312,500	25% to account for higher development costs; other misc.
Net One-Time Development Costs		\$1,562,500	
Payback Period (Years)		9.3	

Sources: Nevada State Parks, City of South Lake Tahoe, and New Economics.
 Prepared by New Economics & Advisory, June 2019.

Appendix B: Technical Support Tables

B-1 Summary of Statutory Camping Fees from NDSP Van Sickle Campground Financial Feasibility Analysis

Item	Scenario 1	Scenario 2	
	Current NV Statutory Rate [1]	Market Rates at Comparable Campgrounds	Notes
Tent Only	\$20	\$45	Camp Richardson Campground Tent-Only Rates
Primitive RV	\$20	\$60	Camp Richardson Campground Primitive RV Rates
Full Hookup RV	\$30	\$75	Zephyr Cove RV Rates
Cabins	\$185	\$300	No relevant comps; rates between cabins and Airstreams at Zephyr Cove

[1] Rates include a \$10 entrance fee, plus the statutory nightly camping rates. Rates do not include reservation fees charged by third-party vendors.

Sources: Nevada State Parks and various campground operators.

Prepared by New Economics & Advisory, June 2019.

B-2 Estimated Annual Expenses Incurred at Comparable Campgrounds Van Sickle Campground Financial Feasibility Analysis

Sector	# of Campsites	# of			
		2016	2017	2018	Average
Campground By the Lake	185				
Revenues		\$634,904	\$930,997	\$973,470	\$846,457
Operating Expenses		\$257,897	\$314,627	\$396,299	\$322,941
Expenses as a % of Revenue		40.6%	33.8%	40.7%	38.4%

Source: City of South Lake Tahoe.

Prepared by New Economics & Advisory, June 2019.

B-3 Development Costs From Walker River Campground Van Sickle Campground Financial Feasibility Analysis

Sector	Cost	Sites	Cost
			Per Site
Walker River Campground			
Tent Only	\$1,200,000	20	\$60,000
Primitive RV	\$1,200,000	20	\$60,000
Full Hookup RV	\$3,000,000	20	\$150,000
Cabins	\$750,000	6	\$125,000

Source: Nevada Division Parks

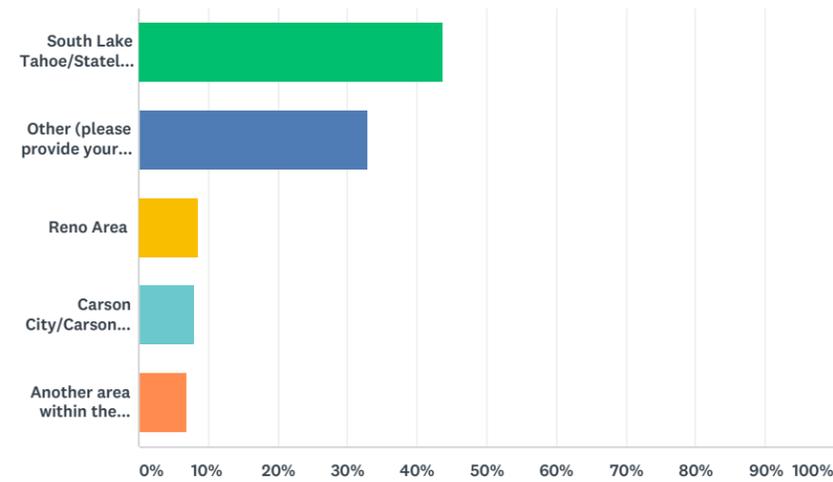
Prepared by New Economics & Advisory, June 2019.



Appendix B | Public Survey Results

Q1 Where do you live?

Answered: 174 Skipped: 0



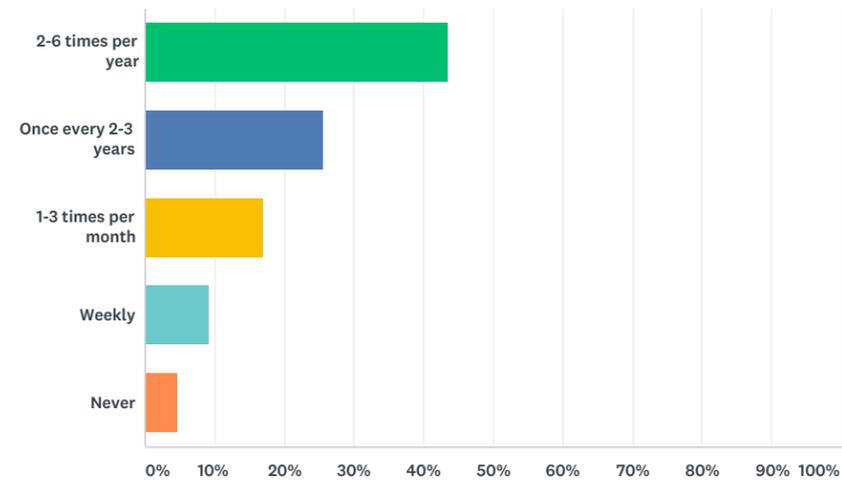
ANSWER CHOICES	RESPONSES	
South Lake Tahoe/Stateline/Zephyr Cove	43.68%	76
Other (please provide your zip code)	32.76%	57
Reno Area	8.62%	15
Carson City/Carson Valley	8.05%	14
Another area within the Tahoe Basin	6.90%	12
TOTAL		174

#	OTHER (PLEASE PROVIDE YOUR ZIP CODE)	DATE
1	94550	5/28/2019 8:51 PM
2	94703	5/28/2019 2:31 PM
3	94605	5/28/2019 2:25 PM
4	89122	5/20/2019 8:05 AM
5	89429	5/16/2019 4:24 PM
6	96150	5/12/2019 9:38 AM
7	95618	5/9/2019 1:53 PM
8	94530	5/8/2019 1:56 AM
9	95658	5/7/2019 8:43 PM
10	95368	5/7/2019 1:08 PM
11	95492	5/7/2019 1:02 PM
12	94549	5/7/2019 12:45 PM
13	95119	5/7/2019 11:41 AM
14	94523	5/7/2019 9:36 AM
15	93401	5/7/2019 9:09 AM
16	96161	5/7/2019 8:00 AM

17	86351	5/7/2019 6:02 AM
18	01027	5/7/2019 5:12 AM
19	91001	5/6/2019 9:43 PM
20	95822	5/6/2019 7:44 PM
21	94568	5/5/2019 1:43 PM
22	85044	4/29/2019 2:37 PM
23	10028	4/29/2019 2:14 PM
24	95503	4/29/2019 2:07 PM
25	53791	4/29/2019 10:53 AM
26	32886	4/28/2019 4:29 PM
27	94299	4/28/2019 3:48 PM
28	92130	4/28/2019 3:36 PM
29	37232	4/28/2019 2:50 PM
30	85011	4/28/2019 2:37 PM
31	73127	4/28/2019 2:32 PM
32	98195	4/28/2019 11:50 AM
33	98117	4/28/2019 11:46 AM
34	97221	4/28/2019 11:41 AM
35	06010	4/28/2019 11:38 AM
36	60018	4/27/2019 4:43 PM
37	94102	4/27/2019 4:12 PM
38	80014	4/27/2019 3:07 PM
39	80019	4/27/2019 3:04 PM
40	94803	4/27/2019 2:21 PM
41	32703	4/27/2019 2:14 PM
42	94249	4/27/2019 12:18 PM
43	95435	4/27/2019 12:15 PM
44	10014	4/27/2019 11:48 AM
45	78749	4/24/2019 11:24 AM
46	95630	4/24/2019 11:04 AM
47	89704	4/24/2019 9:25 AM
48	95401	4/23/2019 11:14 AM
49	89704	4/22/2019 4:03 PM
50	55111	4/22/2019 11:17 AM
51	10270	4/20/2019 2:31 PM
52	92112	4/19/2019 4:51 PM
53	95823	4/19/2019 1:45 PM
54	96069	4/15/2019 5:28 PM
55	94925	4/15/2019 4:34 PM
56	95820	4/15/2019 3:45 PM
57	95821	4/10/2019 12:16 PM

Q2 How often do you visit Van Sickle Bi-State Park?

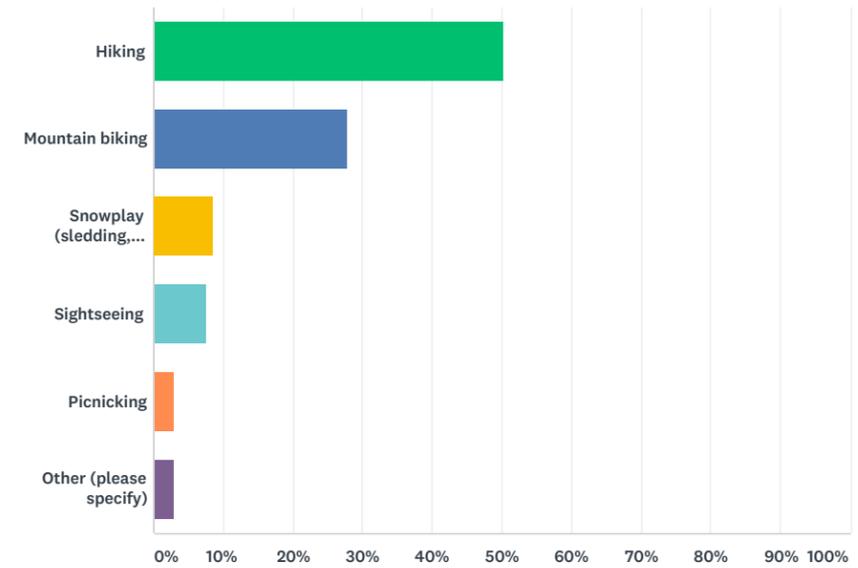
Answered: 172 Skipped: 2



ANSWER CHOICES	RESPONSES	
2-6 times per year	43.60%	75
Once every 2-3 years	25.58%	44
1-3 times per month	16.86%	29
Weekly	9.30%	16
Never	4.65%	8
TOTAL		172

Q3 What is your primary activity or purpose when you visit Van Sickle Bi-State Park?

Answered: 173 Skipped: 1

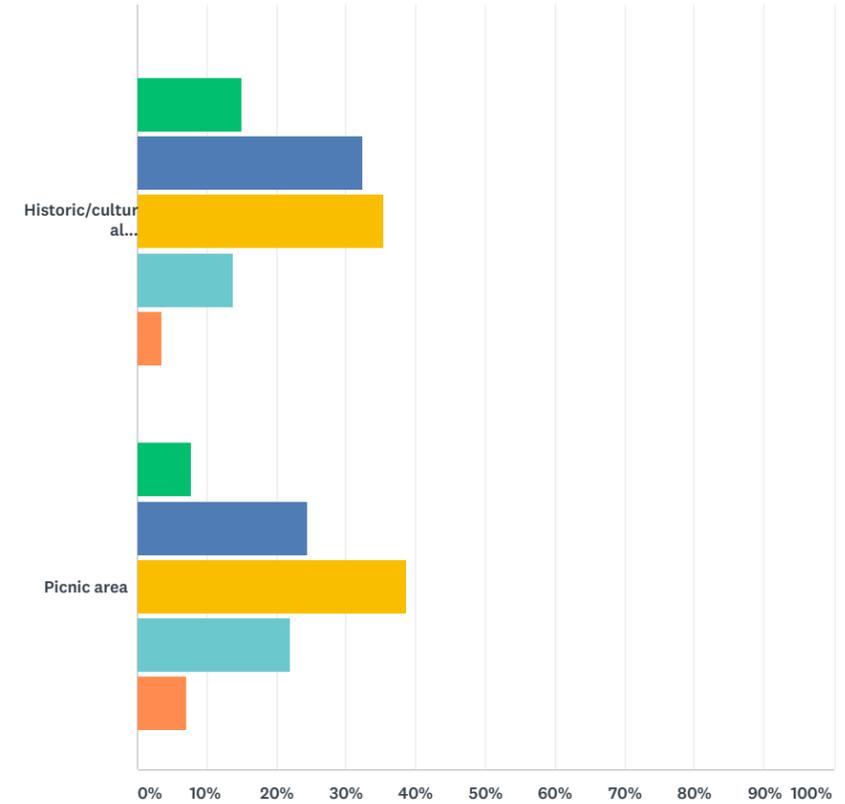
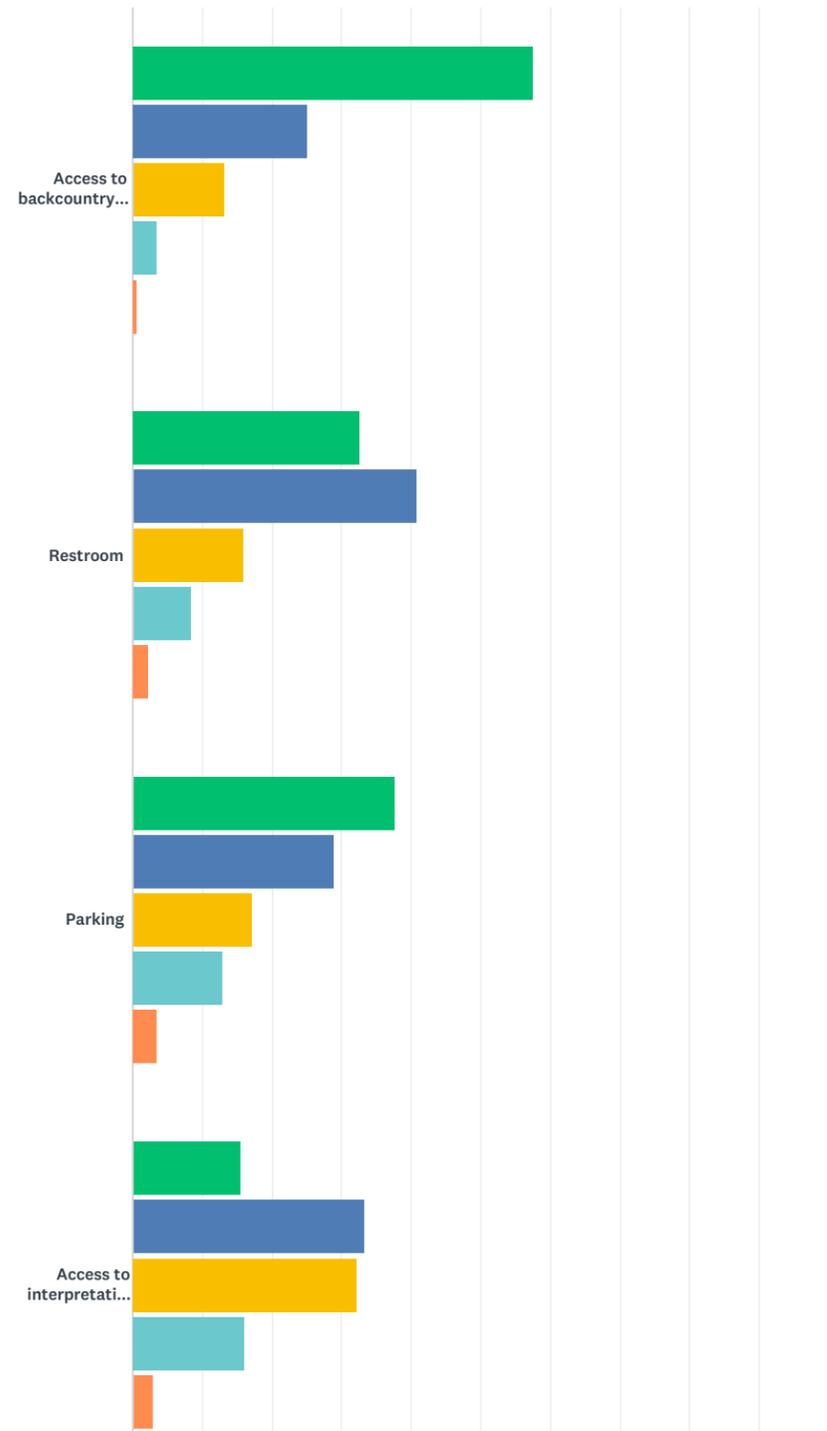


ANSWER CHOICES	RESPONSES	
Hiking	50.29%	87
Mountain biking	27.75%	48
Snowplay (sledding, showshoeing, cross country skiing, backcountry skiing)	8.67%	15
Sightseeing	7.51%	13
Picnicking	2.89%	5
Other (please specify)	2.89%	5
TOTAL		173

#	OTHER (PLEASE SPECIFY)	DATE
1	Trail planning/maintenance	5/7/2019 7:23 AM
2	Everything	4/28/2019 4:26 PM
3	Horseback riding	4/24/2019 9:25 AM
4	Hiking, sightseeing, and mountain biking	4/16/2019 12:59 PM
5	Volunteer Trail Survey Construction and Maintenance	4/10/2019 3:10 PM

Q4 In order of importance to you, please rank the existing amenities at Van Sickle Bi-State State Park?

Answered: 170 Skipped: 4



Extremely important Very important Somewhat important
Not so important Not at all important

	EXTREMELY IMPORTANT	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT SO IMPORTANT	NOT AT ALL IMPORTANT	TOTAL	WEIGHTED AVERAGE
Access to backcountry trails	57.49% 96	25.15% 42	13.17% 22	3.59% 6	0.60% 1	167	4.35
Restroom	32.54% 55	40.83% 69	15.98% 27	8.28% 14	2.37% 4	169	3.93
Parking	37.65% 64	28.82% 49	17.06% 29	12.94% 22	3.53% 6	170	3.84
Access to interpretative trails	15.48% 26	33.33% 56	32.14% 54	16.07% 27	2.98% 5	168	3.42
Historic/cultural interpretation	14.97% 25	32.34% 54	35.33% 59	13.77% 23	3.59% 6	167	3.41
Picnic area	7.74% 13	24.40% 41	38.69% 65	22.02% 37	7.14% 12	168	3.04

#	OTHER (PLEASE SPECIFY)	DATE
1	more focus on connection to visitors of the tourist core with approach signage (and walking pathway?) and interpretation	5/8/2019 6:49 AM
2	Maintained trails is important	5/7/2019 2:52 PM

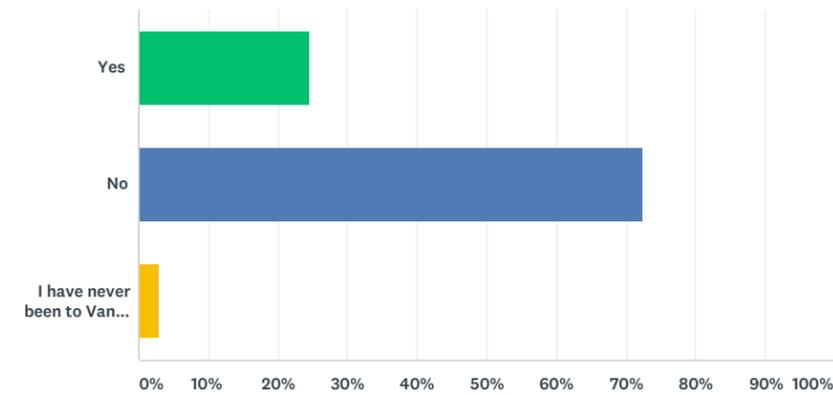
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3	Keeping the entire Vans Sickle trail open to mountain bikers (or an alternative solution) to allow for the Pony Express, Van Sickle, K2K loop to remain ride-able.	5/7/2019 10:10 AM
4	Access to single track trails for mountain biking	5/7/2019 9:36 AM
5	Dog walking, extremely important	5/7/2019 8:05 AM
6	There are no interpretive trails and very, very little interpretation currently in the park.	5/7/2019 7:24 AM
7	I love close enough to walk to connector trails into park	4/24/2019 1:24 PM
8	Horse trails	4/24/2019 9:25 AM
9	ability to easily get back to the Heavenly gondola on skis	4/15/2019 11:53 PM
10	Safe and convenient access from town via bike	4/11/2019 10:29 AM

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Q5 Are there outdoor activities that you would like to do, but can't because Van Sickle Bi-State Park doesn't have amenities to support the activity?

Answered: 167 Skipped: 7



ANSWER CHOICES	RESPONSES
Yes	24.55% 41
No	72.46% 121
I have never been to Van Sickle Bi-State Park.	2.99% 5
TOTAL	167

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Q6 If yes, which activities and why were you unable to do them?

Answered: 42 Skipped: 132

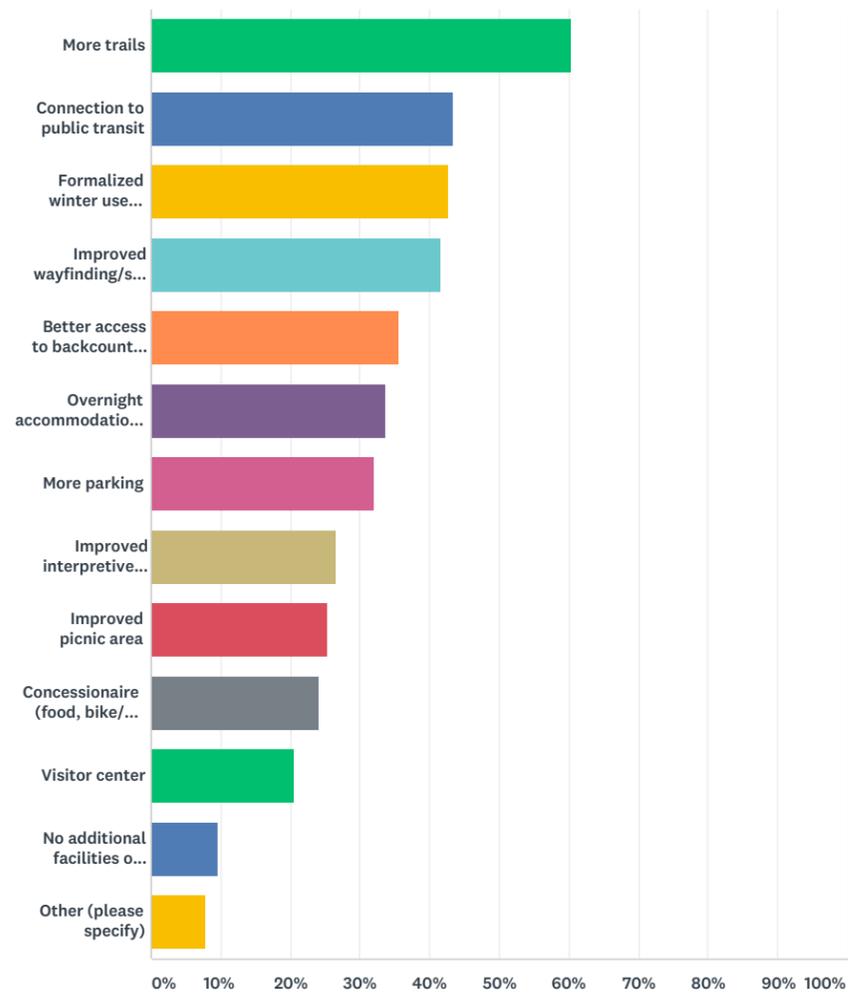
#	RESPONSES	DATE
1	Camping	5/29/2019 9:31 PM
2	There should be a sledding/tubing slope, easily accessible for the many out-of-town visitors who have nowhere to do this in town. The access road (closed in winter) is unsafe since it dumps into the gate and the intersection, but there's no alternative I know of.	5/9/2019 2:15 PM
3	More backcountry trails.	5/7/2019 8:44 PM
4	volleyball, mountain biking, frisbee golf	5/7/2019 7:24 PM
5	Bike on Saturdays due to crowds. Informing the hikers that this is a multi use trail might be helpful to both groups.	5/7/2019 2:53 PM
6	Campground, Cabins, Yurts? Bikepacking or backpacking shelters, bear boxes , water, restroom	5/7/2019 1:04 PM
7	More mountain biking, but it's a hard climb !	5/7/2019 11:47 AM
8	Parking	5/7/2019 11:00 AM
9	Camping	5/7/2019 10:10 AM
10	Overnight camping	5/7/2019 8:25 AM
11	Camping. No camp sites.	5/7/2019 8:21 AM
12	Mountain biking - the only good trail is full of hikers	5/7/2019 7:52 AM
13	Camping	5/7/2019 7:25 AM
14	More mountain bike trails	5/5/2019 8:03 PM
15	Disc golf	5/5/2019 3:29 PM
16	Paved trails	5/5/2019 1:45 PM
17	Cross country skiing	5/5/2019 1:17 PM
18	Bouldering/ rock climbing	4/29/2019 2:23 PM
19	Disc golf	4/29/2019 2:18 PM
20	Disc golf	4/29/2019 2:07 PM
21	Disc golf	4/28/2019 4:26 PM
22	atv/ dirt bike	4/28/2019 3:50 PM
23	Horse rides	4/28/2019 3:38 PM
24	Disc golf	4/28/2019 2:30 PM
25	Guided snow shoe hikes	4/28/2019 11:38 AM
26	Dog sledding	4/27/2019 4:44 PM
27	Horse back riding	4/27/2019 4:05 PM
28	Atv rides	4/27/2019 3:05 PM
29	Disc golf	4/27/2019 2:56 PM
30	It'd be cool if there was an archery range	4/27/2019 2:24 PM
31	Disc golf!!!	4/27/2019 2:15 PM
32	Horse back	4/27/2019 2:11 PM
33	Horse back riding	4/27/2019 12:19 PM
34	Horse back riding	4/27/2019 12:15 PM
35	Snowshoeing...entrance closed in winter	4/24/2019 12:44 PM
36	Horse back riding	4/22/2019 4:43 PM

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37	Mountain Bike	4/22/2019 4:04 PM
38	Would like to see an increased focus on interpretation. Also, a campground would be a welcome addition.	4/18/2019 11:21 AM
39	Having the road/parking closed for so much of the year limits access to those who live in immediate neighborhoods.	4/15/2019 11:28 PM
40	Winter use snowshoeing and sledding. Park closed in winter.	4/15/2019 8:11 PM
41	Camping	4/15/2019 3:15 PM
42	Camping, tours of the barn	4/11/2019 9:07 AM

Q7 What additional facilities or amenities can you envision at Van Sickle in the future? (Select all that apply)

Answered: 166 Skipped: 8



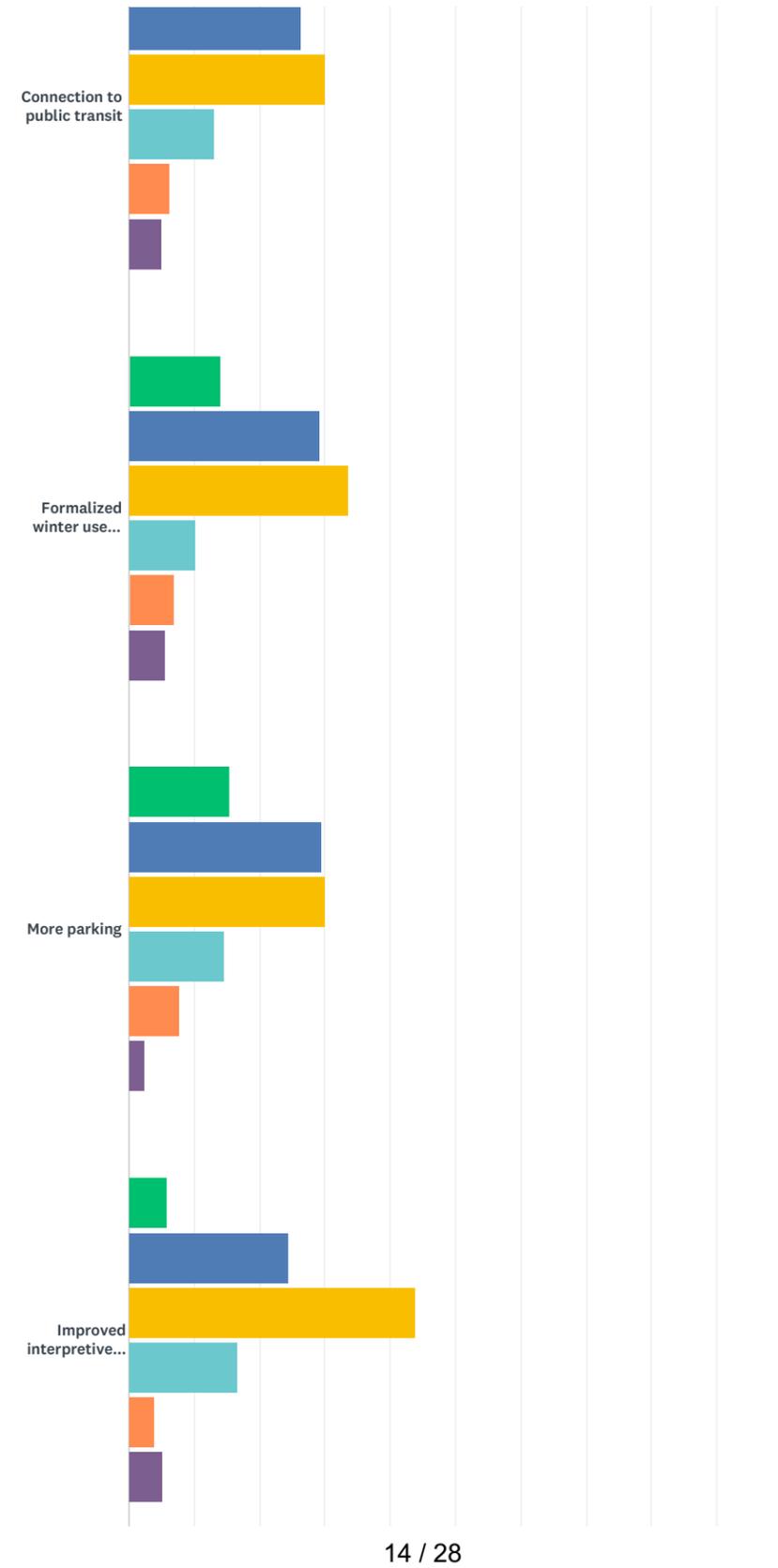
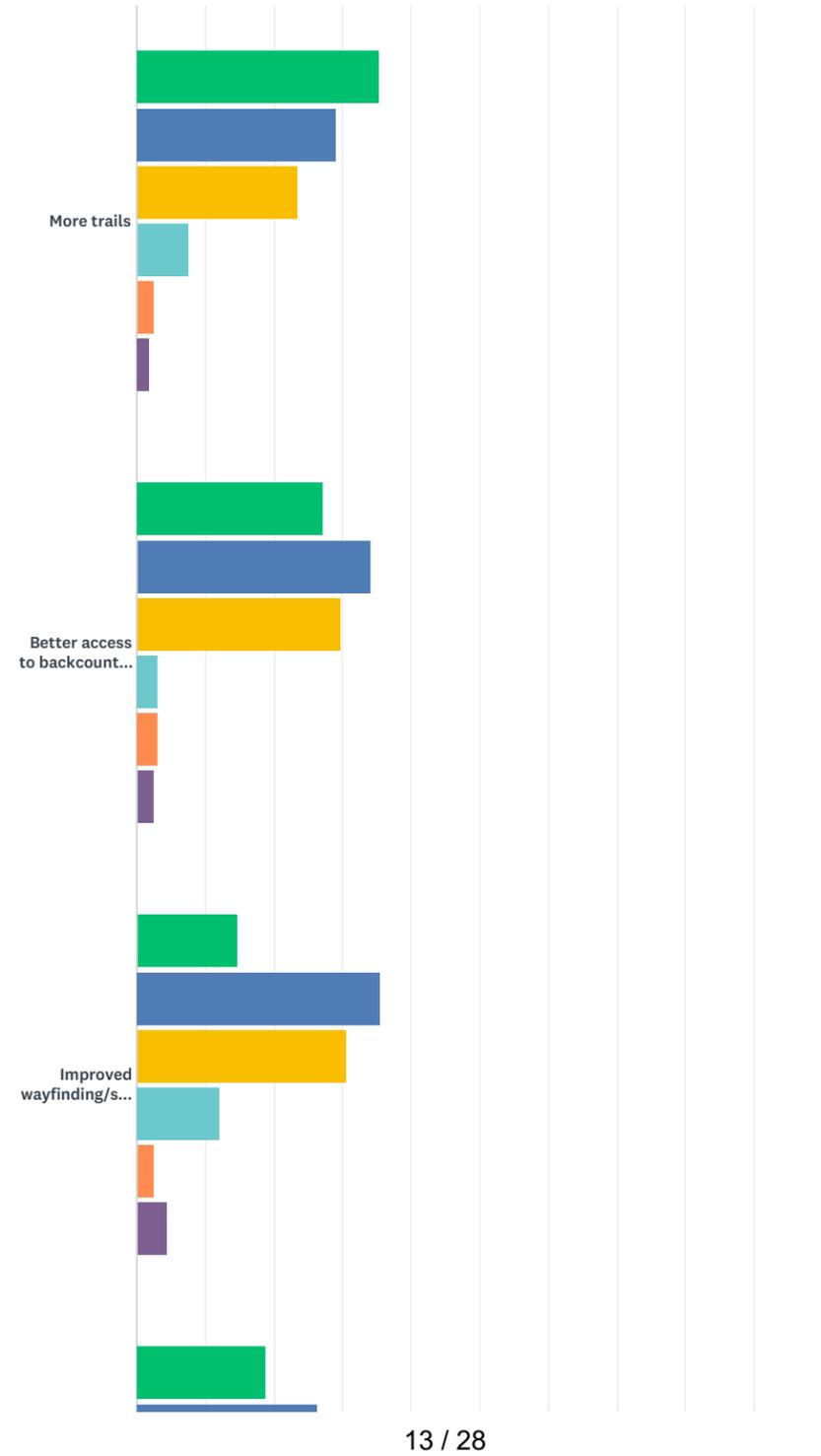
ANSWER CHOICES	RESPONSES
More trails	60.24% 100
Connection to public transit	43.37% 72
Formalized winter use (sledding, cross country skiing, etc.)	42.77% 71
Improved wayfinding/signage	41.57% 69
Better access to backcountry trails	35.54% 59
Overnight accommodations (camping, cabin rentals, etc.)	33.73% 56
More parking	31.93% 53

Improved interpretive programming	26.51%	44
Improved picnic area	25.30%	42
Concessionaire (food, bike/ski rentals)	24.10%	40
Visitor center	20.48%	34
No additional facilities or amenities	9.64%	16
Other (please specify)	7.83%	13
Total Respondents: 166		

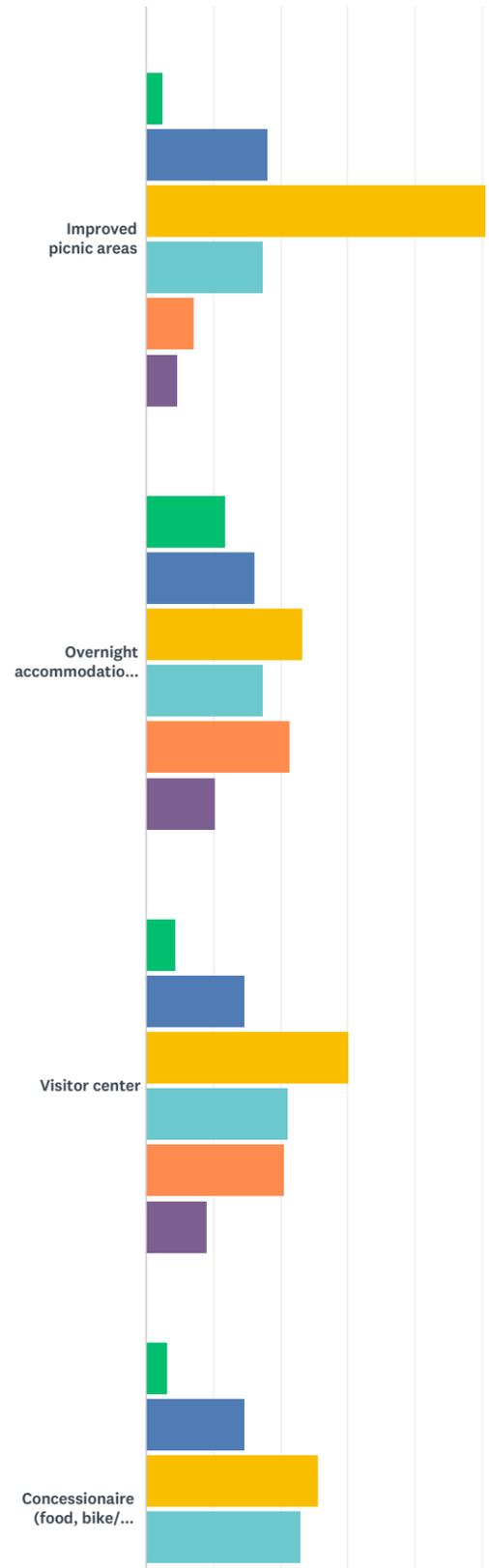
#	OTHER (PLEASE SPECIFY)	DATE
1	Formalize other access points	6/10/2019 1:18 PM
2	Put a sign by the stateline marker. I've watched people cross over it in their cars and on foot and not notice it.	5/8/2019 6:16 PM
3	Make Explore Tahoe one gateway for activities	5/8/2019 6:52 AM
4	restrooms	5/7/2019 11:43 AM
5	More signs informing users that this a multi use trail and if hiking you will encounter mountain bikers	5/7/2019 9:11 AM
6	A trail dedicated to mountain biking	5/7/2019 7:53 AM
7	This park's location seems to demand that it transition to a more urban park experience with accompanying facilities, rather than a backcountry park	5/7/2019 7:26 AM
8	Disc golf and ohv trails	5/5/2019 3:30 PM
9	Proper disc golf course	4/29/2019 2:08 PM
10	Education on leave no trace ethic. Better maps or signage. People get lost often looking for waterfall. Explanation of trail difficulty similar to ski terrain — green, blue, black, and time it might take to arrive to destination. People seem unprepared and overcommitted on walk to waterfall. More beginning level mtb bike trails would be nice. The terrain is pretty advanced for kids and moms.	4/24/2019 1:30 PM
11	Just let it live as it is. Those who are interested in hiking don't need additional facilities. Let's not make it into a circus-like atmosphere. There needs to be a couple of rangers there right now! Just with those who currently use the place, smoke their pot, and leave remains of their broken saucers, etc. the place needs policing. Just by making the area a park there is a huge increase in fire danger. We don't need any more facilities there. Keep it wild! Those interested in the outdoors will find it. Those who want a saucer hill and hotdog stands will find those elsewhere - pizza across the street, wagon rides at Lake Tahoe Hotel, snow-play area across from the Edgewood golf course	4/23/2019 4:06 PM
12	Not sure	4/23/2019 11:16 AM
13	Safe access from town via bike lanes	4/11/2019 10:33 AM

Q8 Please rank the importance of new or enhanced amenities at Van Sickle Bi-State Park.

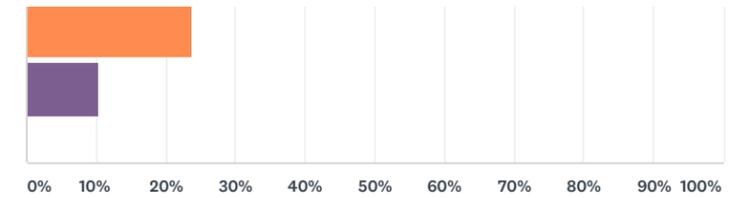
Answered: 163 Skipped: 11



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Van Sickle Bi-State Park Vision Plan Update



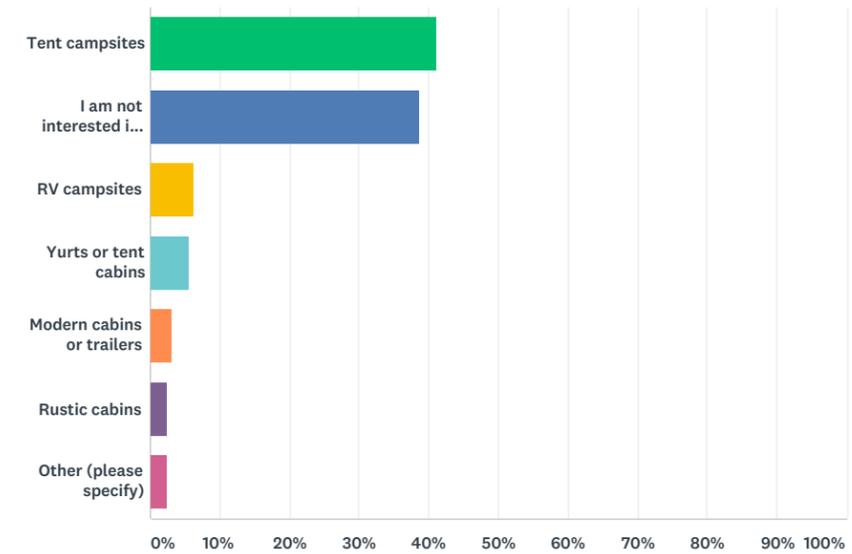
■ Extremely desirable
 ■ Very desirable
 ■ Somewhat desirable
■ Not so desirable
 ■ Not at all desirable
■ I am not interested in new/enhanced amenities.

	EXTREMELY DESIRABLE	VERY DESIRABLE	SOMEWHAT DESIRABLE	NOT SO DESIRABLE	NOT AT ALL DESIRABLE	I AM NOT INTERESTED IN NEW/ENHANCED AMENITIES.	TOTAL	WEIGHT AVERAG
More trails	35.44% 56	29.11% 46	23.42% 37	7.59% 12	2.53% 4	1.90% 3	158	3
Better access to backcountry trails	27.22% 43	34.18% 54	29.75% 47	3.16% 5	3.16% 5	2.53% 4	158	3
Improved wayfinding/signage	14.65% 23	35.67% 56	30.57% 48	12.10% 19	2.55% 4	4.46% 7	157	3
Connection to public transit	18.87% 30	26.42% 42	30.19% 48	13.21% 21	6.29% 10	5.03% 8	159	3
Formalized winter use (sledding, cross country skiing, etc.)	14.01% 22	29.30% 46	33.76% 53	10.19% 16	7.01% 11	5.73% 9	157	3
More parking	15.38% 24	29.49% 46	30.13% 47	14.74% 23	7.69% 12	2.56% 4	156	3
Improved interpretive programming	5.81% 9	24.52% 38	43.87% 68	16.77% 26	3.87% 6	5.16% 8	155	3
Improved picnic areas	2.58% 4	18.06% 28	50.32% 78	17.42% 27	7.10% 11	4.52% 7	155	2
Overnight accommodations (camping, cabin rentals, etc.)	11.61% 18	16.13% 25	23.23% 36	17.42% 27	21.29% 33	10.32% 16	155	2
Visitor center	4.49% 7	14.74% 23	30.13% 47	21.15% 33	20.51% 32	8.97% 14	156	2
Concessionaire (food, bike/ski rentals)	3.18% 5	14.65% 23	25.48% 40	22.93% 36	23.57% 37	10.19% 16	157	2

#	OTHER (PLEASE SPECIFY)	DATE
1	Drinking fountain at the Nevada picnic area	5/8/2019 6:19 PM
2	Please do not overdevelop what is not supposed to be. This is a group of dirt trails. Make them nice, but don't build all around them. Its supposed to be nature!	5/7/2019 2:54 PM
3	Overnight parking for backpackers or Bikepackers	5/7/2019 1:07 PM
4	restrooms	5/7/2019 11:45 AM
5	Improved single track trails	4/27/2019 2:57 PM
6	Disc golf park/ more recreation	4/27/2019 2:16 PM
7	Horse camping	4/24/2019 9:27 AM

Q9 If you are interested in overnight accommodations at the park, what type would you most likely use?

Answered: 160 Skipped: 14

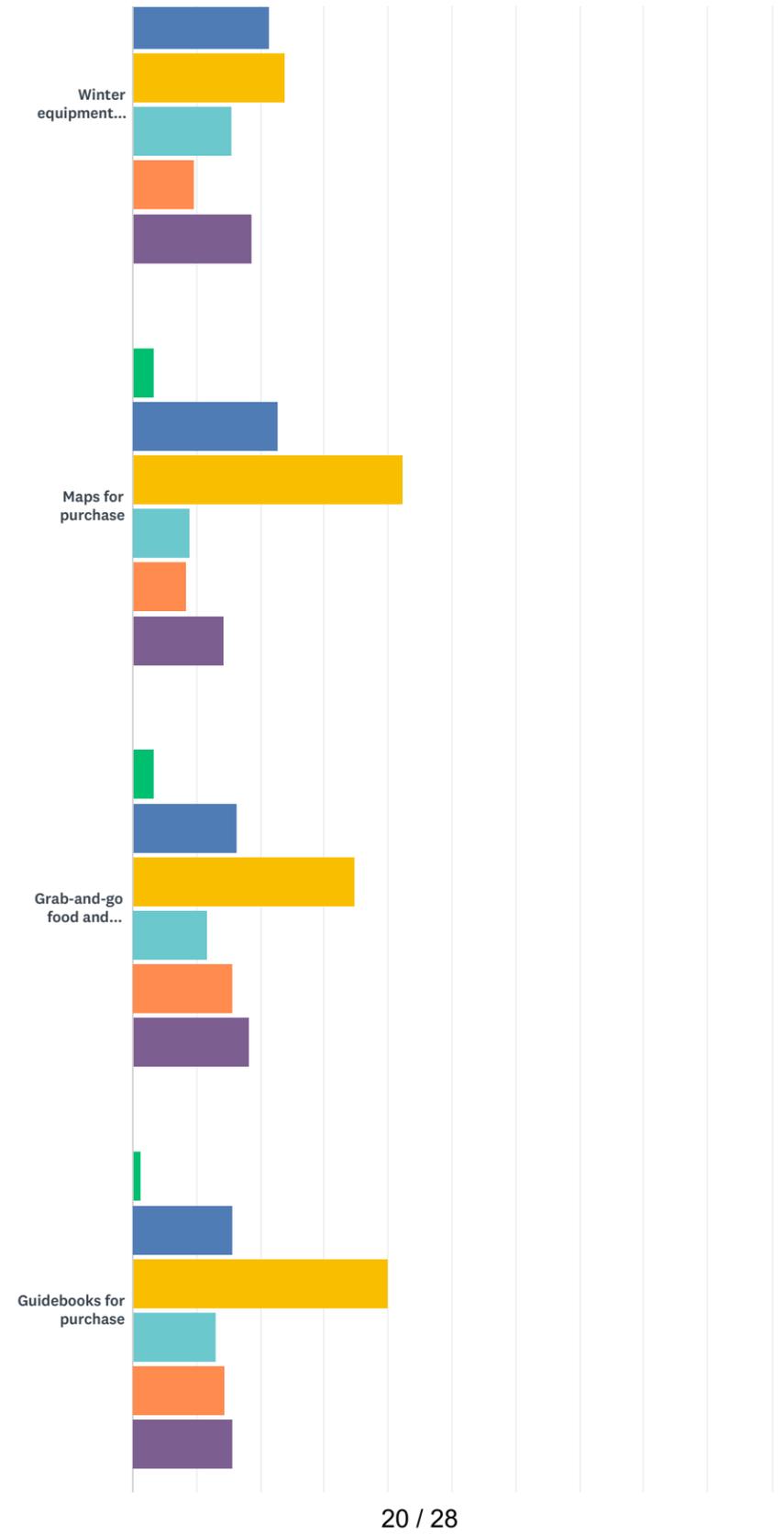
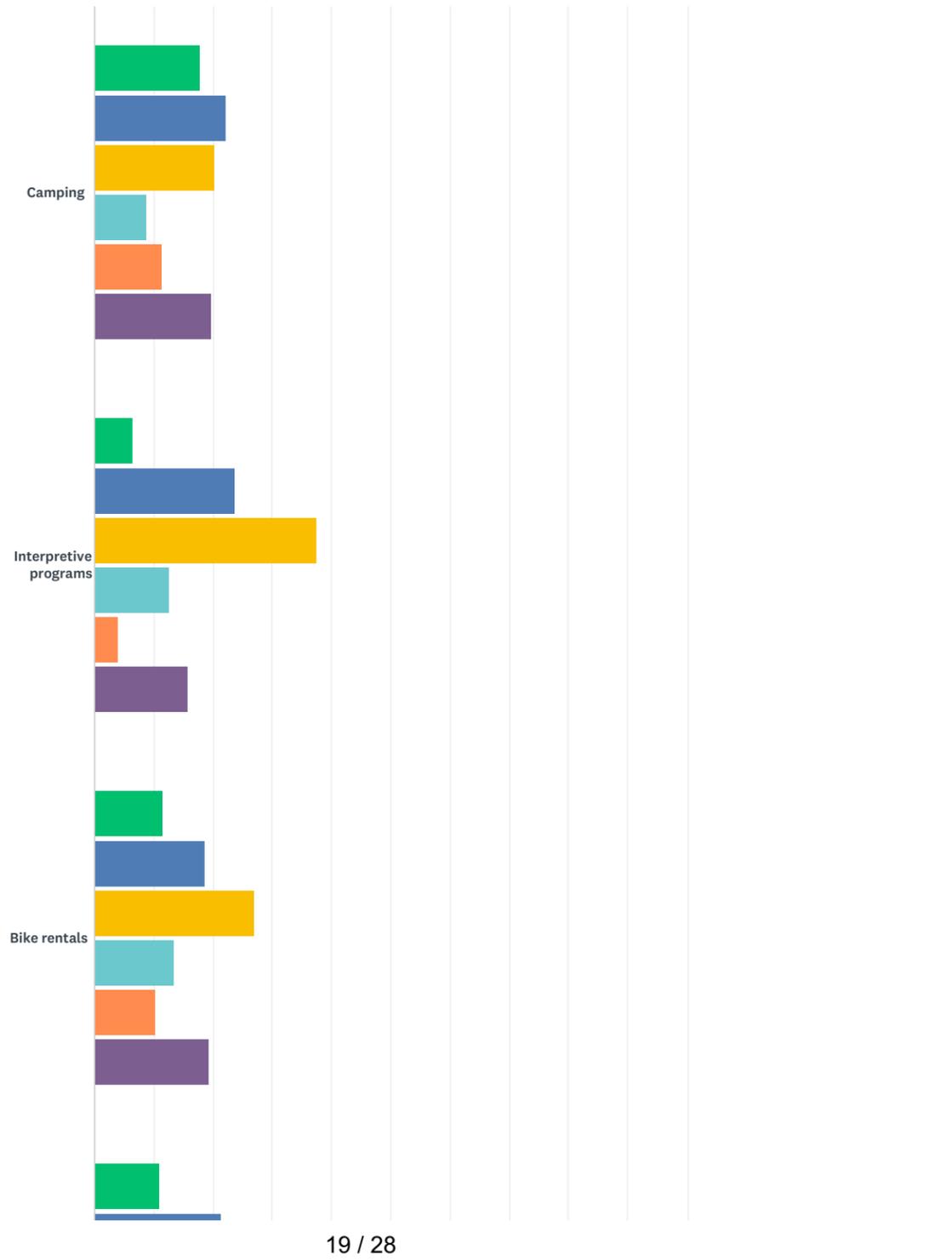


ANSWER CHOICES	RESPONSES
Tent campsites	41.25% 66
I am not interested in overnight accommodations at Van Sickle.	38.75% 62
RV campsites	6.25% 10
Yurts or tent cabins	5.63% 9
Modern cabins or trailers	3.13% 5
Rustic cabins	2.50% 4
Other (please specify)	2.50% 4
TOTAL	160

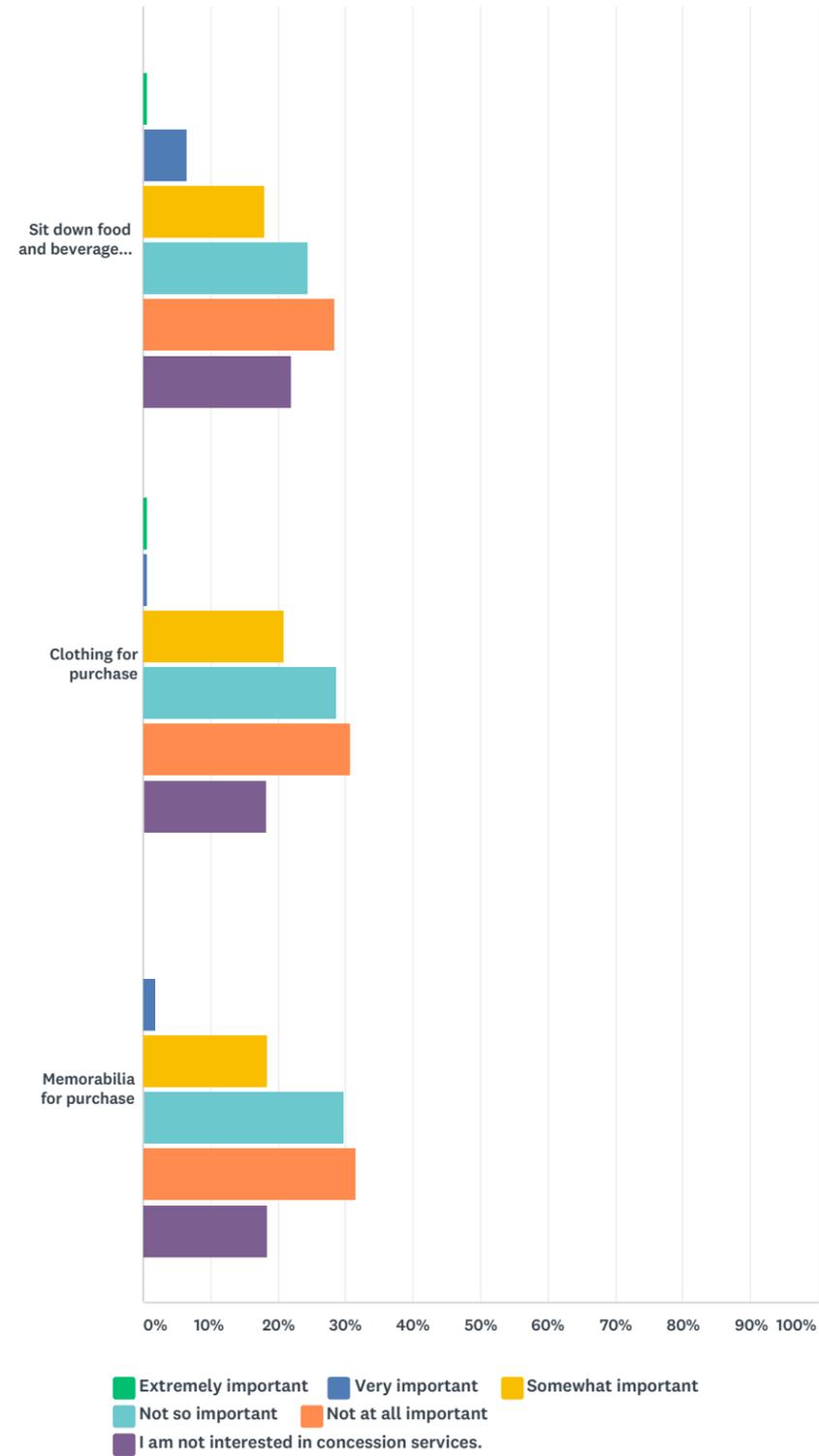
#	OTHER (PLEASE SPECIFY)	DATE
1	Yurts or cabin first, tent next, Bear box necessary	5/7/2019 1:08 PM
2	Please don't do this	5/7/2019 7:54 AM
3	Bike camping!	4/27/2019 3:00 PM
4	Horse camping	4/24/2019 9:27 AM

Q10 If concession services were provided at Van Sickle Bi-State Park, please rank the importance of the following types of services/amenities:

Answered: 161 Skipped: 13



Van Sickle Bi-State Park Vision Plan Update



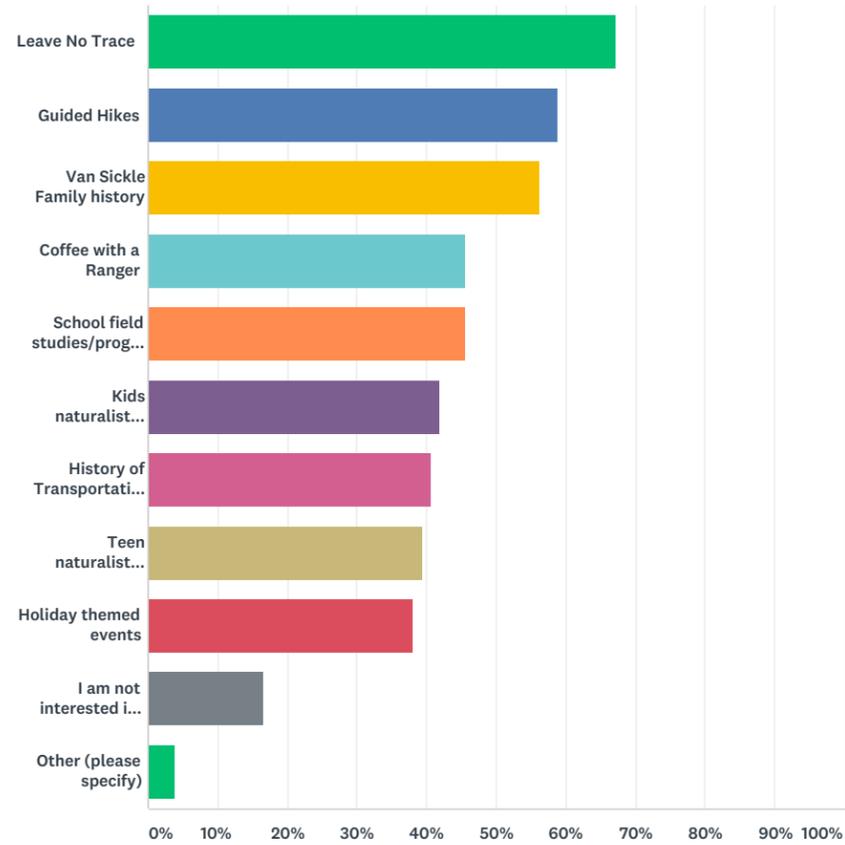
Van Sickle Bi-State Park Vision Plan Update

	EXTREMELY IMPORTANT	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT SO IMPORTANT	NOT AT ALL IMPORTANT	I AM NOT INTERESTED IN CONCESSION SERVICES.	TOTAL	WEIGHTED AVERAGE
Camping	17.72% 28	22.15% 35	20.25% 32	8.86% 14	11.39% 18	19.62% 31	158	3.32
Interpretive programs	6.58% 10	23.68% 36	37.50% 57	12.50% 19	3.95% 6	15.79% 24	152	3.20
Bike rentals	11.54% 18	18.59% 29	26.92% 42	13.46% 21	10.26% 16	19.23% 30	156	3.10
Winter equipment rental	10.97% 17	21.29% 33	23.87% 37	15.48% 24	9.68% 15	18.71% 29	155	3.10
Maps for purchase	3.25% 5	22.73% 35	42.21% 65	9.09% 14	8.44% 13	14.29% 22	154	3.04
Grab-and-go food and beverage service	3.27% 5	16.34% 25	34.64% 53	11.76% 18	15.69% 24	18.30% 28	153	2.75
Guidebooks for purchase	1.31% 2	15.69% 24	39.87% 61	13.07% 20	14.38% 22	15.69% 24	153	2.72
Sit down food and beverage service	0.65% 1	6.45% 10	18.06% 28	24.52% 38	28.39% 44	21.94% 34	155	2.06
Clothing for purchase	0.65% 1	0.65% 1	20.92% 32	28.76% 44	30.72% 47	18.30% 28	153	1.92
Memorabilia for purchase	0.00% 0	1.97% 3	18.42% 28	29.61% 45	31.58% 48	18.42% 28	152	1.89

#	OTHER (PLEASE SPECIFY)	DATE
1	concessions are 100 yards away at South Lake Tahoe, keep the park simple	5/7/2019 6:06 AM
2		4/28/2019 4:28 PM

Q11 What type of interpretive programs/topics would you be interested in learning about/participating in at Van Sickle Bi-State Park? (Select all that apply)

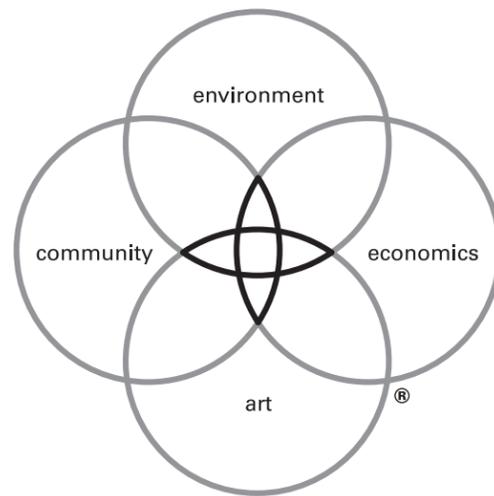
Answered: 158 Skipped: 16



ANSWER CHOICES	RESPONSES
Leave No Trace	67.09% 106
Guided Hikes	58.86% 93
Van Sickle Family history	56.33% 89
Coffee with a Ranger	45.57% 72
School field studies/programs	45.57% 72
Kids naturalist camps	41.77% 66
History of Transportation at Lake Tahoe	40.51% 64
Teen naturalist camps	39.24% 62
Holiday themed events	37.97% 60
I am not interested in interpretive programs/topics.	16.46% 26

Other (please specify)	3.80%	6
Total Respondents: 158		

#	OTHER (PLEASE SPECIFY)	DATE
1	Hard to answer. I don't need much interpretive programming, but our visitors need Leave No Trace, for example.	5/8/2019 6:57 AM
2	Natural history, history of recreation in basin, how the trails are planned/built	5/7/2019 7:28 AM
3	Guided bike rides?	4/29/2019 2:21 PM
4	Historic trails in the area, i. E. Pony express, emigrant	4/24/2019 9:29 AM
5	There are already parks along the lake for this.	4/23/2019 4:11 PM
6	history of the region, tribal history, first settlers information	4/11/2019 11:01 AM



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