

CAMP RICHARDSON RESORT



VISION PLAN FEBRUARY 2009

Camp Richardson Resort is operated under special use permit on National Forest System lands administered by the Lake Tahoe Basin Management Unit.

DESIGNWORKSHOP

Acknowledgements

Many people have been involved in the preparation of the Vision Plan for Camp Richardson Resort. Special acknowledgement goes to:

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Table of Contents

The Vision

Purpose of the Vision Plan

The Vision Plan

1.0 Location & Background

Fig I- Site Location - Permit Area Boundary

Fig II- Regional Location Map

2.0 Philosophy & Stewardship

2.1 Forest Plan Consistency

3.0 Existing Conditions and Site Analysis

3.1 Neighborhood Context

3.2 Transportation & Circulation

3.3 Cultural Resources

3.4 Environmental Resources

3.5 Existing Use Areas

4.0 Opportunities & Constraints

4.1 Environmental Improvements

4.2 Neighborhood Context

4.3 Flexible Use Area

4.4 Operations Facilities

Fig III- Opportunities & Constraints Diagram

5.0 The Concept Plan

5.1. General Neighborhood Context

5.2 Transportation/Circulation/Parking

5.2.1 Highway 89 Corridor

5.2.2 Public Transit

5.2.3 Parking & Access

Fig IV- Conceptual Circulation

5.2.4 Pedestrian/Bike

5.2.5 Emergency Access

5.3 Environmental & Cultural Resource Improvements

5.4 Scenic Quality

5.5 Program Areas

Fig V- Concept Plan – Camp Richardson Resort

Fig VI- Concept Plan – Camp Richardson Village, Cabins & Beach

5.5.1 Historic District

Village

Cabins

5.5.2 Operations Facility & Employee Parking

5.5.3 Beacon/Beach

Pavilion

Pier

Table of Contents (Cont.)

- Restroom
- 5.5.4 Campground Areas
 - Badgers Den
 - Eagles Nest
 - RV Campground
- 5.5.5 Flexible Use Area
- 6.0 Implementation Strategies
 - 6.1 Vision Plan Consistency
 - 6.2 Regulatory Requirements
- 7.0 Appendices
 - 7.1 Marina County Special Use Permit and Permit Traffic Management Plan
 - 7.2 Land Coverage, Building and Land Use Data
 - 7.3 Lake Tahoe Basin Management Unit/Advisory Council on Historic Preservation Memorandum of Agreement
 - 7.4 Forest Plan Consistency Check Summary

Supporting Document – Design Guidelines

The Vision



The Vision

Vision Statement

“Camp Richardson Resort will actively manage and conserve its historical and environmental setting to provide an economically successful family-oriented destination resort and recreation opportunities that can evolve and adapt to future needs.”

The fundamental approach to the operation and management of the Camp Richardson Resort is to improve the quality of the resort and recreation experience at the Resort during all seasons. Any effort to increase visitation during peak periods would degrade the resort experience, which is not in the best interests of guests, the resort operator, US Forest Service (USFS), the public, or the environmental resources of the site. The overall strategy is to effectively manage the peak periods of use and productively operate the resort during shoulder and off-seasons when existing facilities are under utilized.

With this overall management direction in mind, goals and objectives are identified for facilities/operations guided by the Vision Plan. These are essentially a continuation and refinement of the previous and current resort development and operation strategies.

Overall Resort Goals:

- ◆ Restore and improve Camp Richardson Resort as a high quality, year-round destination resort consistent with its historic character, its environmental setting and guest expectations.
- ◆ Improve the integration of Camp Richardson Resort with the recreational public lands “neighborhood” in which it is located. Provide facilities and services complementary to the adjacent recreation, environmental, cultural and heritage visitor attractions.
- ◆ Encourage public transit and reduction of total vehicle trips and overall parking demand within the “neighborhood.”
- ◆ Improve management of existing peak season visitor use, and encourage increased use during shoulder and winter seasons when Resort facilities are under utilized.



The Camp Richardson hotel provides visitors with facilities close to recreational use areas of Lake Tahoe.

The Vision (Cont.)

Overall Resort Objectives:

- ◆ Develop design guidelines to enhance an on-site sense of place which respects and maintains historic appearance and character. Follow the Secretary of the Interior's Standards for the Treatment of Historic Properties when improvements are planned within the Resorts historic district.
- ◆ Extend visitor use into shoulder and winter seasons, incorporating approved special events and interest programs. Provide a venue for community activities in a manner consistent with the maintenance of a healthy environment.
- ◆ Respond to changing recreation trends and visitor expectations. Redeveloped facilities should be adaptable to meet multiple needs.
- ◆ Provide organized and controlled vehicle circulation and parking for guests and employees. Improve pedestrian and bicycle circulation and safety. Maximize use of public transportation services and opportunities.
- ◆ Reduce extent of soil compaction and reestablish understory vegetation where consistent with fire defensible space considerations.
- ◆ Redesign facilities to meet universal accessibility standards and incorporate energy efficient building techniques.



Existing ice cream parlor on Highway 89 provides service for overnight and day resort visitors in a rustic setting.

- ◆ Renovate and “underground” utility systems where feasible.
- ◆ Improve scenic resources along the Highway 89 corridor and shorezone.
- ◆ Implement regional water quality BMP programs.
- ◆ Implement forest health and fire prevention measures to maintain a healthy environment.
- ◆ Restore and protect stream and other sensitive environments, such as Pope Marsh.

Purpose of the Vision Plan



Purpose of the Vision Plan

The Vision Plan has been prepared by the Lake Tahoe Basin Management Unit (LTBMU) in collaboration with the Camp Richardson Resort and is a framework that outlines the general intent and direction for resort improvements. The Vision Plan provides parameters for evaluating proposed projects to ensure that improvements contribute to the overall goals for the resort, while providing sufficient flexibility for changing needs over time.

The Plan does not propose any substantial expansion of the facilities or capacity of the resort. It identifies where improved resource and facility utilization can be employed to better manage demands on the site during the peak summer season, to make more productive use of the site during the winter and shoulder seasons, and to address the replacement of facilities essential to a “destination resort” which have been lost over time. Physical improvements to the existing facilities will be proposed to reduce the impact that visitors have had on the site over many years, improving environmental conditions as well as the experience of visitors. Existing degraded resort facilities will be replaced, reconstructed or rehabilitated.

A Vision Plan for Camp Richardson Resort has been needed for some time. When a facility requires repair or maintenance, it has been simple to assess impacts and approve/implement an improvement program. When a change to the Resort is proposed such as a new use, new building, relocated structure, or extensive reconstruction, (which many of the buildings require) the “fit” of the proposal within the resort has been more difficult to evaluate. The Vision Plan provides common ground for decision-making, which will enable USFS and the Special Use Permittee to improve the resort, curing existing problems and shortcomings while also responding to the current and evolving expectations of guests and the general public.

A Design Guidelines document has been prepared to act as a supporting document to the Vision Plan and will assist in the evaluation process for projects. It details an

approach to the use of materials, site planning and site furnishings, allowing for a consistent and incremental implementation of the Vision Plan.



Existing cabin facilities need to be restored and some replaced to provide code compliant facilities for the public.



Camping and facilities need to be upgraded to provide camping experience that meets USFS recreation and resource protection standards.

1.0 Location & Background



1.0 Location & Background

The Camp Richardson Resort permit area totals approximately 128 acres, including wooded upland areas and a portion of the Pope Marsh that extends off-site to the east. The resort is located approximately 2½ miles west of the city of South Lake Tahoe on California SR 89 (see Figure I). It is centered around the intersection of Highway 89 and Jameson Beach Road (see Figure II). Most of the resort activities and facilities are located at this intersection or at the lake shore.

Camp Richardson is a publicly-owned, historic lakefront resort on the South Shore of Lake Tahoe, eligible for, but not listed in the National Register of Historic Places. It is managed by the US Forest Service, Lake Tahoe Basin Management Unit (LTBMU) and operated by a private concessionaire under a Special Use Permit. The resort was acquired by the USFS in 1965 and has been operated by various concessionaires since that time. For a variety of reasons, little effort or capital investment has been made to preserve, rehabilitate or improve the resort facilities until recently. Many of the resort structures are now reaching a critical stage at which they must receive attention or be lost. This need was recognized when the USFS approved a new 20 year permit to operate the resort in 1995.

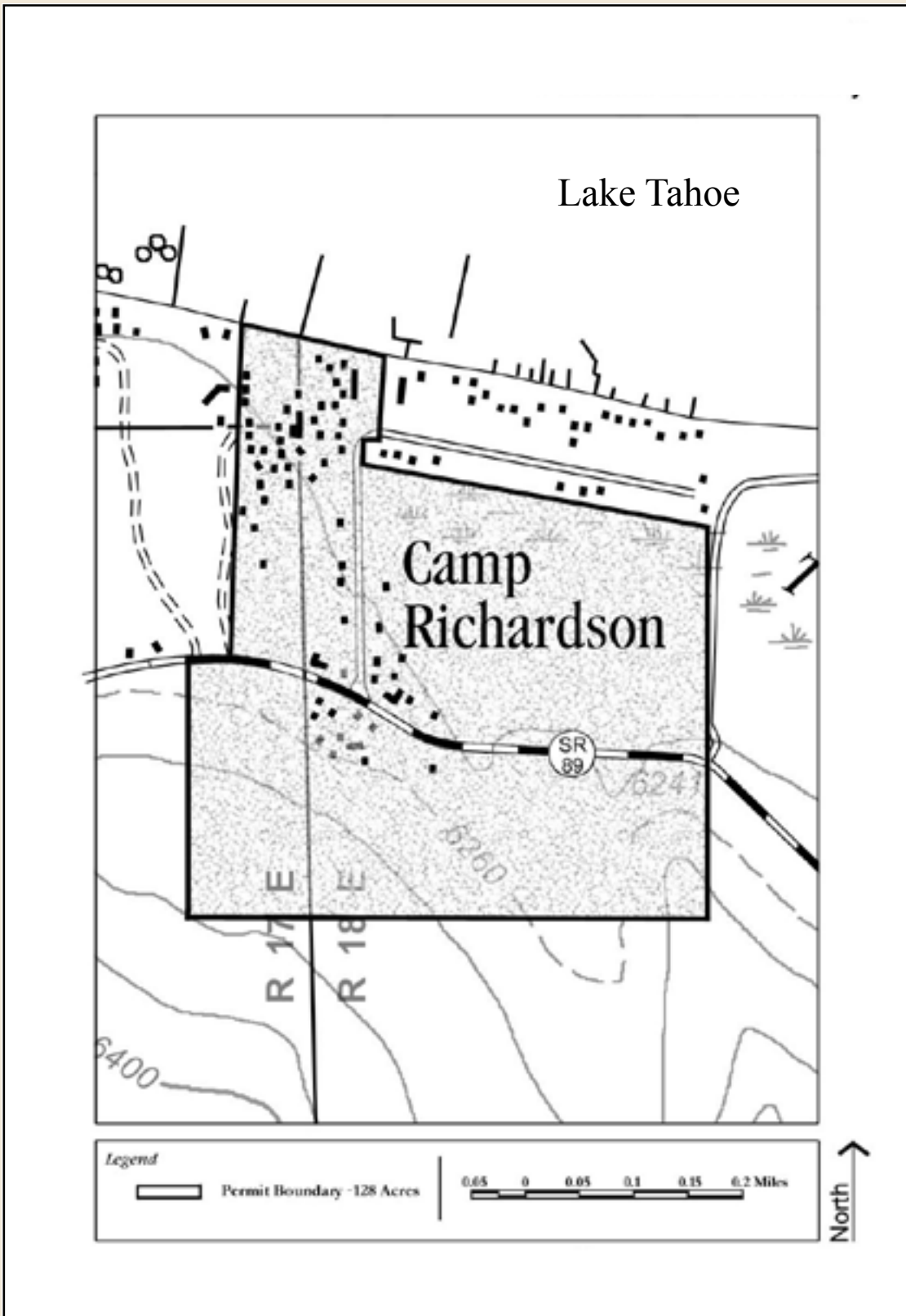
Conditions of the 1995 permit approval included preparation of a plan to guide improvement/redevelopment and the provision of private capital investment in the facility. The Vision Plan is not a TRPA “Master Plan,” and only addresses the permitted area of the resort. The USFS believes that facility improvement/redevelopment should be placed on an accelerated implementation schedule with the support of private investment funds that would be contributed by the concessionaire in addition to funding available through a permit fee offset program and other federal sources where available.

The 1995 permit approval provides the resort with a twenty year permit to continue operating as in the past, providing services and activities; lodging, campgrounds,

restaurant, special events (as approved), guest services and goods, recreational equipment rentals and facilities within the existing permit area. In 2000, the provisions of the 1995 permit were transferred to the current permittee who is responsible for preparing the Vision Plan and operating the resort consistent with the approved Vision Plan and permit terms.

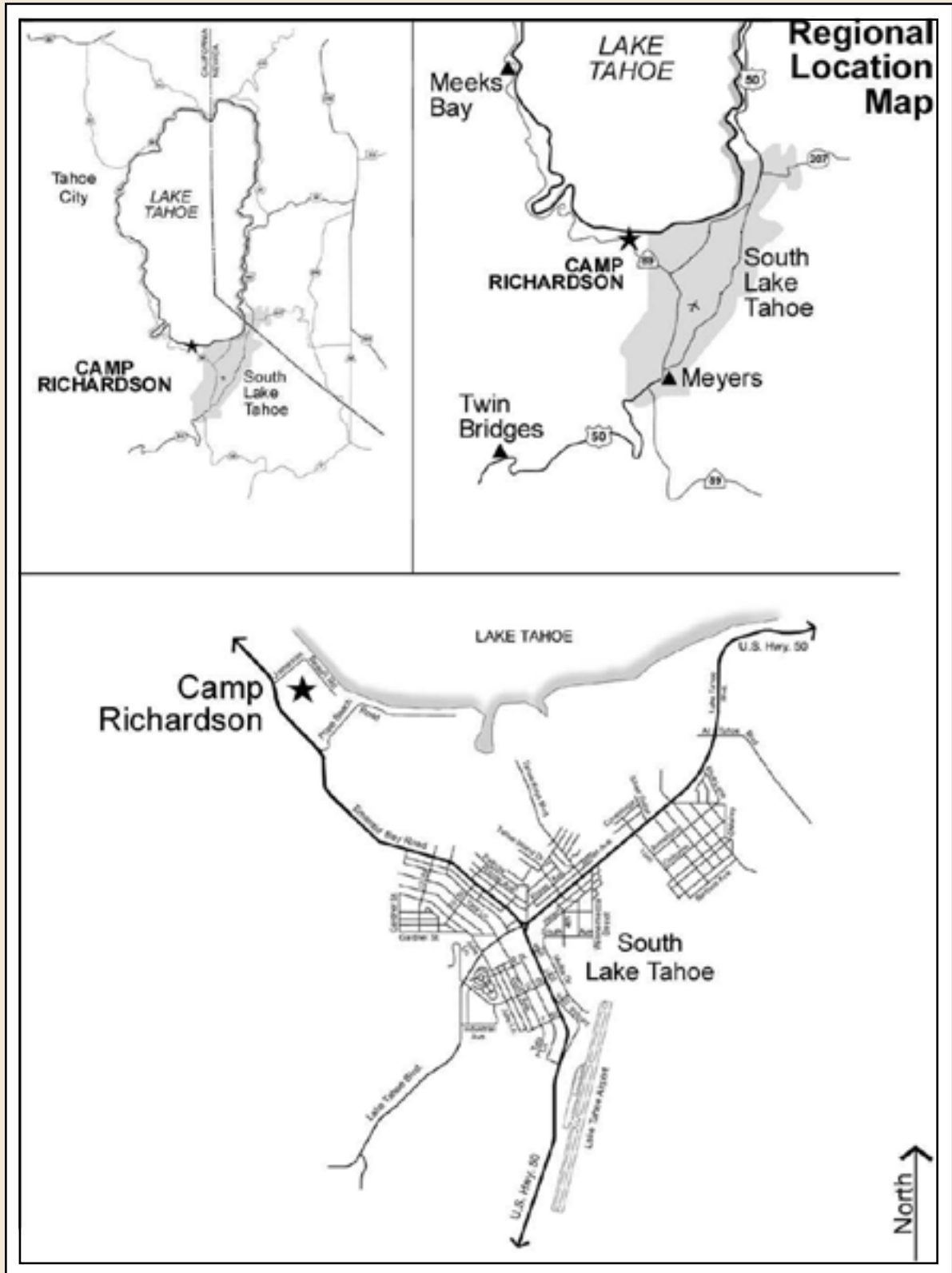
Provisions of the Vision Plan are based on previously adopted USFS plans and decisions (i.e., Camp Richardson Future Use Determination and Environmental Assessment, LTBMU Land and Resource Management Plan, etc.) combined with more detailed technical information that has been recently developed. As projects are identified and proposed they will be subject to detailed review as appropriate for the proposal, including Tahoe Regional Planning Agency (TRPA) regulatory compliance, environmental documentation (NEPA), compliance with the USFS Built Environment Image Guidelines, as well as a determination of consistency with the Forest Plan, this Vision Plan, and Design Guidelines prior to implementation. Scheduled updates of the Forest Plan and the TRPA General Plan & TRPA Shorezone Ordinances are not expected to change the “Vision” for the resort but could alter the current way that individual projects are assessed.

Site Location- Permit Area Boundary



Source: Jay Kniep

Regional Location Map



Source: Jay Kniep

2.0 Philosophy & Stewardship



2.0 Philosophy & Stewardship

The mission of the US Forest Service is to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations. This is summarized in the agency's mission statement: *Caring for the land and serving people*. The Lake Tahoe Basin Management Unit (LTBMU) was established by the US Forest Service in 1973 to protect Lake Tahoe and its famed water quality by specially managing a diverse range of resources, particularly the complex watershed systems that form the basin surrounding the lake.

The Camp Richardson Resort has for many years provided family oriented destination-resort services and recreation opportunities to Lake Tahoe visitors and residents. Deferred maintenance and continued use has resulted in the need for the facilities to be upgraded, offering the opportunity to further protect and enhance the natural resource features and processes found at the Resort, while adaptively reusing and protecting its rich heritage resources. The successful business operation at the Resort must also continue and remain competitive, serving visitors and residents of the Tahoe Basin by providing accessible, safe and unique facilities and services to the public. Resort improvements can both care for the land, and serve people.

2.1 Forest Plan Consistency

The LTBMU can accomplish its mission at Camp Richardson Resort by developing and implementing a sustainable vision for the Resort, focusing on protecting resources while meeting the needs of current and future generations.

The vision for Camp Richardson Resort, as presented in this document, is consistent with all LTBMU Forest Plan Direction, Standards, and guidelines. The Resort is located within the "Fallen Leaf" management area which has a management emphasis on enhancing recreation opportunities and cultural resource values. The vision for the Resort has been reviewed for consistency by program managers responsible for stewardship of multiple resources.

The Vision Plan is also consistent with the Forest Services Pacific Southwest Region Recreation Mission: "To sustain ecosystems and serve people through innovative recreation leadership and partnerships for facilities, services, and programs."

3.0 Existing Conditions & Site Analysis



3.0 Existing Conditions & Site Analysis

3.1 Neighborhood Context

Camp Richardson Resort is part of a concentrated area of public recreation and cultural resources and facilities which in summer attracts numerous overnight and day use visitors. These facilities include Pope Beach, the access road for which is at the eastern boundary of the Resort's tent campgrounds north of Highway 89; the Tallac Historic Site immediately west of the Resort's Cabin Area; the USFS Visitor Center and Stream Profile Chamber further to the west; and the Camp Richardson Corrals west of the RV Campground area. Fallen Leaf Lake and campground is located further to the southwest; Kiva Picnic Area/Beach and Baldwin Beach lie west of the Resort within the concentrated South Shore Recreation Area. In addition, a Class I bike trail parallels Highway 89 on the north side, passing through the Resort Village and encouraging cycling between the City of South Lake Tahoe and the recreation facilities in the Camp Richardson neighborhood. A privately owned marina located adjacent to the Resort is currently managed by the Resort Permittee .

The Resort manages Jameson Beach Road, including provision of snow removal in the winter, limiting congestion and maintaining emergency access through the use of a staffed parking kiosk in the summer season, consistent with the Emergency Access and Congestion Management Plan required by El Dorado County in the marina's special use permit (see Appendix for more details). Properties in the Jameson Beach residential tract have an easement across the resort permit area so that they can access the highway. Except for the marina and residential tract, the property surrounding Camp Richardson is publicly owned and managed by the US Forest Service and includes several recreation facilities.



Jameson Beach Road connects highway 89 to the lakefront. Conflict between vehicle/bike/pedestrian traffic often exists during peak use periods.



The Beacon Restaurant is a popular lakefront destination.

3.0 Existing Conditions & Site Analysis (Cont.)

3.2 Transportation & Circulation

Highway 89 Corridor

California State Route 89 is primarily a two lane roadway throughout the Tahoe Region that provides the main connection between South Lake Tahoe and communities on the west and east shore of Lake Tahoe. It intersects with US 50 3 miles away in South Lake Tahoe. In the vicinity of Camp Richardson, State Route 89 is approximately 20 to 24 feet of paved width with narrow gravel shoulders. The posted speed limit within the project area is 35 miles per hour with the lane markings consisting of a double yellow center line and solid white edge lines. CalTrans counts indicate an average daily traffic volume of 4,500. The El Dorado County portion of Hwy 89 (including the Camp Richardson Corridor) is designated as a California Scenic Highway.

Public Transit

The resort is currently serviced in summer by the “Trolleys” (motorized buses) that run from the casino corridor in South Lake Tahoe to Emerald Bay.

Private watercrafts are provided for at the adjacent marina, and various water shuttle services run to and from other South Shore locations.

Parking & Access

The resort has a paved parking lot at the Beacon/Beach area. This is used for patrons of the restaurant and beach, for which a fee is charged during peak use periods. Other existing lots are associated with specific facilities including the General Store, the Hotel, the ice cream shop and rental shop. These parking lots are small and do not adequately service the demand. Cars park on the edge of Jameson Beach Road within the Resort boundary, and along Highway 89 on a dirt shoulder if other parking cannot be found. This is dangerous due to visibility and conflicts with pedestrian traffic at the Resort especially as many small children visit the resort with their families. Existing unimproved parking contributes to environmen-



Pedestrian and vehicle conflicts need to be addressed.



Parking lots are provided for resort facilities but need reconfiguring to maximize spaces available and improve environmental quality.

tal degradation through soil compaction, production of sediment and dust, lack of vegetation cover and resulting erosion, and also negatively impacts the area’s scenic resources.

3.0 Existing Conditions & Site Analysis (Cont.)



Clearly planned and safe pedestrian routes need to be provided.

Pedestrian/Bike

A Class I bike trail parallels State Route 89 and attracts thousands of bicyclists and pedestrians during summer months. In some instances Camp Richardson serves as a trailhead for these users, which generates additional vehicle parking demand. Several hiking and biking trails access general forest areas south of the resort.

Employee parking

Employees currently park to the rear of the ice cream and rental shop in the area that houses maintenance vehicles as well as in other non-guest areas.

3.3 Cultural Resources

The resort has been determined eligible for listing in the National Register of Historic Places due to the age and character of buildings within the Resort Village and cabins area and the role of the resort in Lake Tahoe history. The Resort represents one of the first vehicle-based recreation destinations at Tahoe available to people of average economic means. A Native American cultural resource site is located within the RV campground. The USFS, California State Historic Preservation Office (CA

SHPO) and Advisory Council on Historic Preservation have entered into a Programmatic Agreement on a regional basis. The agreement sets forth procedures for compliance with the National Historic Preservation Act for undertakings on regional national forest lands. As a regional document, none of the provisions are specific to the resources at Camp Richardson, however all projects at the resort with the potential to affect historic resources will be subject to the procedural requirements of this agreement. In addition, a Memorandum Of Agreement (MOA) has been established between the LTMBU and the Advisory Council on Historic Preservation regarding the management of historic resources at Camp Richardson Resort. This MOA addresses rehabilitation and redevelopment of the cabin area, and stipulates that the resort's eligibility status be reviewed upon completion of future cabin improvement efforts.



Some cabins at the Resort have historical significance and need capital investment to address deferred maintenance.

3.0 Existing Conditions & Site Analysis (Cont.)

3.4 Environmental Resources

Environmental features of the site include the Pope Marsh/meadow located to the north of the Badger's Den Campground Area to the north of Highway 89. Minor drainages connect the marsh to the forest on the south side of Highway 89 beyond the Resort permit boundary. Tahoe Regional Planning Agency (TRPA) soil science staff have determined that these drainages are not classified as Stream Environment Zones (SEZ).

Existing unpaved roads are a source of fine sediment which can become airborne as dust, potentially reaching Lake Tahoe and negatively affecting water quality. Much of the ground within the campground areas is compacted and some erosion exists on the steeper slopes of the site that don't have good vegetative groundcover. Stormwater runoff carries sediments to lower portions of the site where the sediments generally settle out. The Beach/Beacon area contains a retention pond that helps filter stormwater runoff before it enters Pope Marsh.

Natural landscape features within the resort area include the beach and its interface with Lake Tahoe, Pope Marsh/meadow, and upland coniferous forest.

Land Capability Classification mapping for the resort has been completed and verified by the TRPA. Lower land classifications such as Class 1 indicate the land is not suitable for any development, with Classes 4-7 allowing development at specified percentages of coverage per the TRPA. The campground areas are approximately 48 acres in size and mostly located on Class 5, 6 or 7 lands with approximately 21.3 acres of existing coverage. Some campground areas are located on the periphery of the Pope Marsh/meadow, which is Class 1 land. The Resort Village is approximately 10 acres in size and located on Class 6 land, with approximately 3.9 acres of existing coverage. The Cabin Area at the resort is approximately 12 acres in size and located on Class 6 land, with approximately 6 acres of existing coverage. The Pope Marsh/meadow area (Class 1 soil) is approximately 22 acres in size with approximately

0.3 acres of existing coverage in the form of campground sites. The Beach and Beacon area is approximately 9 acres and contains Class 1 land, with approximately 3.9 acres of existing coverage. Mapping with more specific information is attached in the Appendices in Section 7.2.

◆ Wildlife

The USFS has determined the Camp Richardson Resort site does not currently contain viable wildlife habitat for threatened, endangered or indicator species. A Bald Eagle Management Plan exists to monitor and protect habitat for this species.

◆ Botanical Resources

The LTBMU has determined that the sandy beach area is potential habitat for Tahoe Yellow Cress, (TYC) however no TYC is present. Vegetation within the Resort is managed with guidance from the USFS to comply with Forest Plan objectives.

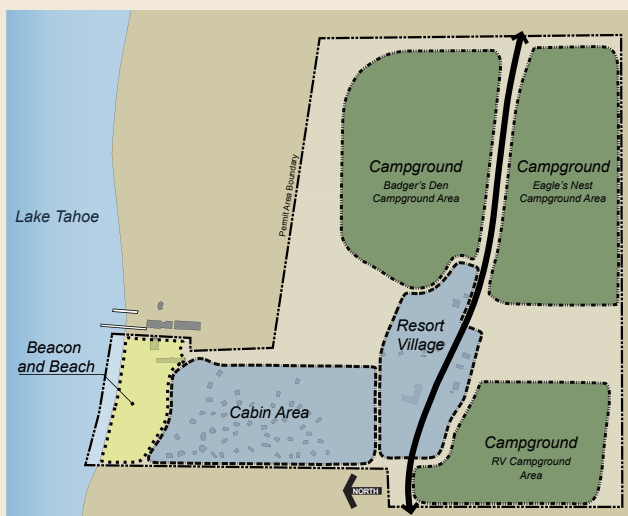


Disturbance in meadows and Stream Environment Zones (SEZs) should be minimized.

3.0 Existing Conditions & Site Analysis (Cont.)



The "Village" area of the resort provides a landmark for many visitors.



Camp Richardson Resort program areas.

3.5 Existing Use Areas

Existing facilities in the Camp Richardson Resort have developed over time and comprise four distinct program areas that relate to activity areas within the resort.

1. Resort Village

This program area is along Highway 89 and surrounds the intersection with Jameson Beach Road. It is the historic commercial area of the resort with highway exposure. Functionally this area is the main entrance to the resort and provides major public exposure, as well as an activity center. Commercial activities within the resort are considered "accessory" to recreation use by the TRPA and no commercial floor area (CFA) designation is required. The vicinity of the Lodge is a site for special events (e.g., Oktoberfest) as allowed by permit.

Uses/facilities include:

- a. On the north side of Highway 89, west of Jameson Beach Road:
 - ◆ Lodge and parking (28 units)
 - ◆ Day use facilities (picnic tables and BBQs) and a "fire circle" gathering place for guest groups located near the Lodge
- b. On the north side of Highway 89, east of Beach Road:
 - ◆ Faegol cabin (seasonal retail),
 - ◆ General store/deli with outdoor seating (year round retail/services with administrative offices above), and parking
 - ◆ Old Richardson Cabin Location
 - ◆ Richardson House, a recently refurbished 7-bedroom home with 7-car parking area available for weekly rental
- c. On the south side of Highway 89:
 - ◆ The Ice Cream Parlor
 - ◆ Old Post Office (retail)
 - ◆ Sports Center (old gas station) and parking with bicycle and cross-country ski rentals

3.0 Existing Conditions & Site Analysis (Cont.)

- ◆ Outdoor seating and picnic tables for customers are located near the store and ice cream parlor

2. Beach and Beacon

This program area is along the lake shore at the north end of Jameson Beach Road and includes the Jameson Beach Road corridor from the Resort Village northward to the Beacon Restaurant, the existing Beach Inn motel and the beach along the shore. Functionally, this area is the second major activity center in the resort. The Jameson Beach Road corridor serves as the connection between this center and the Resort Village, providing parking, vehicle and pedestrian access to the beach.

Uses/facilities in the Beach and Beacon area include:

- The Beacon restaurant
- The Beacon parking lot
- The seven unit Beach Inn motel and parking
- Beach volleyball courts
- Group day use facilities and picnic tables
- Off-shore mooring buoys
- Port-a-potties as needed during summer use periods
- Trail connections to the Tallac historic site

Adjacent private land uses that are accessed from the Beach and Beacon area include:

- Camp Richardson Marina
- Jameson Beach Homes



The beach and Beacon area is serviced by a large parking lot that could be reconfigured to provide a more welcoming entrance.



The Beacon Restaurant provides outdoor seating and summertime music that is popular with visitors.

3.0 Existing Conditions & Site Analysis (Cont.)

3. Cabin Area

This program area is between the Resort Village and Beach Area, bounded by Jameson Beach Road to the east and the Tallac Historic Site to the west. It contains 45 cabins. The vast majority of the cabins are clustered toward the lake. Cabins tend to date from either the early 1940's or from the 1960's. Resort support facilities such as a laundry, workshop and storage uses have been relocated to some cabins along the western edge and away from the lake as storage buildings and service facilities were removed from the resort due to their poor structural condition. This area is relatively isolated from the most active areas of the resort due to a separate internal circulation system which connects to Jameson Beach Road at the Resort Village and near the Beacon parking lot.

Uses/facilities in the Cabin area include:

- a. 45 cabins, used for accommodation or support facilities (such as laundry and housekeeping operations)
 - ◆ 33 cabins are noted as “contributing” to the resort’s National Register of Historic Places eligibility, including one recently restored cabin
 - ◆ 12 cabins are cinder block construction and facilitate year-round occupancy
- b. Small playground area for children guests of the resort
- c. Partially unpaved and poorly defined vehicle circulation road system and parking

4. Campground

RV Camping

This area is south of Highway 89 in the southwestern corner of the resort permit area and consists of an RV campground area and support facilities. Functionally, this



A range of cabins have been constructed. Some have historic significance and many require replacement.

area is isolated from the rest of the resort with its own entry from Highway 89, although it is immediately adjacent to the Resort Village. Pedestrian crossings without crosswalks from the RV Area to the Lodge contribute to congestion on Highway 89.

Uses/facilities in the RV campground area include:

- a. 114 RV spaces (684 persons at one time (PAOT) capacity)
 - ◆ 35 with complete hook-ups
 - ◆ 65 with water and electricity
 - ◆ 14 with water only
- b. A dump station
- c. Propane sales
- d. Camp host site
- e. 1 restroom/shower facility
- f. Unpaved and poorly defined vehicle circulation road system

3.0 Existing Conditions & Site Analysis (Cont.)



Many campground sites have old utility hookups and need upgrades for accessibility.

Tent/Vehicle Camping

This area is located on both sides of Highway 89 in the eastern portion of the resort permit area and consists of the “Eagle’s Nest” Campground Area to the south, and “Badger’s Den” Campground Area to the north. Each campground area has its own entry from Highway 89. They also each have rear “service entries” providing access from the Resort Village area on either side of the highway. The southern campground area has served as the site of the Renaissance Fair, a large special event in the spring of each year, during which the northern campground has provided event parking. Both sites are relatively remote from the most active areas of the resort, but are influenced by the proximity of the highway.

Uses/facilities in the tent/vehicle camping areas include:

- a. Eagle’s Nest Campground Area
 - ◆ 98 sites (588 PAOT capacity)
 - ◆ 3 restroom/shower facilities
- b. Badger’s Den Campground Area
 - ◆ 113 sites (678 PAOT capacity)
 - ◆ 2 restroom/shower facilities
- c. Unpaved and poorly defined vehicle circulation road system



The forest setting provides an attractive site for camping.

4.0 Opportunities & Constraints



4.0 Opportunities & Constraints

Four fundamental issues affect the future improvement and operation of the Camp Richardson Resort. These are:

- ◆ The historic character of the resort
- ◆ Visitor capacity, vehicle circulation, and parking
- ◆ Environmental improvements to protect Lake Tahoe and the area's natural resources
- ◆ The need to maintain the viability of the resort as a business enterprise to serve the public

The USFS and operators of the Camp Richardson Resort recognize the need to change and improve the resort facilities and services in order to:

- ◆ Restore and maintain its historic resources
- ◆ Retrofit for accessibility and water quality improvements;
- ◆ Repair, reconstruct, or replace structurally deficient buildings
- ◆ Meet contemporary visitor expectations and experiences

Building upon its historic character and proximity to the Tallac Historic Site, the Taylor Creek Environmental Education/Visitor Center and other public recreation facilities, the resort can be a “destination” for visitors who are attracted by heritage and environmental education themes, combined with recreation in Tahoe. It can also provide the “other Tahoe” experience for those seeking an alternative to the South Lake Tahoe urban and casino environment. The historic character and outdoor recreation focus of the resort is in sharp contrast to many other facilities serving visitors on the South Shore. However, it does share a fundamental principle with other visitor serving businesses: the economic success of the resort, achieved by attracting and serving visitors year-round, is the foundation upon which the ability to make facility restoration and environmental improvements is built.

While recognizing these opportunities, the constraints of the Resort's environmental setting are also acknowledged. The operator/permittee recognizes that the resort is at or near capacity, especially in regard to private vehicle access and parking for day users during the peak summer weekends. During shoulder and winter seasons, the facilities are under-utilized. Productively operating the resort during these seasons can justify the considerable investment necessary to refurbish and improve the resort facilities and setting.

Specific opportunities and constraints have been identified for the resort and are as follows:

4.1 Environmental Improvements

A number of environmental improvements can be incorporated into projects undertaken at the resort that will assist in managing and preserving the natural environment and improving the quality of camper and visitor experience. The areas of focus will be reorganizing existing camping and circulation to assist in the protection of stream environment zones and natural drainage areas, management of stormwater quality to meet LTBMU standards, and appropriate treatment of cultural resources. These are described in more detail in the Concept Plan, Section 5.0 of the Vision Plan.

Scenic quality can also be upgraded at the resort through improvement of parking facilities, vegetative screening and better organized vehicle circulation.

4.2 Neighborhood Context

All of the surrounding public recreation sites provide activities or opportunities that are complementary to those on-site at the resort. Improvements to physical connections (trails, public transit, etc.) and programmatic connections (shared services, facilities, events, etc.) to enhance recreation opportunities to the public are an important component of the Vision Plan. The adjacent private marina and residences are also another important component of the resort's neighborhood con-

4.0 Opportunities & Constraints (Cont.)

text. While the resort and marina are separate facilities, their operations are currently integrated, and visitors cannot distinguish between the public and private facilities.

4.3 Flexible Use area

There is an under-utilized portion of the permit area on the south side of Highway 89 between the RV and Eagle's Nest Campground Areas. This could be considered for additional special uses and/or temporary use while campgrounds are being upgraded.

4.4 Operations Facilities

Resort operations and "housekeeping" activities currently operate out of a number of buildings at the resort and at off-site buildings. This activity would benefit from having one consolidated facility to improve efficiency and provide storage for equipment and supplies. It would also be beneficial to move this activity out of the guest-focused area of the resort.



Existing festivals such as the Renaissance Faire provide increased visitorship to the Resort during the "shoulder season" and contribute to the economy of South Lake Tahoe.



Opportunities exist to improve conditions of "over-parking," working towards improving scenic and environmental quality while addressing safety concerns.

Figure III Diagram

5.0 The Concept Plan



5.0 Concept Plan

Based on the existing conditions, planning context and goals for the resort described previously, a Concept Plan has been developed to depict a possible future condition, or “vision” for the resort. It is included as Figure V. The concept plan shows the spatial relationships of the major program areas at the resort and key investment areas needed to realize the improvements outlined in the Vision Plan. Section 5.5 provides a description of the vision for these program areas. This Concept Plan is not a “fixed” project proposal but rather a conceptual illustration of the direction and guidance provided in this document. The Concept Plan is intended as a tool to help demonstrate responses to the identified needs and opportunities.

A number of issues require consideration of a regional and site-wide scale in addition to a program area scale. These include general neighborhood context, transportation, circulation, parking, environmental and cultural resource improvements, and scenic impacts. Code-compliant accessible facilities will be retrofitted as each stage of the concept plan is implemented, as will water quality protection BMPs.

The overall planning/development concept for Camp Richardson Resort is to logically arrange the two dominant resort activities: outdoor day-use recreation which tends to be active and sometimes noisy, and destination resort accommodations, which are best served in a quieter setting.

5.1 General Neighborhood Context

Camp Richardson Resort will provide a benefit to its neighbors by improving circulation and parking, therefore minimizing problems of access associated with neighboring activities. Public transit facilities have been identified to encourage future visitors to park in satellite lots and use public transit. Connected trail systems have also been noted to improve access to neighboring recreational lands. See Section 5.2 for more detailed information.

5.2 Transportation/Circulation/Parking

Access to the site will be improved through reducing traffic conflicts and providing clear circulation for vehicles and pedestrians.

5.2.1 Highway 89 Corridor

Potential improvements to Highway 89 are dependent on support and funding from CalTrans. The vision for the highway is that it remains a 2-lane road with one lane of traffic in each direction, and that highway shoulder parking be eliminated and provided elsewhere in a controlled manner. The existing pedestrian crossing near the General Store would remain in its present configuration to maximize visibility and safety. The conflicting traffic movements at the intersection of Highway 89 and Jameson Beach Road would be improved by reconfiguring vehicle and bicycle circulation patterns within the Resort Village area. Centralized campground check-in facilities and traffic circulation coupled with a reduction in the number of driveway intersections would reduce the number of vehicles entering the busiest central area of the Resort. Possible redirection of the



Separated paths for pedestrians and cyclists improve the quality of experience for visitors.

5.0 Concept Plan (Cont.)

Class I bike path could reduce vehicle/bicycle/pedestrian conflicts at the Resort's central intersection. Additionally, construction of a maintenance access bypass road north of the Village could also allow controlled access to Jameson Beach Road for private homeowners. Traffic goals include increasing level of service (LOS) and decreasing resort generated vehicle miles traveled (VMT).

5.2.2 Public Transit

The Vision Plan recognizes the need to reduce parking demand by providing an efficient means of access to the Resort in the form of public transit. The Parking & Circulation diagram (Figure IV) indicates the potential location of 2 public transit stops on Highway 89, one in each direction.

The north end of Jameson Beach Road includes a new proposed turnaround that would promote bus or shuttle use with a drop-off at the beach, the major day use destination.

Waterborne transit is an opportunity that is currently accommodated at the private marina pier. If this transportation system grew in popularity, visitors to the resort could gain access from anywhere around Lake Tahoe, especially from the Stateline area of South Lake Tahoe. This can provide additional attractions for the guests of the resort and increase flexibility for campers, reducing average daily vehicle trips and contributing to the attainment of TRPA Thresholds and Regional Transportation Goals. Replacement of the historic resort pier is currently not planned.

5.2.3 Parking and Access

The Concept Plan defines a centrally located public activity/recreation spine which extends from the beach, up Jameson Beach Road to the Resort Village, across Highway 89. Vehicle access, internal traffic, day-use parking, commercial uses, and all day-user activities of the resort are concentrated in this "Activity Spine." The cabin area and campground accommodation parking is located in peripheral areas where access and through-traffic can be limited. This arrangement allows overnight guests to easily reach and use the public areas along with daytime visitors, but they can readily "escape" the Activity Spine to more tranquil cabin and camp areas when they desire to do so.

Automobile circulation would be better controlled than the existing conditions, with day users limited to parking in the Resort Village area, along Jameson Beach Road, and in the Beacon parking lot. Vehicle parking for short-term use of the Resort Village amenities, such as the ice cream shop, can be accommodated in a controlled, limited time-use parking area. The vision is to provide controlled and BMP complaint parking facilities to accommodate existing levels of resort use - no increases in capacity are planned. Automobile access to the cabin area and campgrounds is controlled by one-way routes to eliminate through-vehicle traffic and encourage walking and bicycling to reach local destinations.

Vision Statement

"Camp Richardson Resort will actively manage and conserve its historical and environmental setting to provide an economically successful family-oriented destination resort and recreation opportunities that can evolve and adapt to future needs."

Figure IV

5.0 Concept Plan (Cont.)

Employee Parking

An employee parking area is proposed to be located close to an operations facility. This could be north of Highway 89 providing parking for approximately 30 vehicles.

5.2.4 Pedestrian / Bike

The Transportation and Circulation Plan (Figure IV) depicts the various internal and surrounding area pedestrian/bicycle routes and improvements included in the Concept Plan. It also shows the numerous summer and winter trail connections from the resort to off-site recreation destinations, as well as the location of potential transit facilities intended to link the Resort to a larger regional transportation network.

Trails and paths interconnect the Cabin Area, Campgrounds, and the public Activity Spine to avoid the need to use a vehicle within the resort. A trail connects the Resort Village and Beach to accommodate movement between the two most heavily utilized day-use areas. An Interpretive Trail meanders along the edge of Pope Marsh, defining the meadow/campground boundary, and connecting to Pope Beach Road. The Interpretive Trail would be designed with careful consideration given to environmental issues such as subsurface water flow and limiting access to wildlife habitat, while providing visual access to the marsh environment. Off-site connections include a route from the beach area to the Tallac Historic Site and “backcountry” routes to the south, in addition to the existing regional Class I bike trail paralleling Highway 89. Trail connections are made only to USFS system trails and roads.

5.2.5 Emergency Access

The Camp Richardson Marina provides a MediVac facility that serves a regional function. This is linked to Highway 89 through the Resort on Jameson Beach Road. Improved road circulation through the campgrounds and Resort Village Area will facilitate emergency route access and efficiency for visitors and Resort staff. Campground redevelopment would provide emergency vehicle access and egress opportunities to improve overall safety.

5.3 Environmental & Cultural Resource Improvements

In addition to the uses and features described above, a fundamental component of the concept plan is the systematic implementation of water quality protection BMPs, prioritized based on resource threats. Prioritization of BMP projects would be based on site-specific hydrologic processes.

Vegetation management is also a fundamental component of the Concept Plan. A vegetation management strategy to reduce soil compaction and reestablish understory by defining and controlling pedestrian and bicycle, as well as vehicle circulation routes, would be implemented as projects are designed and implemented. Potential hazard trees will continue to be managed in accordance with USFS Regional Protocols. Vegetation fuel loads and structure will be managed for forest health and fire defensibility objectives.

Drainage corridors exist on the site, the main one running through Eagle’s Nest and Badger’s Den Campground Areas. TRPA review has established that these do not have the characteristics to be classified as Stream Environment Zones (SEZ) but they do serve as natural corridors that connect Pope Marsh to the forested areas beyond the Resort permit boundary. They serve to protect water resources and hydrologic connectivity. Where possible, stormwater runoff should be infiltrated as close to its source as possible, with surplus stormwater directed through these corridors, to allow opportunity to absorb naturally. Impervious coverage should be reduced where feasible to meet “Bailey Land Coverage” standards.

A Native American cultural site exists at the resort in the RV campground area. It has been considered in the development of the Concept Plan and camping sites have been moved from the immediate vicinity to provide more of a buffer to ensure its protection. The LTBMU will ensure Native American sites at Camp Richardson Resort are protected.

5.0 Concept Plan (Cont.)

5.4 Scenic Quality

Camp Richardson Resort is located in an area of great scenic beauty, especially as it approaches the shore of Lake Tahoe. Highway 89 runs through the Resort and is designated as a “scenic highway corridor.” Specific improvements are incorporated into the Vision Plan. These include:

- a. From Lake to beach:
 - ◆ Redevelopment of the Beach Inn Motel area with buffers to the lake and screening of Beacon Restaurant parking lot
 - ◆ Revegetation to enhance scenic quality by screening maintenance/operations
 - ◆ Redevelopment of the cabin area to reduce the visual impacts in the backshore
- b. From Highway 89:
 - ◆ Screen proposed parking areas to reduce their visual effects
 - ◆ Break up pods of parking so that vegetation can be incorporated. This also provides an opportunity for stormwater infiltration
 - ◆ Strategically place vegetative screening between campsites to enhance both the visual quality of the campsites and camper experience by enhancing privacy
 - ◆ Underground overhead utility lines, where feasible
 - ◆ Provide safety lighting that minimizes “light pollution”.

5.5 Program Areas

Program areas are defined by the locations within the resort in which a specific activity type is concentrated. Refer to Figure V for location of program areas. Each of

the program areas at Camp Richardson Resort has slightly different uses and objectives for improvement. A “program area statement” has been prepared which details the planning direction for projects within each specific program area.

5.5.1 Historic District

Village Program Area Statement

This area should continue to serve as the commercial core for the resort serving both overnight guests and Resort and “Neighborhood” day visitors; commercial activities including recreation should be located here (except beach/water related commercial and the Beacon). This is also the location for interpretation of the historic component of the resort. Improved parking and transit facilities for day users should be provided in this area.

Objectives:

- ◆ Maintain existing commercial and visitor uses.
- ◆ Maintain and restore historic structures, where feasible, that contribute to the Resort’s National Register of Historic Places eligibility status.
- ◆ Maintain historic character of Resort. Any new construction will complement existing buildings vernacular but be clearly distinct from the character-defining features of the eligible structures.
- ◆ Implement needed water quality BMPs.
- ◆ Provide interpretation of Lake Tahoe and the history of Camp Richardson Resort.
- ◆ Organize lodging, commercial uses and outdoor amenities to create a stronger, more coordinated and distinctive sense of arrival.
- ◆ Improve and control internal circulation and parking. Improve access from Highway 89 and

Figure V

Figure VI

5.0 Concept Plan (Cont.)

reduce vehicle, pedestrian and bicycle conflicts.
Improve parking facilities.

- ◆ Implement needed upgrades to facilitate universal accessibility.
- ◆ Allow improved access for Jameson Beach Homeowners during peak season.
- ◆ Coordinate with CalTrans to eliminate highway shoulder roadside parking.
- ◆ Provide parking for visitors off Highway 89.
- ◆ Provide facilities for public transportation operation and use.
- ◆ Coordinate with local utility companies to underground existing over-head utility lines.
- ◆ Renovate building facilities to meet current health and safety standards, energy efficiency standards and visitor expectations.
- ◆ Provide access to outdoor activity areas, and adequate restroom facilities for day users.
- ◆ Provide amenities to improve group use activities.

Cabin Area Program Statement

This area should continue to serve as the cabin village component of the overnight accommodations offered by the resort. The focus of improvements should be comprehensive reconstruction with rehabilitation of selected historic cabins. Cabins would be improved for year-round occupancy. Relatively quiet seclusion from the nearby active areas of the resort should be maintained and improved, if possible. Relocating isolated cabins to create a better organized and clustered cabin village, consistent with historic guidelines and reducing the size of this program area may be an appropriate future project. This would allow for a better separation between the cabin area and Resort Village. The area can also accommodate the construction of additional cabins to offset removal of Beach Inn Motel units in an appropriate manner. The playground could be

maintained as a separate cabin area amenity or relocated to the area surrounding the Social Hall/Pavilion.

Objectives:

- ◆ Reconstruct, or rehabilitate all cabins to meet health and safety standards and energy efficiency standards. Convert all cabins to year-round occupancy. Renovate selected cabins for universal accessibility.
- ◆ Remove and relocate selected cabins to better define overnight accommodation area and to separate cabins from day use activity areas.
- ◆ Construct new cabins to replace Tourist Accommodation Units (TAUs) that have previously been decommissioned.
- ◆ Implement needed water quality BMPs
- ◆ Provide additional cabins to replace removal of 7-unit Beach Inn Motel. (7 units = 7 TAU's)
- ◆ Improve vehicle and pedestrian circulation. Provide parking spaces on basis of 1 space per bedroom, plus 20% overflow parking. (Hide-away beds to do not count as bedrooms)
- ◆ Provide for emergency vehicle access and circulation. Install fire hydrants per county fire code.
- ◆ Establish and protect understory vegetation and provide improved and marked pedestrian routes.
- ◆ Develop appropriate snow removal/storage plan and facilities.

5.0 Concept Plan (Cont.)

5.5.2 Operations Facility & Employee Parking

A Resort operations and housekeeping building is needed to facilitate the provision of adequate guest services and limited employee parking. This building would be located peripheral to the central village area, would be visually screened, and would be accessible to Resort employees only.

Objectives:

- ◆ Construct a facility operations building north of Hwy 89, on high capability land, as shown on Figure V to consolidate housekeeping and resort operations.
- ◆ Provide limited employee parking in the maintenance facility area, up to 30 spaces.
- ◆ Design for year round access to the operations facility. Provide gated access to the facility.
- ◆ Screen the operations building from Highway 89 and Jameson Beach Road.
- ◆ Develop appropriate snow removal/storage plan and facilities.
- ◆ Provide appropriate BMPs and resource protection measures.
- ◆ Implement energy efficient/green building technologies, while being architecturally compatible with the resort's historic character. Buildings with a footprint of 2500 square feet and larger will require LEED (Leadership in Energy and Environmental Design) certification.

5.5.3 Beach/Beacon

This area should continue to serve as a water-oriented, recreation focal point for the resort, predominately serving day users, Resort guests, and restaurant patrons. Improved access should be provided, and non-automobile modes (e.g. public transit and trails) should be encouraged. Existing unpaved day use parking areas should be improved

or the same capacity relocated to improve parking areas within this Program Area. Improved separation of the day use attractions and overnight accommodations should be considered with all improvements. Restroom facilities should be provided for day users at the beach back shore. Vehicle access improvements should be coordinated with the needs of the adjacent marina and Jameson Beach residents. Improvements to the Beacon restaurant should include group dining/banquet facilities consistent with the resort focus on accommodating groups. The Beach Inn Motel should be removed and replaced with a social hall (Pavilion) designed to accommodate group day use/event activities. The Pavilion is a historic use at the Resort that was removed in the past due to lack of maintenance. The Pavilion could be utilized during peak periods by current Resort guests, and would be managed not to increase overall Resort capacity. During shoulder seasons, the facility could be used to attract group use. Tourist Accommodation Units (TAUs) from the removal of the motel would be transferred to the cabin area. New/remodeled facilities must meet USFS Scenic Standards, as well as TRPA scenic and community design requirements.

Objectives:

- ◆ Improve day use parking and pedestrian / bicycle circulation from the Class 1 Pope-Baldwin bicycle trail to the beach and Tallac Historic Site.
- ◆ Provide adequate restroom facilities for day uses.
- ◆ Remove 7-unit Beach Inn Motel and replace with a Social Hall (Pavilion) to accommodate small to medium sized group functions/events. The structure will be integrated into the site to comply with scenic requirements and screen the Beacon parking lot from beach and lake views. The Pavilion feature replaces a historic use near this location.
- ◆ Restore portions of backshore vegetation and protect with pedestrian barriers.

5.0 Concept Plan (Cont.)

- ◆ Improve integration and vehicle circulation with Jameson Beach Homes area and private marina.
- ◆ Protect views to and from the lake, screen maintenance/service areas and use materials/forms appropriate to the Resort's historic character and USFS standards.
- ◆ Implement needed water quality improvement BMPs.
- ◆ Implement needed upgrades to provide universal access.
- ◆ Provide facilities to accommodate public transit access and use.

5.5.4 Campground Areas

The vision for Camp Richardson Resort is that it provides high quality public camping experiences within its permit area. Campsites will meet Forest Service standards including water quality protection BMPs and universal accessibility. Campsites would be removed from sensitive lands adjacent to Pope Marsh. The campground sites provide an increase in the percentage of utility hookup sites, while maintaining camper's choices regarding desired amenities. Badger's Den and Eagle's Nest Campground Areas should continue to provide tent and small group camping components of the overnight accommodations offered by the resort. As family tent camping is a declining recreation segment, future projects should provide adjustments to respond to changing camping behaviors. As each campground area is located close to Highway 89 which is a "designated scenic corridor", appropriate methods of screening will be employed to attain visual separation. Existing drainage and vegetation site features would be utilized and supplemented to provide greenway corridors that separate campground areas and individual camp sites where possible. A centralized campground check-in facility would reduce traffic congestion within the Resort Village.

Specific concepts for each campground area are detailed below:

Badger's Den

As the Badger's Den Campground Area is located close to Pope Marsh, reconfiguration to provide an appropriate separation between the active use and wetlands/habitat areas should be provided. Design adjustments that would reduce the density of use would also be appropriate.

Objectives:

- ◆ Redesign campground to improve vehicle circulation and parking.
- ◆ Implement needed water quality improvement BMPs.
- ◆ Control pedestrian circulation by providing paths and barriers to protect native revegetation efforts.
- ◆ Improve access to Pope Beach and screen campsites from Pope Beach Road.
- ◆ Provide controlled access and centralized campground check-in.
- ◆ Reduce number of camping sites by eliminating campsites from the marsh edge and SEZ areas.
- ◆ Provide adequate, universally accessible restroom/shower facilities.
- ◆ Provide vehicle exits to Highway 89.
- ◆ Provide emergency access to campgrounds from Highway 89.
- ◆ Provide vegetative screening from Highway 89 consistent with defensible space objectives.

Eagle's Nest

Group camping facilities are most appropriate in the Eagle's Nest Campground Area. Redesign should be flexible to accommodate small groups or multiple families (20-40 persons) as well as individual family sites. Larger

5.0 Concept Plan (Cont.)

camping groups could occupy multiple adjacent sites. Use of the southern campground as a special event site has also occurred and future projects should recognize this important secondary, shoulder season use and consider flexible designs and layouts to accommodate both camping and special events where feasible. Regular group use of the campground would not exceed its current capacity.

Objectives:

- ◆ Redesign campground to improve vehicle circulation and parking. Provide main camping areas separated by a greenway corridor consistent with on-site drainage and topography.
- ◆ Control pedestrian circulation by providing paths and barriers to protect native revegetation efforts.
- ◆ Implement needed water quality improvement BMPs.
- ◆ Provide sites to accommodate a variety of group sizes.
- ◆ Provide gathering areas for group camping activities.
- ◆ Provide controlled vehicle access and centralized campground check-in facility.
- ◆ Provide adequate and universally accessible restroom / shower facilities.
- ◆ Provide vehicle exits to Highway 89.
- ◆ Provide emergency access to campgrounds from Highway 89.
- ◆ Provide vegetative screening from Highway 89.

RV Campground

This area should provide campsites with utility hook-up capabilities. Sites would be designed to accommodate larger vehicles and trailers, but would not be limited to use by RVs.

Objectives:

- ◆ Redesign campground to improve vehicle circulation and parking. Provide controlled access and campground check-in.
- ◆ Provide up to 12 large vehicle campsite overflow parking spaces.
- ◆ Protect heritage resources with pedestrian barriers and native revegetation.
- ◆ Implement needed water quality improvement and BMPs.
- ◆ Control pedestrian circulation by providing paths and barriers to protect native revegetation efforts.
- ◆ Increase number of utility provided sites (water, sewer, electricity services).
- ◆ Provide universally accessible restroom / shower facilities.
- ◆ Provide campground gathering area.
- ◆ Provide vegetative screening from Highway 89.
- ◆ Provide sewer dump opportunities.

5.5.5 Flexible Use Area

This disturbed but currently undeveloped area provides an opportunity to absorb new construction associated with the redevelopment of the campgrounds to contemporary standards. Vegetation screening would be maintained to minimize the visual impacts associated with campground development. Overall resort campground capacity would not increase.

6.0 Implementation Strategies



6.0 Implementation Strategies

6.1 Vision Plan Consistency

Proposed resort changes and construction improvements should be consistent with this Vision Plan. The determination of consistency shall be made by the LTBMU Forest Supervisor with support from the Resort's Special Use permit administrator and other resource specialists as appropriate. All projects planned for the Resort should advance the resort-wide goals and objectives identified in the Vision Plan.

6.2 Regulatory Requirements

The Camp Richardson Resort will be required to meet a number of regulatory requirements before implementing any specific projects consistent with the Vision Plan. These relate mostly to the historic resources of the resort, the environmental standards required in the Tahoe Basin, and the requirements of the National Environmental Policy Act (NEPA).

Historic

The historic status of the resort (determined eligible for listing in the National Register of Historic Places) requires that the USFS consult with the State Historic Preservation Office (SHPO) on any proposed changes (rehabilitation, new construction or demolition) within the Resort's Historic District or enter into a programmatic agreement which addresses projects which may be completed without formal consultation. The goal of this consultation process is to avoid or minimize adverse effects such changes could have on the historic value of the resort.

Environmental

Most of the existing improvements at Camp Richardson Resort were made before the environmental requirements now in place to protect the water quality in Lake Tahoe were adopted. These measures (primarily "best management practices" or BMPs), now must be utilized on the site to bring it into compliance with current regulatory standards. In addition to retrofitting facilities, environmental standards established and enforced by the Tahoe

Regional Planning Agency (TRPA) and Lahontan Water Quality Control Board (LWQCB) must be incorporated in any redevelopment of the property. These standards include limitations on the amount of impervious land coverage, minimizing coverage in stream environment zones (SEZs), and consistency with development allocations (e.g. commercial floor area, tourist accommodation units, recreation person-at-one time or PAOTs, etc.).

As specific projects (such as new construction, redevelopment or use/operational changes) are identified for implementation, they will be required to have documentation prepared in order for the regulatory agencies to conduct an environmental review (NEPA/CEQA) and provide permits for the proposed project as appropriate. The projects will need to be consistent with the Vision Plan but will also require more site-specific detail. This provides flexibility for each project to be evaluated first according to its consistency with the Vision Plan and in context of the whole resort, then for its unique site conditions and relationship to surrounding uses and facilities. Over time it is possible that the recreation needs and desires of the public could change; the Vision Plan allows the flexibility for any changes consistent with the overall goals and objectives for the Resort to be taken into account into the future.

To be an effective guide, the Vision Plan must be applied to the resort with a wider perspective than a single project. Orderly and effective implementation may require a particular set or sequence of projects to achieve the desired ends. It may be that only when viewing the entire set of proposals that an adequate program-level or project specific review can be completed. The implementation strategy presented in the Vision Plan attempts to balance the need for specifics to evaluate an individual project (which are typically available only when construction plans are proposed) and the need for a resort-wide perspective to implement some projects.

6.0 Implementation Strategies (Cont.)

In order to appropriately plan for and evaluate any proposed changes in the operation or site development, a five-year perspective should be utilized for Vision Plan implementing purposes and included in the submittals required under the Resort's special use permit. The submittal or physical improvements list should include a description of any anticipated changes in uses, activities or operations within the upcoming five-year period, including the current operating year. All proposed activities must be consistent with the Vision Plan and permit conditions for the Resort.

The physical improvements list should also be revised annually to include at least a five-year projection of anticipated site improvement, reconstruction or rehabilitation projects with anticipated project costs, to function as a five-year capital improvements program. The five-year schedule will provide a longer-term perspective as well as allow for the phasing of larger projects that practically or financially cannot be completed within a single year or construction season.


The five-year perspective will also provide sufficient time to formulate, plan, design, and complete required project-specific environmental review and obtain permits for anticipated projects. While these annual submittals will identify anticipated future projects, a project that was not included in previous submittal(s) should not be automatically precluded. Nor should small projects or unforeseen

opportunities be automatically "denied" because they were not in a previous submittal. All proposals shall be adequately reviewed prior to implementation, regardless of when identified or proposed, and shall not be implemented until approved by the Forest Service and permits are obtained from any other responsible agencies.

The periodic submittals are intended as five-year horizon planning tools not as project restrictions. It is the intent of this Vision Plan to encourage and guide the efficient implementation of change at Camp Richardson Resort while maintaining sufficient flexibility to respond to unanticipated or short-term needs. The provisions of this Vision Plan shall be implemented to achieve the improvement and success of the resort, which should be the basic consideration in the review of all future projects.

Vision Statement

"Camp Richardson Resort will actively manage and conserve its historical and environmental setting to provide an economically successful family-oriented destination resort and recreation opportunities that can evolve and adapt to future needs."



Appendices

7.1 Marina County Special Use Permit and Permit Traffic Management Plan

7.2 Land Coverage, Building and Land Use Data

7.3 Lake Tahoe Basin Management Unit/Advisory Council on Historic Preservation Memorandum of Agreement

7.4 Forest Plan Consistency Check Summary

