



Tahoe Regional Planning Agency  
PO Box 5310  
128 Market Street  
Stateline, NV 89449

Date: August 19, 2015  
To: Members of the Governing Board  
From: The League to Save Lake Tahoe  
Re: **Comments Brockway Campground Proposal**

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Dear members of the Governing Board,

The League to Save Lake Tahoe (the League) would like to take this opportunity to raise initial concerns relating to the recently submitted Brockway Campground proposal by CREW Tahoe (project proponents). While this is not an agenda item for discussion at your meeting this month, the League believes the size and cumulative impacts should be brought to your attention immediately. A massive development project of this size has not been approved by the TRPA since the 1980s.

The project proponents originally sought approval for a residential and commercial development through a Placer County Area Plan process but after receiving opposition from the community are now pursuing Brockway Campground. Campgrounds are designated only as a "special" use under the current Plan Area Statements (PAS) Martis Peak 019 and Watson Creek 013. The onus will be on the Tahoe Regional Planning Agency (TRPA) in determining whether the proposal under a special use is truly appropriate for this pristine forested area. The Brockway Campground is significant in size because it proposes 550 units and other resort structures. It includes 362 tents, 92 full camper sites, and 92 permanent cabin/yurt structures. It would also include a lodge over 12,000 square feet, a pool and house over 12,000 square feet, and several meeting space pavilions. This is an intensive development not located next to any public services. It will have significant transit and circulation impacts as the only entrance to the project location is from the current Fibreboard Freeway off of State Route 267.

The project proponents have also submitted for approval a major residential development project adjacent to Brockway Campground in Placer County. The cumulative impacts to the Lake Tahoe Basin of these projects cannot be ignored. The associated traffic impacts alone will be detrimental to the North Lake Tahoe region. Other impacts to visual, air and water quality will have to be measured cumulatively.

The League requests that this Governing Board seriously analyze whether this type of proposal is appropriate for this area and to not ignore the cumulative impacts associated with the other proposal submitted by the project proponents. The League will continue to provide written and oral comments as information is released regarding the proposal.

Sincerely,  
Shannon Eckmeyer  
Policy Analyst  
League to Save Lake Tahoe