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DEVELOPMENT DIVISION
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THE GENERAL DEVELOPMENT PLAN FOR

SUGAR PINE POINT

STATE PARK

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SUGAR PINE POINT STATE PARK
GENERAL DEVELOPMENT PLAN

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March 1970

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SUGAR PINE POINT

Summary

Sugar Pine Point State Park is a 1,975 acre beautifully forested park on the west shore of Lake Tahoe. It has almost a mile and a half of lake frontage. General Creek runs along the long axis of the park that is backed up by a high mountain range.

This park is in the high pine scented atmosphere with spectacular mountain and lake views on all sides.

It will be developed for both summer and winter vacationing. When development is complete, facilities will be sufficient for 2,400 individuals to camp overnight and for 660 day use visitors at any one time. There will be 500 family camp units, 25 equestrian camp units and group camp facilities for 200 people. There will be 100 family picnic units and group picnic facilities for 200 people. This amounts to an annual visitation of 228,200 visitor days of which 167,860 are overnight campers and 60,340 are day use visitors.

Land Cost - 1,975 acres for	\$ 8,300,000
Development Cost	<u>4,791,000</u>
TOTAL	<u>\$13,091,000</u>

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INTRODUCTION

Location and Use

Sugar Pine Point State Park is located in El Dorado County approximately eight miles south of Tahoe City on State Highway 89, on the west shore of Lake Tahoe.

It provides for camping, picnicking, swimming and the enjoyment of fresh air and open space in a mountain-forest setting of magnificent scenery.

Land Features

The park includes a total of 1,975 acres. Approximately 720 acres is of less than 10% slope and very developable. The total lake frontage is 7,700 feet. General Creek Valley, which forms the long axis of the park, at the lake shore is at elevation 6,230 feet, it then rises to approximately 6,550 feet, $3\frac{1}{2}$ miles at the inland end of the park.

Existing State Highway 89 passes through the area running generally parallel to the lake shore but inland a quarter mile or more. The park is about 1.5 miles wide at this point. The segment of the park between the highway and the lake amounts to about 235 acres. Therefore, the segment inland of the highway contains about 1,740 acres.

Urban Development

Within the boundaries of the park, except for the ^{former summer residence complex of the} Erhman Estate, ^{along the lakeshore,} ~~the~~ signs of human activity are slight. Some old stumps and a few overgrown logging roads are mellowed evidence of selective timber harvest years ago. State Highway 89 running through the park, however, does carry a heavy traffic load during the warm season and ~~the~~ traffic noise is noticeable. This condition is expected to increase, particularly when this highway becomes a freeway, as planned.

These conditions can hardly be classed as urban developments. They are, however, indications in that direction. Certainly, there is urban development

nearby. A short distance from the park in either direction are commercial developments, restaurants, garages, service stations, real estate offices, etc., as well as residential development. In fact a residential subdivision lies along the north boundary of the park.

Urban type development outside the park will undoubtedly increase; furthermore, ^{freeway} status to Route 89 will undoubtedly increase the noise factor.

Climate

At this elevation, from late spring to mid-fall, days are warm but seldom hot, the evenings are cool and nights are chilly. Rains can be expected throughout the warm season.

Winters are cold with heavy snowfall over this entire portion of the Sierra Nevada. Skiing and snowshoeing conditions are excellent.

The entire Tahoe Basin is well known as a year-round playground. Therefore, it seems reasonable to expect year-round use of Sugar Pine Point facilities.

Vegetative Cover

This unit of the park system is an outstanding example of a lake-shore-forest mountain ^{environment} ~~complex~~. It is one of the very few remaining large, relatively undeveloped and unspoiled areas suitable for large scale recreational development in the Lake Tahoe Basin.

The entire area right down to the shoreline is timbered with an excellent stand of pine and fir. A small sand beach exists in the vicinity of General Creek, ^{beautiful} a mountain stream that runs the length of the area. Here and there throughout the park are little open glades characteristic of timbered mountains of the Lake Tahoe region.

Timber cutting throughout the park area has been on a sparse and carefully controlled basis leaving no apparent damage to existing trees. No timber has been removed in recent years. There is now a good stand ranging from seedlings up to trees ~~up to~~ about four feet in diameter.

Classification and Objectives

This facility is classified as a State Park. The objective in establishing this park is to preserve, for public enjoyment, a highly scenic combination of shoreline of Lake Tahoe and forested Sierra slopes and valleys; furthermore, to develop facilities for overnight and day-use of this area to relieve serious overuse of existing State Parks in this vicinity and to balance development to be compatible with preservation of the natural ~~scene.~~ ^{environment.}

Summary of Use Potential

The entire Lake Tahoe area is well recognized as a year-round vacation spot. This, plus the heavy use of other such areas in this vicinity leave no doubt concerning the possible use of Sugar Pine Point.

critical question to be answered in the start of such a plan is:
The ~~initial decision in developing such a plan is:~~ what is the maximum number of people that can be allowed to use this park without endangering the environment? With this philosophy in mind, facilities are planned for only a limited number of people.

Vacationers and day users are attracted to this area, high in the Sierras because of the beautiful setting in a bracing atmosphere of an evergreen mountain forest, the pure clearwater of Lake Tahoe and of General Creek, ~~that runs through the area.~~

Boating on the lake is always a popular activity and fishing both in the lake and in the mountain streams, usually rewarding. Lake swimming is not extremely popular because of the cold water, but sun bathing on the beach and the pier is usually excellent.

Hiking is superb because of the many choices; from strolling along the lake to following rugged mountain trails and everything in between. Horseback and bicycle riding should be popular, too, because of the choice of terrain, vegetative cover and scenery. Swimming in the pool should be popular because of the cold water in the lake. Camping and picnicking facilities are expected to be used to capacity during good weather.

Many will find the Erhman Mansion and grounds an interesting place to relax and to reflect on the recent history of the area. Also the Phipps pioneer cabin nearby is an interesting item of history.

History of Acquisition

The land within present State ownership (1,975 acres) was acquired in 1965 from one private owner under the Bond Act of 1964 for \$8,300,000. Two additional 40 acre parcels of U. S. Forest land are proposed for park use. They are located in the Southeast corner of Section 24, Township 14 North, Range 16 East and Northwest corner of Section 30, Township 14 North, Range 17 East, M.D.B. & M.

A U. S. Forest Service Guard Station is located just south of General Creek adjacent to Highway 89. This is an inholding within our present State Park ownership. Hopefully, the Forest Service will relocate the Guard Station outside of the park.

SUMMARY OF LAND MANAGEMENT

There is a demonstrated need for additional overnight camping and day use facilities in the Lake Tahoe area.

Evidence of this is the overtaxed facilities at existing state parks in this area and in the increasing number of turn-aways,

Overuse of existing state parks are increasingly evident. It has now reached the point where camping in existing parks must be reduced while recovery is still possible. Sugar Pine Point facilities will not only make recovery possible in existing park areas but supply additional facilities.

The management philosophy of this park will stress preservation of this natural lake-side mountain woodland for maximum use consistent with preservation of the natural environment.

NEED

The project will help meet a critical statewide and Northern California unsatisfied recreation demand for camping and picnicking. Trying to meet the demand, other state parks in the vicinity have been alarmingly overused, and even with overuse during the past five years, D. L. Bliss and Emerald Bay State Parks have turned away an average of 19,177 people each season. In order to save these existing parks, a reduction in use must be effected and soon.

Relatively little expansion of such facilities by other agencies is planned in the Tahoe Basin as the potential for future development is limited.

California has within one-hour's driving time of this project 20,000 people and within one-day's driving time 11,018,600 people.

550	Camp Units	
	@ 4 persons per camp	
	= 2,200 instantaneous	
	instantaneous = 1.5% total summer demand	
	Total summer use =	146,600
8	Group Camps	
	= 200 persons instantaneous	
	instantaneous = 3% total summer demand	
	Total summer use =	6,600
100	Picnic Units	
	= 400 persons instantaneous	
	instantaneous = 1% total summer demand	
	Total summer use =	40,000
	Group Picnic	
	= 200 persons instantaneous	
	instantaneous = 2% total summer demand	
	Total summer use =	10,000
	Winter Camping	
	125 camps (Ultimate) estimated	
	to equal 10% of other visitor	
	count =	14,660
	Casual Sightseers	
	(Non campers and non picnickers)	
	estimated to be equal to 10%	
	of summer attendance =	<u>20,340</u>
	Total annual demand	<u>238,200</u>

THE PLAN FOR DEVELOPMENT

Existing Conditions

The entire park area for many years prior to acquisition by the state was owned by one family. The only development was the summer home of this family and the

accompanying caretakers' cottages and service buildings. These buildings are in a reasonably good state of repair. This family apparently had a keen appreciation of the beauty of their property and were careful to preserve its natural quality. It has never been abused.

The property is divided into two parts by State Route 89. The segment on the lake-side of the highway is about 12% of the total or around 235 acres. The inland side is about 38% of the total or 1,740 acres.

This division immediately presents several problems: traffic sight, sound and odor as well as the choice of two entrances or of a costly overpass or underpass to connect the two segments.

Existing electric power and telephone lines pass through the area following Highway 89. Water is available at Tahoma at the north boundary of the park.

The Proposed Plan

Since the alignment of the future freeway through the park has not been definitely fixed, it was decided to have separate entrances to the two segments of the park ^{at least until the freeway alignment is definitely established,} ~~for the time being.~~

Hopefully, the freeway will closely follow the alignment of existing Highway 89. If this should happen, then the freeway bridge across General Creek can be designed in such a way as to include a park-road underpass connecting the two segments of the park.

When fully developed the following is a summary of facilities:

Family Camp Units	525
Group Camp Units	8 (for 200 persons)
Campfire Centers	3
Trailer Sanitary Dump Stations	2
Shower Buildings	3
Family Picnic Units	100
Group Picnic Units	4 (50 persons each)
Swimming Pool & Recreation Center	1
Scenic Overlooks	5
General Parking (Parking at Service Area & Campground Areas Not Included)	529
Bicycle Parking	300
Equestrian Assembly Area	1
Public Access Roads (Camp Loops Not Included)	5.5 miles
Service Roads	2 miles
Trails	20 miles
Contact Stations	2
Orientation Centers	1
Interpretive Centers	2
Park Administrative Headquarters	1
Public Shopping Centers (Concession)	2
Comfort Stations	32
Combination Bldgs. (Shower, toilet, laundry)	2
Service & Maintenance Centers	1
Satellite Service Stations	2

Employee Residences	2
Year-Round Trailer Stations (All Util. Furnished)	5
Mobile Duplex Living Units	4
Bridges, Pedestrian	10
Bridges, Automobile	2

The stated philosophy

~~(A first priority item in the philosophy guiding the planning of the park was the protection of the resource, while at the same time making it available for the enjoyment of a controlled number of people. This~~ hopefully has been accomplished by establishing a development concept for the park which will protect the more fragile and most natural areas, portions of the shoreline, General Creek and the related steep slopes and ridges.

Restricted use has been considered with access through fragile areas to provide a total ecological and scenic experience. Concentrated uses are kept on the flatter portions either side of General Creek and the less natural area of the lake front near the old manor and related buildings and service areas. A brief description of the plan of development of the various areas follows:

LAKESIDE OF HIGHWAY 89

The lakeside access will be via the present entrance with provision for future turning lanes.

1. Sugar Pine Point Area:

The northern 175 acres of the area between the State Highway 89 and the lake front are to be preserved for strolling along the lake front in a natural environment with no development other than nature trails. This provides an opportunity to enjoy the wooded lake shore as it has always been as well as ^{to} preserve it for the future.

2. Beach Area:

Most of the primary day use activities are confined to this area.

Erhman Mansionsm,

The mansion should be used as an interpretative facility and a place for park visitors to congregate, but not highlighted as a primary feature of the park. Use of the mansion by the public will be carefully planned to create an atmosphere of relaxation and tranquility in the same manner and purpose for which it was originally built.

This will be carried out by utilizing the lower floor as a lounge furnished in period furniture. Graphic displays of appropriate Lake Tahoe and Valley history ^{can be} presented in period motif, ^{and} displayed only in selected places.

The main floor should also function for informal interpretative programs, fireside talks and for modest meeting facilities.

The second floor will also function for historical interpretative purposes. Some building modification will be necessary to meet safety codes before the 2nd story can be opened to the public. This program will be coordinated with the local citizens committee.

A service road and a pick up area are provided in the rear of the Ehrman Mansion. This also serves as an access road and loading zone for those using the building for meetings. Parking is provided along this road for convenience of night users.

Phipps Cabin

The Phipps Cabin will be used to interpret the early human history of Lake Tahoe and the Tahoe Basin.

Picnic Grounds

There are three types of picnic areas provided: group, family and hike-and-bike-in areas. In selecting the areas for these activities care was exercised to preserve the existing piney lakeshore atmosphere on the shelf from Highway 89 to the mansion. For this reason no parking is placed directly off of or adjacent to the entrance road, except at the terminus of the main entrance road.

The twenty-five picnic units for family use exclusively are placed off the first loop to the right. This area is presently the least developed and contains the most dense tree growth, suggesting family use and catering to a smaller unit as compared with group day use.

Areas designed for both family and group use are planned for a total of two hundred people or fifty family units. These units are located in two areas: directly off the second loop and south of the existing children's cottage. These particular areas are close to the lake shore yet not visible from the shoreline. These areas are relatively open, requiring little or no clearing and will be desirable for dual use-- namely, family and group picnic use.

The third type of picnic facility, the bike-in, hike-in area is located between the entrance road and the trail coming in to the left of the contact station. By placing it here the space can be used and yet, since no cars are permitted, the natural appearance from the entrance road will remain unimpaired.

Swimming

The usable lake shore, ranging in width from ten (10) to twenty (20) feet will be developed for sunbathing and swimming. A changing-shelter-comfort station is located at approximately the midpoint of the usable beach area.

The pier is presently being used for many passive uses and will probably continue to be used as such.

The majority of the beach comes into shade during the early afternoon, consequently, many people sunbath on the pier. It is planned that the upper portion of the pier continue to be used for sunbathing, picture taking and fishing; the lower level will be reserved for docking of small boats providing water access to the park. This allows swimmers exclusive use of beach, and will eliminate unregulated docking of boats along the lake shore that present a problem of boaters beaching along the natural zone to build fires and picnic.

WESTSIDE OF HIGHWAY 89

Access to this area from the highway is approximately $\frac{1}{2}$ mile south of Tahoma at a point where sight distance is the best.

The area inland of Route 89 on both sides of General Creek, seems best suited for camping and related facilities. Indications are that there is considerable interest in camping in this area in winter as well as summer. Portions of the campground are to be developed so that they can be used for camping in the winter and as a base for cross-country skiing and other winter activities.

1. North General Creek Area

The North General Creek Development Area is intended to establish access to that portion of the park west of Highway 89; provide camping in the forested upland; provide a maintenance headquarters not only for this park but for the entire Sierra Area; and to set the stage for future development as need arises.

This segment of the development consists of a park entrance, park headquarters, orientation center, ^{family} 175 camp units, shower building, campers' supply store; laundromat, bicycle rental shop, parking, sanitary facilities, central maintenance facility, essential utilities and trails.

Campgrounds are designed to accommodate any one of the various types of camping equipment. The layout of simple modular loops is straight forward and will function well during various levels of use for ease of operation and maintenance. In the placement and design of these cluster camp loops consideration was given to; the need for easy snow removal and access to the highway; the need for a winterized comfort station; the desire for close proximity to the administrative headquarters. This facility will make it possible to provide for camping during the early spring and late fall as well as winter when the conditions permit.

2. South General Creek Area

One hundred conventional ^{family} campground units and fifty cluster camps are based on the same general design as those in North General Creek, although at this time it is assumed there will be no demand for winter camping in this location.

A second central shower building is provided to serve these one-hundred-fifty campsites.

A secondary, or satellite, service area is planned to serve the immediate need of this area as well as a location for summer help trailers.

A second trailer sanitary dump station is proposed here to meet the needs of campers in this area as well as those passing in and out of the park.

Public service area with store, laundry and concession headquarters centrally located to serve ^{this} ~~the~~ area south as well as ~~of General Creek~~ and the upland camping in Olympic Meadow and ^{the} North Ridge developments.

A third satellite park service area is required here to meet the operation and maintenance needs for development in this particular area.

~~This~~ ^{at this location} group camp facility ^{person} includes two one-hundred ~~capacity~~ camps with a comfort station and combination building for each.

3. Olympic Meadow Area

Three-fifty unit campgrounds with the same standards of development as ^{at} ~~discussed in~~ the North General Creek Area ~~are planned for this location.~~

A natural history interpretive facility and trail head information display is ^{also} ^{here} proposed to interpret this section

of the Sierra-Tahoe Basin, and ~~provide a~~ parking and ~~provide for~~ ^{basic} ~~access point~~ ^{to explore} to the primitive hike-in camps in the higher elevations of the park and the adjacent wilderness areas.

4. North Ridge Area

Swimming and Recreation Complex: This development is considered necessary to meet the recreation needs of the campers in the park and to reduce the flow of visitors out of the camp area into the day use area at the lake shore. It will provide warm-water swimming not found in Lake Tahoe and will help protect the lake shore from overuse.

Equestrian Campground and Assembly Area: An equestrian camp area with trailer parking and corral facilities ^{are planned for this location} which will function as a pack horse assembly area for the wilderness pack trips as well as equestrian needs within the park.

5. Hike-In Area

This is the western most portion of the park and will remain as a primitive resource for hikers and back-pack campers.

TRAIL SYSTEM AND SCENIC OVERLOOKS

Trails will interconnect all public use areas, the scenic corridors and natural areas and overlooks to encourage hiking and bicycling. It is

intended that bicycles can be rented from a concession ^{on the inland side of state route 89} ~~area above the road and~~
~~then used to ride down to the lake.~~ Bicycles will be limited to certain areas
so as not to interfere with pedestrian activities.

APPLICABLE ACTIVITIES AND FACILITIES WITHIN THE PARK

Campgrounds

Picnic Areas

Overlooks

Historical and Natural History Interpretive Facilities

Pier and Boat Docking Facilities

Swimming Beach

Natural Areas with Trails and Interpretation

High and Back-Country Hike-in Campgrounds

Equestrian and Bicycle Facilities

Orientation Center and Park Headquarters

Recreation and Swimming Pool Complex

Campfire Centers

Park Utility and Service Centers

Park Residences (Permanent Houses and Seasonal Trailers)

UTILITIES

All utilities are to be underground using old and new road alignment for their
layout where practical.

Sewer:

Two sewage holding tanks will be installed in the initial
development. Sewage will be processed either through a
lift station and/or a pump station and by gravity to the

STAGING AND ESTIMATED COST

Immediate Public Use Facilities

The development for Sugar Pine Point State Park was planned to be developed in stages. Before permanent facilities could be started, some facilities were provided. These are known as immediate public use facilities. Such facilities are now existing, all are on the lakeside of Highway 89 and consist of:

- Improvement to existing entrance (lakeside entrance)
- Roads and parking areas to serve this lakeside area only.
- Adjustment or improvement of the existing utilities and buildings.
- 30 picnic units, 45 camp units, 20 parking spaces, and overflow parking for 19 cars.
- Sanitary facilities (chemical toilets).
- Health, safety and protection facilities.
- Signs.

The immediate public use facilities are considered temporary and may be either removed or modified as permanent development is effected.

The cost of above facilities is approximately \$53,500.

PERMANENT DEVELOPMENT IS PLANNED IN THE FOLLOWING STAGES:

SUMMARY OF CONSTRUCTION STAGES AND COST ESTIMATES

<u>Stage</u>	<u>Estimated Construction Cost</u>	
I	678,219	
II	815,444	
III	1,425,669	
IV	694,031	
Subsequent Stages	539,137	
Utilities	<u>637,725</u>	
TOTAL	<u>\$4,750,225</u>	Say \$4,791,000

Other than the two entrances and the present uncertainty of the proposed freeway alignment, there are no circulation problems within the park.

Public Services

Within the park plans call for five locations where visitors may purchase necessary goods and services:

1. In the day use area on the lakeside of Route 89, a snack bar will be located in an existing building. This will be near the beach and the picnic facilities. A coffee and cookie bar will be located in the Ehrman Mansion.
2. At north General Creek campground a store, laundromat and bike rental is planned.
3. At the south General Creek campground the same facilities are planned as at north General Creek.
4. A snack bar is planned at the swimming pool.
5. Horses for rent will be available at the equestrian assembly area at Olympic Meadow.

Conclusions

The development of Sugar Pine Point State Park will make available a delightful year-round vacation spot. It will supply facilities that will make possible the retirement of many of the overused areas in both D. L. Bliss and Emerald Bay State Parks while restoration of these areas is still possible.

holding tanks. From the holding tanks, the sewage will be hauled out of the park. A sewage trunk line is scheduled along Highway 89 in the Sugar Pine Point area. This is a part of an overall sewage system that will serve the entire Tahoe area. Sanitary facilities for the park will eventually connect with this central sewage trunk system proposed for exportation of sewage out of the Lake Tahoe Basin.

Electricity and Telephone Service

Electric power is provided by the Sierra Pacific Power Company of Reno and telephone service by Pacific Telephone and Telegraph Company.

Water

Water will be provided by Tahoe Cedar Water Company in Tahoma. A water storage tank will be located in the North Ridge Area with a capacity of 200,000 gallons.

Circulation

Since the park, at present, is divided into two parts by State Route 89, access to the two parts is by separate entrances.

This two-entrance arrangement is awkward and hopefully can be corrected by one of two methods:

1. If the proposed freeway alignment follows the alignment of existing State Route 89, the General Creek Bridge can be designed to provide an underpass connecting the two segments; or,
2. If the proposed freeway does not follow existing Route 89, an overhead or underpass crossing of Route 89 can be constructed by the Department, thus eliminating the need for two entrances.

STAGE II

This includes the development of that area between Route 89 and the lake including beach development, ^{In addition it includes} ~~plus~~ service facilities and park headquarters inland of Route 89 in the North General Creek area.

<u>FACILITY</u>	<u>UNIT</u>	<u>ESTIMATED COST</u>
<u>STATE:</u>		
Campfire Center	1	2,000
Family Picnic Units	50	31,200
Group Picnic Facilities	200 Persons	31,200
Contact Station	1	7,500
Office & Orientation Center	1	60,000
Interpretive Facilities (Lakeside)	1	35,000
Scenic Overlooks	2	1,200
Service & Utility Center	1	267,400
Park Residences	2	54,000
General Parking	117	11,700
Bicycle Parking	170	850
Pedestrian Bridges	4	12,000
Trails	12 Miles	24,000
Fence	1 Mile	<u>5,000</u>
		543,050
 <u>CONCESSION:</u>		
Public Service Center	1	<u>50,000</u>
		593,050
	+10% Contingencies	<u>59,305</u>
		652,355
	+25% A & E	<u>163,089</u>
		815,444
	*TOTAL	<u>815,444</u>

*Cost of Utilities not included -22-
(See sec. I Detail cost in Stage Summary)

STAGE III

This stage of development will include family camping and concessions facilities in the South General Creek area plus the swimming and recreational ~~complex~~ facilities in the North Ridge area as follows:

<u>FACILITY</u>	<u>UNIT</u>	<u>ESTIMATED COST</u>
<u>STATE:</u>		
Family Camps	150	427,300
Group Camps	100 Persons	140,000
Campfire Center	1	2,000
Family Picnic (^{At swimming pool} Swimming & Rec. Complex)	25	5,600
Swimming & Recreation Complex	1	200,000
Summer Service Area	1	2,000
General Parking	154	15,400
Bicycle Parking	70	350
Auto Bridge	1	25,000
Pedestrian Bridges	2	6,000
** Access Road	Rd. to swim- ming complex Olympic Meadow & Water Tank	<u>163,200</u>
		986,850
<u>CONCESSION:</u>		
Public Service Center	1	<u>50,000</u>
		1,036,850
	+10% Contingencies	<u>103,685</u>
		1,140,535
	+25% A & E	<u>285,134</u>
	*TOTAL	<u><u>1,425,669</u></u>

*Cost of utilities not included (See total utility cost in Stage Summary)

**Does not include feeder or campground roads

STAGE IV

Development in this stage consists of additional group camp facilities in the South General Creek area and family camping facilities in the South General Creek area as follows:

<u>FACILITY</u>	<u>UNIT</u>	<u>ESTIMATED COST</u>
<u>STATE:</u>		
Family Camps	150	346,500
Group Camp	100 Persons	140,000
Trailer Sanitary Station	1	12,000
Summer Service Area	1	2,000
General Parking	42	4,200
Bicycle Parking	10	50
		<u>504,750</u>
	+10% Contingencies	<u>50,475</u>
		555,225
	+25% A & E	<u>138,806</u>
	*TOTAL	<u><u>694,031</u></u>

*Cost of utilities not included
(See total utility cost in Stage Summary)

SUBSEQUENT STAGES

All remaining facilities are grouped here and consist of equestrian facilities in the Olympic Meadow area plus hike-in camps and picnic facilities in the interior of the area.

<u>FACILITY</u>	<u>UNIT</u>	<u>ESTIMATED COST</u>
<u>STATE:</u>		
Hike-in Camp Units	25	15,000
Campfire Center	1	2,000
Family Picnic (Hike-in)	25	5,600
Interpretive facilities (Olympic Meadow)	1	25,000
Scenic Overlook	3	1,800
General Parking	110	11,000
Bicycle Parking	20	100
** Access Road	Road to Equestrian Assembly Area	39,000
Auto Bridge	1	20,000
General Creek Grade Separation (Extra to Highways Cost)		60,000
Pedestrian Bridges	4	12,000
Trails	4 Miles	<u>8,000</u> 199,500
<u>CONCESSION:</u>		
Equestrian Assembly Area & Campground	1 25 Camps	132,600
Concession Warehouse	1	<u>60,000</u> 192,600
		392,100
	+10% Contingencies	<u>39,210</u>
		431,310
	+25% A & E	<u>107,827</u>
	*TOTAL	<u><u>539,137</u></u>

*Cost of utilities not included (See total utility cost in stage summary)

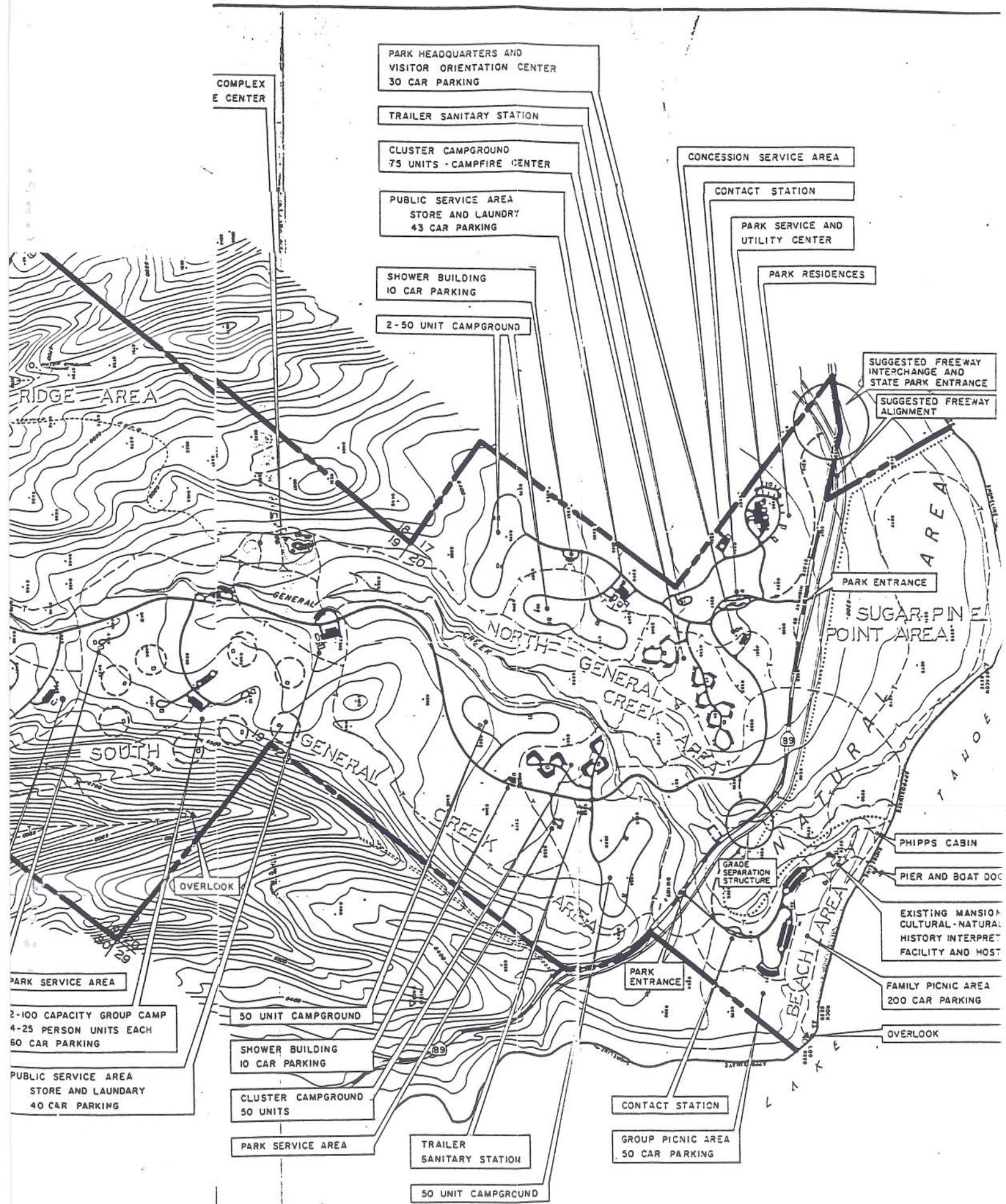
**Does not include feeder or campground roads

OPERATION

To be furnished by Operating Division

ANNUAL COST

STAFF	Existing	Additional
Permanent	_____ M.M., ... \$ _____	_____ M.M. \$ _____
Temporary	_____ M.M., ... \$ _____	_____ M.M. \$ _____
OPERATING EXPENSE	\$ _____	\$ _____
Sub-total	\$ _____	\$ _____
TOTAL ANTICIPATED OPERATING COST		\$ _____



COMPLEX
E CENTER

PARK HEADQUARTERS AND
VISITOR ORIENTATION CENTER
30 CAR PARKING

TRAILER SANITARY STATION

CLUSTER CAMPGROUND
75 UNITS - CAMPFIRE CENTER

PUBLIC SERVICE AREA
STORE AND LAUNDRY
43 CAR PARKING

SHOWER BUILDING
10 CAR PARKING

2-50 UNIT CAMPGROUND

CONCESSION SERVICE AREA

CONTACT STATION

PARK SERVICE AND
UTILITY CENTER

PARK RESIDENCES

SUGGESTED FREEWAY
INTERCHANGE AND
STATE PARK ENTRANCE

SUGGESTED FREEWAY
ALIGNMENT

RIDGE AREA

PARK ENTRANCE

SUGAR PINE
POINT AREA

SOUTH

GENERAL
CREEK

NORTH
GENERAL
CREEK

GENERAL
CREEK

GRADE
SEPARATION
STRUCTURE

PHIPPS CABIN

PIER AND BOAT DOCK

EXISTING MANSION
CULTURAL-NATURAL
HISTORY INTERPRETIVE
FACILITY AND HOST

FAMILY PICNIC AREA
200 CAR PARKING

OVERLOOK

OVERLOOK

PARK SERVICE AREA

2-100 CAPACITY GROUP CAMP
4-25 PERSON UNITS EACH
60 CAR PARKING

PUBLIC SERVICE AREA
STORE AND LAUNDRY
40 CAR PARKING

50 UNIT CAMPGROUND

SHOWER BUILDING
10 CAR PARKING

CLUSTER CAMPGROUND
50 UNITS

PARK SERVICE AREA

TRAILER
SANITARY STATION

50 UNIT CAMPGROUND

PARK ENTRANCE

CONTACT STATION

GROUP PICNIC AREA
50 CAR PARKING

BEACH AREA

T A H O E

