

IV. Project Description

**Brockway Campground Minor Use Permit
Project Description
July 2015**

Introduction

The proposed Brockway Campground will be the first new campground in North Lake Tahoe in over 20 years. The Brockway Campground will provide a wide range of camping options and associated amenities on 104 acres in a forested area near Brockway. Up to 550 campsites would include a mix of traditional tent-camping sites, camper sites and eco-shelters. The Brockway Campground has been meticulously designed to accentuate the lands' natural characteristics, ultimately maximizing tree retention, eliminating visibility, day or night, when viewed from Lake Tahoe or from travel routes within the Lake Tahoe basin. A more detailed description is provided below.

Project Location and Setting

The project site is approximately 120.4 +/- acres located in Placer County within the Tahoe Basin, west of Brockway Summit. 104 +/- acres are within the Martis Peak (019) and Watson Creek (013) Plan Area Statements. The remaining acreage is within the Northstar (015) Plan Area Statement, no development is proposed on this land, however the land would be available to campers for recreation; hiking and biking. The project site is currently accessed via a dirt road connecting to Fibreboard Freeway, a paved road, which connects to SR 267 at Brockway.

The project site consists of coniferous forest that has been regularly maintained through harvest procedures. Historically, the site has been used for mining, logging and cross-country skiing, snowmobiling, snowshoeing, mountain biking, hiking and other outdoor pursuits.

The project site supports several habitat types, predominately Sierran mixed conifer, White Fir/Red fir forest and white fir forest. A recent wetland delineation did not identify any wetlands within the project area.

The majority of slopes fall between a minimum of 10% and 20%. Slopes greater than 25% occur in northeast portion of the site. The parcel's elevation varies from approximately 7,180 to 7,780 feet in elevation, a rise of roughly 600 feet.

The project site falls within the Tahoe Basin watershed.

Existing roads within the project site are dirt logging roads. There are no public or private utility facilities within the site, although Calpeco transmission lines do cross the project site.

Surrounding Uses

The project site is surrounded by forest and timberland. The proposed Martis Valley West Parcel Specific Plan (MVWPSP) is located immediately to the north. If approved, the MVWPSP would include a mix of single-family residences, townhomes and condos and associated homeowner amenities, along with neighborhood serving commercial uses. The Northstar ski resort is located northwest of the MVWPSP site. Tahoe City and Kings Beach are located to the

south. The Martis Valley, Truckee Airport, Town of Truckee and residential and resort communities are located to the north.

Existing Ownership

Sierra Pacific Industries (SPI) is the sole owner of the project site. The project site currently occupies portions of parcels with Assessor Parcel Numbers 110-050-290, -030 and -031. A lot line adjustment has been requested of the County as a separate action, and if approved, it is anticipated the project site would fully encompass two APNs—110-050-030 and 031.

Project's Relationship to Adopted Plans

The proposed project is within the jurisdiction of both Placer County and the Tahoe Regional Planning Authority (TRPA). The majority of the project site is designated Conservation in the North Tahoe Area General Plan and applicable TRPA Plan Area Statements (PAS)—Watson Creek (PAS-013) and Martis Peak (PAS-019).

Placer County General Plan

On August 16, 1994, the County Board of Supervisors adopted the Placer County General Plan. The Placer County General Plan established an overall framework for the development of the County and the protection of its natural and cultural resources, whereas community plans address characteristics unique to each community and identify specific goals, policies, and programs appropriate to the local area. In addition, community plans address land use, circulation, housing, public services, and other community-specific issues. The goals and policies contained in the Placer County General Plan are applicable throughout the unincorporated areas of the county. The Placer County General Plan establishes assumptions, goals, and planning principles that provide a framework for land use decisions throughout the county and is based on the belief that Placer County will experience continued growth and economic development because of its desirable climate, physical setting, plentiful resources, and proximity to the Sacramento metropolitan area. The General Plan acknowledges that public services and recreational facilities will need to be expanded to accommodate this growth and offers a number of planning principles as guidelines.

North Tahoe Area General Plan

The Placer County North Tahoe Area General Plan (NTAGP) serves as the community plan for several Placer County communities located in the Tahoe Basin, including King's Beach and Tahoe Vista. The NTAGP provides the County's goals, policies and development standards for these communities within the framework of the TRPA Regional Plan. Plan Area Statements (PAS) for each community or planning area specify allowable uses, densities, development standards and special policies. The project site is part of two PAS—Watson Creek 013 and Martis Peak 019. One of the permitted uses within these PAS is a campground, at a density of 8 sites per acre.

TRPA Regional Plan

The TRPA was formed in 1969 as a bi-state compact charged with overseeing development at Lake Tahoe. The Regional Plan was first adopted in 1984, and used environmental thresholds and Plan Area Statements to guide development within specific areas of the Tahoe Basin. The

Plan Area Statements were also adopted by Placer County and incorporated into County Community Plans, such as the North Tahoe Area General Plan, as discussed above. In December 2012, the most recent Regional Plan was adopted. The Regional Plan is “a blueprint for Lake Tahoe’s sustainable future” intended to accelerate environmental gains while supporting the health of Basin communities. The Plan regulates development in the Basin, and provides incentives for property owners to restore Lake Tahoe’s environment. The key primary objective of the Plan is to further recreation and wean away from a gaming based economy. Additional priorities include accelerating water quality restoration, creating walkable communities with alternative transportation options, streamlining the permitting process, and integrating Area Plans with the Regional Plan. The proposed project would comply with the applicable policies and regulations of the Regional Plan and further the objective of a recreation based economy.

Project Objectives

The objectives of the proposed project are:

- Provide a new seasonal opportunity for the public to enjoy the outdoors in North Lake Tahoe.
- Advance the Tahoe Regional Planning Agency’s Recreation Threshold.
- Provide a basecamp with easy access to surrounding outdoor activities, including miles of hiking and mountain bike trails.
- Provide a high-quality, diverse camping experience in North Tahoe to enhance and meet existing and future demand for outdoor recreation.
- Provide opportunities for families to connect with nature and one another.
- Create a range of camping opportunities that can serve a variety of ages and interests, including youth, families and seniors as well as community groups.
- Integrate the natural environment into project layout and design.
- Address Tahoe Basin campsite imbalance by providing camping in North Lake Tahoe.
- Construct energy and water efficient facilities that incorporate sustainable materials where feasible.
- Offer a new opportunity for group assembly for local and regional Boy Scouts, Girl Scouts, Boys & Girls Club members, youth groups and other similar organizations.
- Provide opportunities to experience nearby shopping, dining and activities.
- Provide Tahoe Rim Trail users with access to water, supplies, showers and camping.
- Integrate the natural environment into project layout and design.
- Reduce reliance on automobiles by providing onsite services and amenities, connections to existing trails and shuttle service to local communities and attractions.
- Reinforce the North Lake Tahoe region as a four-season destination.
- Meet the Tahoe Regional Planning Agency’s Regional Plan Update mission.

Project Characteristics

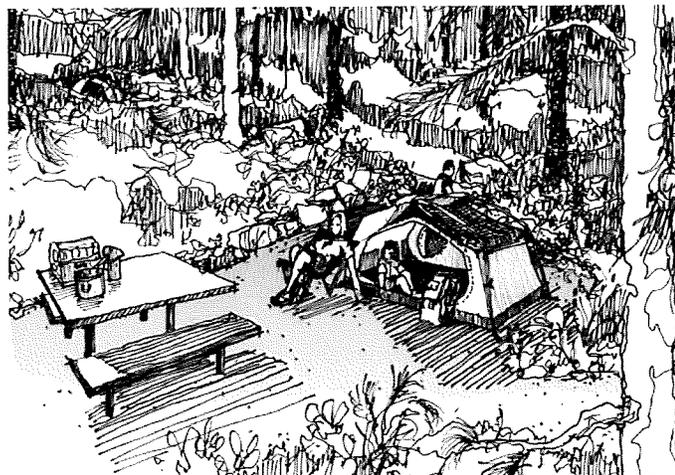
The proposed project will provide a range of camping experiences including tent sites, campers/RVs and eco-shelters. The existing zoning allows up to 8 camp sites per acre, for a

total maximum of 832 campsites. The project proposes 550 campsites, approximately 33% less than the maximum allowed. The expected combination of different camping types is shown in Table 1. The various site types will be clustered together throughout the campground. The design of campground amenities will be consistent with the TRPA Regional Plan and Code of Ordinances.

Table 1 - Mix of Camp Sites	
Permissible Use	
Permissible Sites	832
Site Reduction (over 33%)	282
Proposed Use	
Site Type	Anticipated
Tents	362
Campers	92
Eco-shelters	96
Total Sites	550
Sites Per Acre	
Permissible	8
Brockway Campground	5

Each type of campsite is described below.

Tent Sites. Tent sites will be designed consistent with the traditional family camping experience. Each site will have a place for pitching each camper's tent with a picnic table and cooking area. Parking spaces will be provided for each site so that campers may hike or drive to the site. To further promote green camping, clusters or pods of sites will share a common gas fire pit.



Campers/RVs sites. Camper and recreational vehicle sites will be very similar to the tent sites. These sites will have a picnic table, cooking area and common gas fire pits throughout. In addition, the camper and recreational vehicle sites will have asphalt pads for camper placement. The pads will be designed to have back-in sites as is typical in campgrounds. Eco-friendly/green utilities will be incorporated into these sites.



Eco-shelters. Eco-shelters will be a mix of cabin tents, yurts and other temporary structures. Eco-shelters are popular with families that desire a turnkey camping experience. The Eco-shelters will be clustered throughout the campground. Eco-friendly/green utilities will be incorporated into shared or clustered services.



Amenities. Basic shared amenities, like restrooms, will be included throughout the campground.



The primary focus of the campground will be recreation and outdoor activities. Proximity to regional trails and resorts will provide immediate access to the regions vast recreational amenities. The site design of the campground will include paths and one-way roads throughout to promote walking. As with most campgrounds, speed limits will be substantially reduced allowing and encouraging bicycle and foot-traffic throughout.

The campground will have a variety of amenities that may include restrooms and showers, guest registration and offices, gathering areas, family pavilions, recreation facilities, swimming pools, sundry shop, general store, coffee shop, deli and cafe among other facilities. Pocket parks with children's play-equipment and family games; volleyball, basketball, shuffleboard and horseshoes, will be appropriately placed throughout the campground.

The development of the campground is anticipated to occur in phases.

Eco-friendly/green camping will be a key focus with design and operations. Some of the eco-friendly elements to be considered include solar power, low-flow showers, recycling and composting.

The campground operator will work with regional transit to encourage reduced single vehicle day trips. A shuttle service will be created for peak days, encouraging guests to visit nearby towns and services without worrying about traffic or parking.

It is anticipated that the majority of the campground will be operational from May through mid-October with some level of reduced non-automobile winter operation (i.e., tent camping accessed by snowmobiling, snow shoeing).

Working in collaboration with the Tahoe Rim Trail (TRT) Association, the campground could include a section to serve the TRT backpacker by providing access to water, supplies, showers, parking and/or camping in an area easily accessed from the TRT.

Circulation

The project site is currently accessed from SR 267 by Fibreboard Freeway, a paved road, which connects to dirt roads that provide access to the project site. There are no public or paved roads within the project site. The Tahoe Rim Trail is located near the southern portion of the project site, and there is an extensive network of hiking, biking and cross-country skiing trails adjacent to and within the project site.

Access to the campground will be provided by a paved connection to Fibreboard Freeway. An internal loop road will provide access to the individual campsites. A preliminary fire-life Safety plan has been discussed with the North Tahoe Fire Protection District (NTFPD). The NTFPD services the majority of the Tahoe Basin's North and Northwestern campgrounds. Initial plans have been created encompassing; emergency vehicle access roads, areas of refuge, redundant water supply systems, seasonal fire apparatus parking and more.

Infrastructure and Utilities

There are no public utilities within the project site at this time.

Water

Potable water will be provided by one or more onsite wells and will comply with the Truckee River Operating Agreement and Placer County regulations. Water storage will be provided as required for backup and fire suppression.

Wastewater

Sewage will be collected from restrooms, amenities and camper sites and will drain by gravity to the low point of the site where it will be conveyed to a septic system located off site, outside of the Tahoe Basin. The sewage collection system will contemplate a possible future connection to sewer infrastructure outside and adjacent to the project site.

Drainage

Drainage from new impervious surfaces will be collected in a project drainage system, treated and ultimately conveyed to meet historical drainage; retaining and infiltrating on site. In an extreme storm event storm water run-off would follow its natural historical drainage course.

Low Impact Development techniques will be used during the engineering design of the project. Temporary Best Management Practices (BMPs) will be used extensively during construction, such as silt fence and tree protection, and a Storm Water Pollution Prevention Plan (SWPPP) will be prepared and submitted to the California Water Quality Control Board (Lahontan Region). Permanent BMPs, such as storm water treatment and infiltration facilities, will be implemented as required.

Dry Utilities

Electrical lines, natural gas lines and communications lines will be installed in or adjacent to the internal loop road.

Public Services

Fire-life safety services will be provided by the North Tahoe Fire Protection District.

Law enforcement will be provided by the Placer County Sheriff's Department.

Off-Site Improvements

The following offsite improvements are anticipated:

- Access to/from SR 267
- Connection to Fibreboard Freeway
- Emergency Access
- Septic System and Leach Field

Construction Activities

Staging Areas

Construction staging areas will be established during project development. These fenced staging areas will be located on disturbed sites and would be used for vehicles, equipment, materials, fuels, lubricants, and solvent storage. The stockpiling or vehicle staging areas will be identified in the improvement plans and would be located as far as practical from existing dwellings and protected resources in the area.

Grading

As excavation activities occur in the proposed project site, excavated materials totaling approximately 75,000 cubic yards will be moved within the project site. The roads will be designed to balance earthwork, so that cut and fill material will not need to be imported or exported. Rocks that are removed during excavation will be stored onsite for use in retaining walls.

Schedule

Build out of the overall proposed project is anticipated to occur over 2 to 5 years.

Requested Actions

The following actions would need to be undertaken by Placer County in order to implement the proposed project:

- Certify the Brockway Campground Environmental Impact Report and adopt the Mitigation Monitoring Program (MMP), and
- Approve the Minor Use Permit for the proposed project.

Because the project site is within the Tahoe Basin, TRPA must also take action on the proposed project, including:

- Certify the Brockway Campground Environmental Assessment and adopt the MMP, and
- Approve Recreational Permit.

Additional permits and approvals that might be required for the proposed project from federal, state, and local agencies, for which this EIR may be used during the decision-making process, include, but are not limited to, the following:

- Lahontan Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System permit and approval of the Storm Water Pollution Prevention Plan (SWPPP),
- State Water Resources Control Board filing of Notice of Intent to obtain a General Construction Activity Storm Water Permit before project construction, and
- Annexation of the project site into NTFD, and
- CalTrans encroachment permit.