

# AGENDA

## TRI-COUNTY TECHNICAL ADVISORY COMMITTEE

Friday, August 13, 2021

10:00 A.M.

Join Zoom Meeting:

<https://zoom.us/j/97829904437?pwd=cmpBb21VbWg0VlBVdjZra0RQdzBWZz09>

Dial by phone: 669 900 9128

Meeting ID: 978 2990 4437

Passcode: 925748

*For further information on any of the agenda items, please contact El Dorado County Planning and Building Department at (530) 573-7905. Off-agenda items must be approved by the Tri-County Technical Advisory Committee pursuant to Section 5496.5 of the Government Code.*

- A. Call to Order
- B. Approve Agenda
- C. Correspondence
- D. Minutes: July 9, 2021
- E. Public Matters: Informational items and persons wishing to address the Committee regarding non-agenda items
- F. Agenda Items:

ITEM 1: Review and possible approval of a hazard tree removal permit; 50817 Merrill Road, Kirkwood, CA; APN 026-141-003; Applicant: Baxter.

ITEM 2: Review and possible approval of a hazard tree removal permit; Lot 5, Unit 2 East Meadows Subdivision, Kirkwood, CA; APN 006-143-005; Applicant: Patterson.

ITEM 3: Review and possible approval of Kirkwood Specific Plan Mitigation Monitoring Reports 4.1 (ae) COA 32 Avalanche Forecasting Report and Snow Safety Program, 4.03.1 (h) COA's 56 and 75 Fishing Regulations Posters, 4.05 (j) COA 93 Cultural History of California, 4.07 (d) Parking Analysis, 4.09 (b) Snowmaking Noise Management Program, 4.10 (a) Employee Housing Report, 4.12 (c) COA's 140 and 169 Sensitive Resource Poster; Kirkwood Mountain Resort, Kirkwood, CA; Applicant: Kirkwood Mountain Resort.

- G. Adjourn

# MINUTES

## TRI-COUNTY TECHNICAL ADVISORY COMMITTEE

Friday, July 09, 2021

10:00 A.M.

VIRTUAL MEETING

**Meeting link:** <https://zoom.us/j/94171617000>

**Meeting ID:** 941 7161 7000

**Call in phone number:** +1 669 900 9128

A. Call to Order:

The meeting was called to order by Brendan Ferry at 10:01 am. Members present were: El Dorado County, Brendan Ferry; Alpine County, Candace Stowell; Amador County, Chuck Beatty.

B. Approval of Agenda:

On a motion by Chuck Beatty and second by Candace Stowell the agenda was approved as published.

Roll call vote: Brendan Ferry: Aye; Candace Stowell: Aye; Chuck Beatty: Aye.

C. Correspondence: None.

D. Minutes: June 11, 2021

On a motion by Brendan Ferry and a second by Chuck Beatty, the minutes from June 11, 2021 were approved.

Roll call vote: Brendan Ferry: Aye; Chuck Beatty: Aye; Candace Stowell: Aye.

E. Public Matters not on the Agenda: None.

F. Agenda Items:

ITEM 1: Review and possible approval of a hazard tree removal permit; 34061 Danberg Rd., Kirkwood, CA; APN 026-161-007; Applicant: Charos.

Brendan Ferry introduced the item and Chuck Beatty provided additional context.

After the discussion, Tri-TAC members agreed that the project was approvable as presented.

On a motion by Chuck Beatty and a second by Candace Stowell, the Committee recommended approval of the project.

Roll call vote: Brendan Ferry: Aye; Candace Stowell: Aye; Chuck Beatty: Aye.

G. Adjournment: The meeting was adjourned at 10:08. The next regularly scheduled meeting is August 13, 2021, at 10:00 am.

Mr. Chuck Beatty, Director of Planning  
County of Amador  
810 Court Street  
Jackson, CA 95642

10 July 2021

Dear Mr. Beatty,

On July 8<sup>th</sup> of this year, I visited the property of Dick and Christy Baxter at 50817 Merrill Road in Kirkwood. Their APN is 026-141-003 and the property is located in the KMA subdivision, Lot 3.

The purpose of this letter to you is to comply with the Kirkwood Specific Plan to advise your office of my professional opinion regarding the situation on the Baxter property.

The Baxters engaged my services last year to evaluate the hazard presented by two Lodgepole pine trees (#s 1 & 2) in the front of their house. The two trees are twin trees, (30 inch diameter and 36 inch diameter) that is to say that they are joined at the base and then separate to form two distinct trees. The gap between the trees has accumulated needles and other debris over the years and it is possible to see that the area between the trees is large enough to accumulate snow during the winter.

The Baxters expressed concern about the hazard that the trees presented to their house and that of their neighbor across the street, but also told me that they loved the trees and if the hazard was not great, they would prefer not to cut the trees down. I suggested that they place two nails in the trees and measure the distance between the nails periodically to see if the gap was increasing. If it did appear that the gap was increasing, then that would suggest that the hazard was also increasing and that the trees should be removed.

The Baxters put nails on both of the trees on the uphill and downhill sides of the trees. The original measurements were:

Uphill – 11.1875 inches  
Downhill – 9.375 inches

On the 8<sup>th</sup> of July, 2021, the measurements were:

Uphill – 11 4 inches  
Downhill – 9.5 inches

Obviously, the trees are increasing their lean apart from each other because the gap between them is increasing. I can state from personal experience at my former home in Pine Grove, at some point either one or both of these trees is going to fall.

There is another 12 inch diameter Lodgepole pine tree on the Baxter property that is located 6 feet from the corner of the house. The branches of this tree overhang the roof and there are two bole scars on the tree, indicating the possibility of rot. I also recommend the removal of this tree (#3)

If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Cannon", with a long horizontal flourish extending to the right.

Steve Q. Cannon, RPF #2316

attachment



Map changes become effective with the 2009-2010 roll year. Parcel numbers are subject to change prior to adoption of roll on each July 1.

IMPORTANT NOTE: This map was prepared for property tax assessment purposes only. It is assumed that the property, as described in the map, is the property being assessed. No liability is assumed for the accuracy of the data delineated hereon.

POR. SEC. 22, T.10N., R.17E., M.D.B. & M.

26-14  
FROM: 26-01

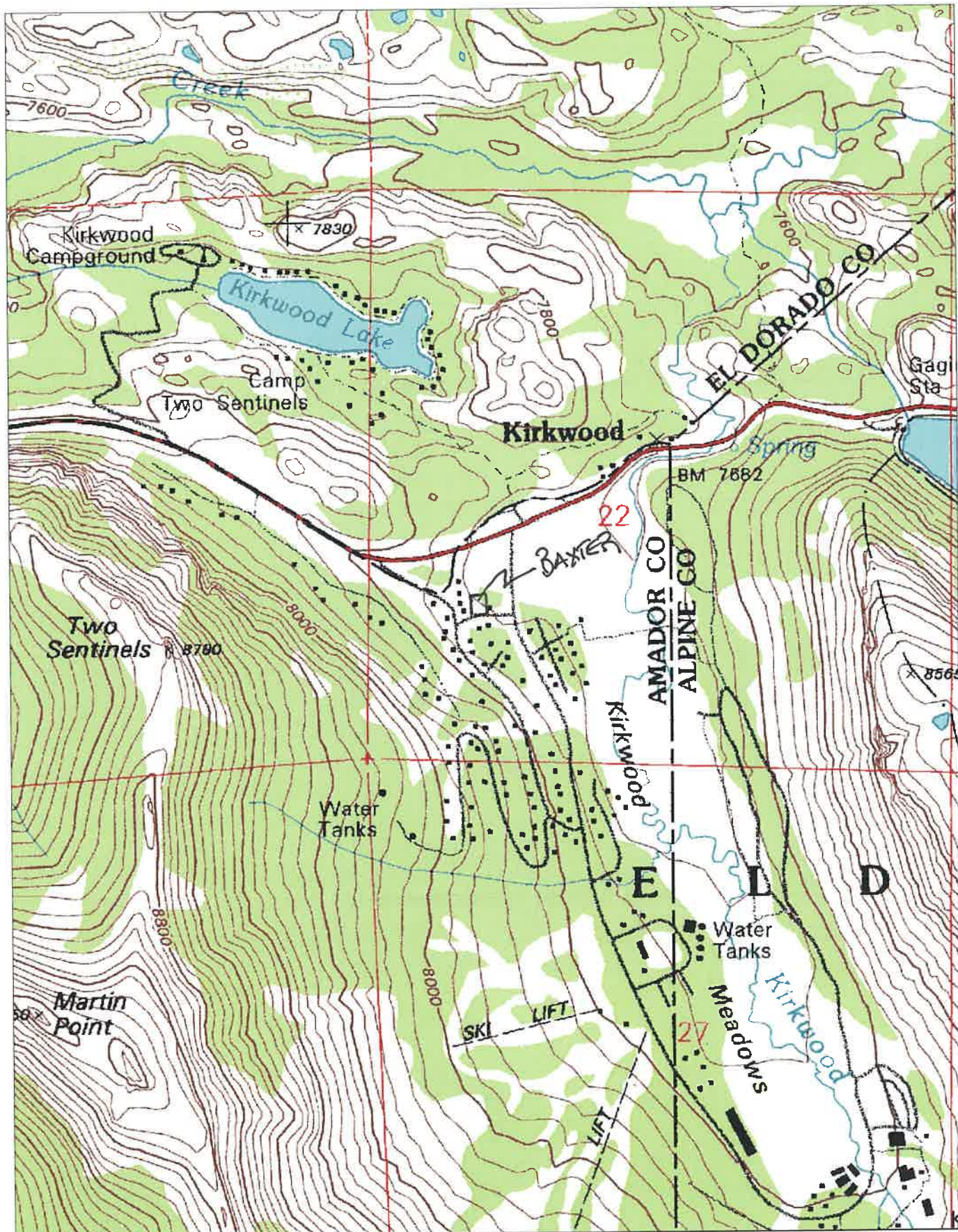


NOTE-Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 26, Pg. 14  
County of Amador, Calif.

R.M. Bk.03, Sub. Pg.30  
R.M. Bk.03, Sub. Pg.91  
Kirkwood Meadows Unit No. 1  
Kirkwood Meadows Unit No. 2





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www.delorme.com





***Foothill Resource Management***

Steve Q. Cannon, RPF #2316  
P. O. Box 818, Pine Grove, CA 95665  
quayle@volcano.net  
<http://www.foothillresource.com>  
(209)419-1569

Mr. Zach Wood  
Community Development Department  
County of Alpine.  
50 Diamond Valley Road  
Markleeville, CA 96120

12 July 2021

Dear Mr. Wood,

I am writing to you on behalf of Mrs Berniece Patterson who are owns of a property in the East Meadows Subdivision of Kirkwood, CA. The APN for the property is 006-143-005 and is also identified as Lot 5 of Unit 2.

Mrs. Patterson contacted me to help her address her concerns about fire hazard reduction and forest health on this undeveloped parcel. The parcel is under a Conservation Easement held by the North American Land Trust. The easement specifies under section 2.5.2 that "Owner may selectively remove early successional tree species using woodland management practices to promote climax vegetation or to improve wildlife habitat."

I visited the property on July 8, 2021 and conducted a reconnaissance, using the Assessor Parcel Map and a Recorded Map (Book 4, page 24). The property is abutted on two sides by land owned by Kirkwood Mountain Resort and the physical address of the parcel is 50 Aster Court.

I found that the 0.365 acre property is forested with an overstory of Lodgepole Pine and an understory of Lodgepole pine and Red Fir. Lodgepole pine is an early successional species and Red fir is a late successional or climax species. Portions of the property have tree spacing of overstory trees of 15-25 feet and other areas have groups of trees that are more closely spaced. Even the areas that have wider spacing could benefit from a thinning to separate the tree crowns for fire hazard reduction and to allow more space for trees to take advantage of the sunlight, soil nutrients and the limited soil moisture that exists in the coarse volcanic soil of the site.

I flagged the boundary of the parcel, using the Recorded Map's bearings and distances. I am not a licensed surveyor, so we will allow for a buffer with no tree cutting within 15 feet of the perimeter that adjoins Kirkwood Mountain Resort property.

I identified 60 trees to be removed and I marked 19 of them with yellow paint. The 19 trees that were marked are from 4 inches diameter to 10 inches diameter. They are all Lodgepole pine, with the exception of a couple of small Red fir trees that are either lacking in vigor or have been damaged by snow. The objective of my marking strategy is to reduce ladder fuels, release the residual trees to enhance their growth and to favor Red fir saplings to increase the percentage of Red fir on the parcel. All residual trees shall be pruned, as well. The slash resulting from this operation shall be chipped in place.

**RECEIVED**

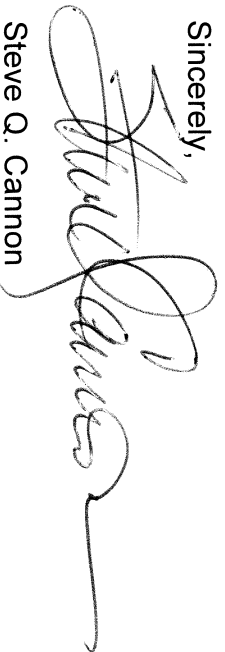
JUL 26 2021

ALPINE COUNTY  
COMMUNITY DEVELOPMENT

We are requesting that the Tri-County Technical Advisory Committee consider and approve this project. There are other properties in the Kirkwood Valley that have similar needs and this project could serve as a model for those other properties.

If you have any questions, please feel free to call me.

Sincerely,

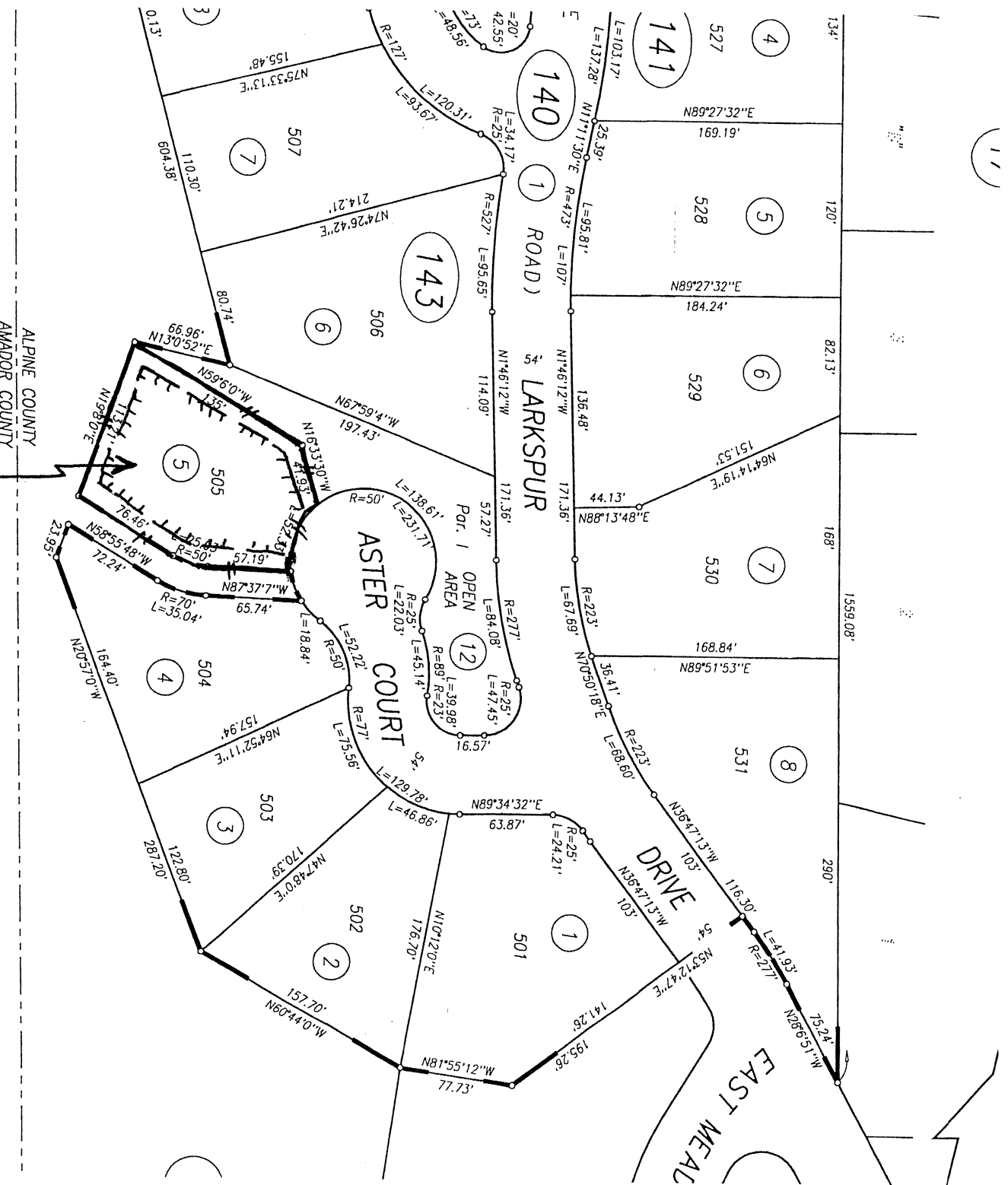
A handwritten signature in black ink, appearing to read "Steve Cannon", written in a cursive style.

Steve Q. Cannon  
Registered Professional Forester #2316

Attachments

Cc: North American Land Trust  
Kirkwood Mountain Resort

**Patterson Forest Health/Fire Hazard Reduction Project**  
 Township 10 North, Range 17 East, Section 22, MDB&M  
 Caples Lake 7.5' Quadrangle  
 Alpine County

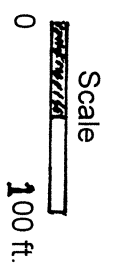


PATTERSON

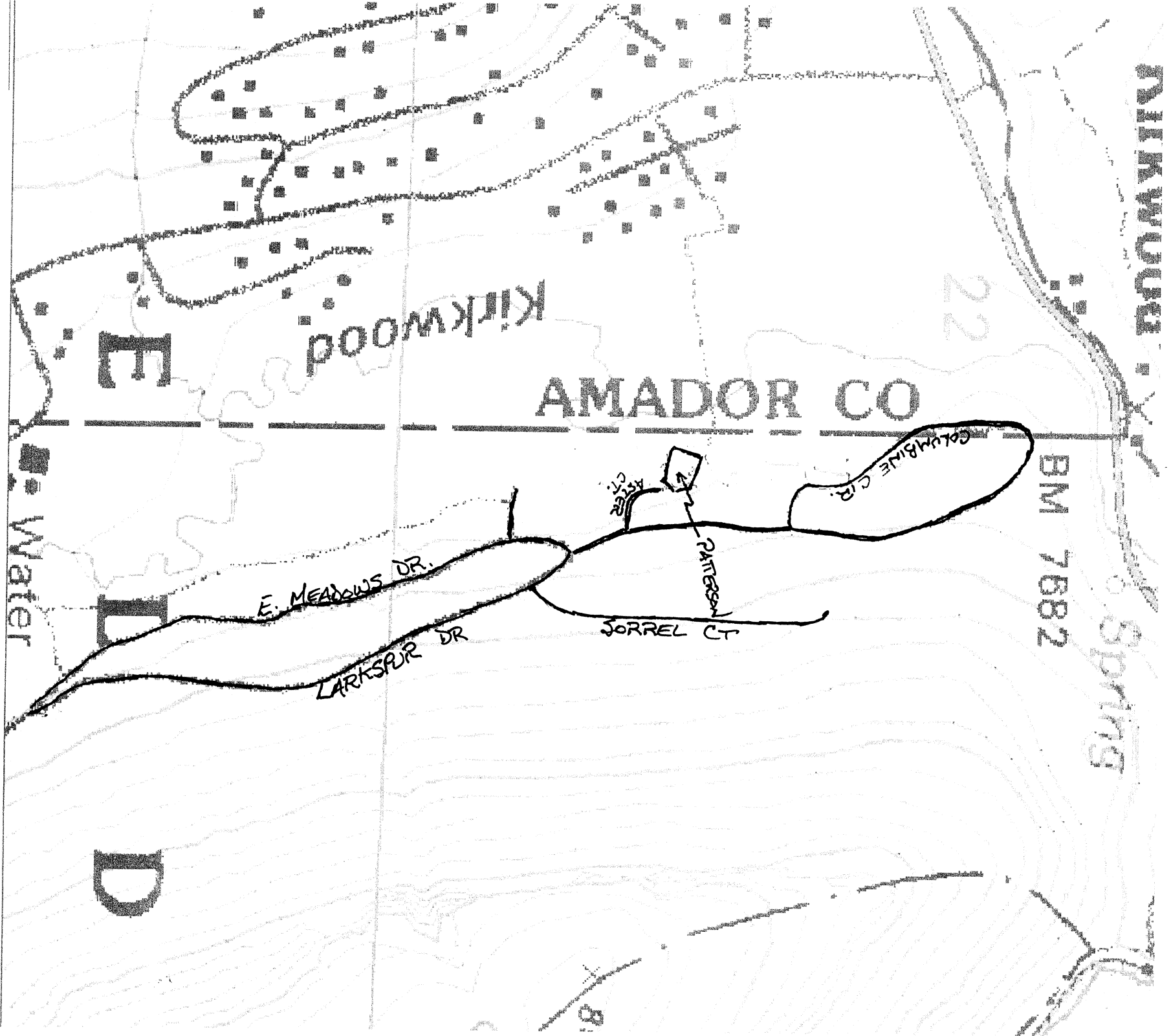
UNINCORPORATED  
 Alpine County A  
 Assessor's Block Number

Patterson Property Boundary (approx.)

Thinning Area



**Patterson Forest Health/Fire Hazard Reduction Project**  
Township 10 North, Range 17 East, Section 22, MDB&M  
Caples Lake 7.5' Quadrangle  
Alpine County

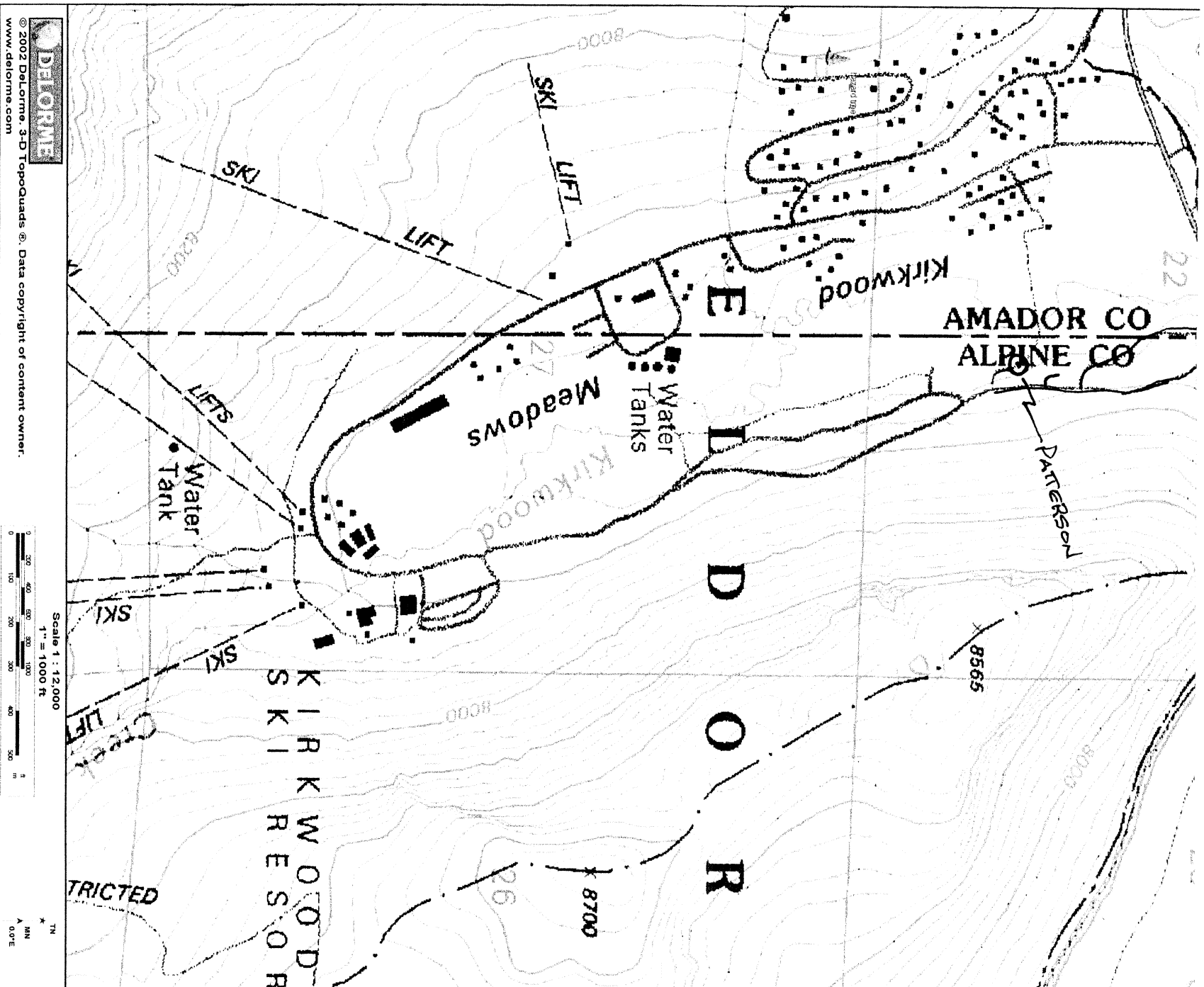


# Patterson Forest Health/Fire Hazard Reduction Project

Township 10 North, Range 17 East, Section 22, MDB&M

Caples Lake 7.5' Quadrangle

Alpine County



**DeLorme**  
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Scale 1 : 12,000  
1" = 1000 ft

TN  
\*  
MM  
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# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern:

Pursuant to Mitigation Measure/COA # 4.1 (32) of the 2003 Kirkwood Specific Plan, the attached 2020/2021 Avalanche Forecasting Report and Snow Safety Program is hereby submitted on July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:     Amador County Planning  
       Alpine County Planning  
       El Dorado County Planning





July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

Subject: Mitigation Measure: 4.1 (ae) COA 32

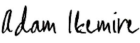
**Mitigation Measure:**

4.1 (ae) (COA 32): Continue avalanche forecasting and control program as well as provide annual evaluation.

Enclosed please find the Kirkwood Mountain Resort 2020/2021 Avalanche Forecasting and Snow Safety Program for your records.

Please contact me should you need additional information or have any questions.

Thank you,

DocuSigned by:  
  
AD4DBAA033F3440...

Adam Ikemire  
Senior Manager Ski Patrol  
(209) 258-7233  
Kirkwood Mountain Resort  
P.O. Box 1  
Kirkwood, CA 95646  
AIkemire@vailresorts.com

**REPORT**  
**Effectiveness of Kirkwood Mountain Resort's**  
**Avalanche Forecasting and Snow Safety Program**  
**2020-21**

Kirkwood Mountain Resort's (KMR) Alpine Snow Safety Plan, Explosive Use/Storage Plan, and 105mm M101A1 Howitzer Procedure Plan are referenced in Section 4 of the Winter Site Operating Plan that was originally developed in 1972 prior to opening the ski area. Each year these sections are reviewed and updated as necessary to reflect any improvements to systems that provide increased safety and efficiency for the snow safety program.

KMR's avalanche mitigation procedures have always focused on the safety of the employees first and foremost. This employee safety then trickles down to all other employees, and finally our guests. All avalanche personnel are equipped with the latest state-of-the-art tools and training, including three-antenna digital transceivers, rescue gear, avalanche airbags, uniforms, and an equipment allowance, increased this season, to help subsidize ski equipment.

We continue to invest in our weather and avalanche forecasting equipment annually to keep our program current. Improvements this year include but are not limited to:

- Significant investment in new airbag backpacks and 3 antennae digital avalanche transceivers for the highest level of worker safety
- New mount and power upgrades for heated precipitation gauge used to track annual precipitation, Snow Water Equivalent (SWE), and snow density
- New sonar sensors for accurate remote snow depth observations
- Continued daily operational use of InfoEx platform to track weather, avalanche, and occurrence info accurately and in one place
- Upgrades to supplemental power at weather sites for more continuous data
- Improvements and additions to existing weather stations and equipment

All of these improvements ultimately contribute to more accurate forecasting and improved employee and guest safety.

Each season, we seek out the highest level training in the industry, and do our best to send as many employees as possible to these trainings. This season, trainings were very limited due to the COVID-19 pandemic. We tried to make up for this deficit by conducting as much in house training as possible. Formal trainings included Sierra Rope Rescue, and our annual Howitzer refresher. We plan to reenroll in all prior trainings for the upcoming season.

KMR complies with BATF, Cal/OSHA and USFS rules and regulations for the storage and handling of explosives. All avalanche team route leaders are Cal/OSHA licensed blasters, with at least one trained partner as part of each team. Beyond what is mandated by governing agencies, we continue to train and maintain a high standard in the industry in regard to avalanche control route training and testing.

The mountain is not opened until the avalanche hazard has been mitigated to the greatest extent possible. The snow and weather conditions are continually monitored during the course of the day, and if conditions deteriorate to an unacceptable level, areas of the mountain may close until the hazard is ameliorated. Lift closure ultimately is the final safe practice to protect our employees and guests from wind related and/or avalanche related hazards.

Our operating season this year began on December 4<sup>th</sup> and ended on April 11<sup>th</sup>, which included a one week extension. During the operating season, we recorded 250 inches of snowfall at mid-mountain, and 233 inches at the base of the mountain. The Kirkwood Ski Patrol performed 24 days of active mitigation work during this timeframe.

Regarding our artillery program, there were 9 total Howitzer missions, with a total of 137 rounds fired. Two of these missions and 14 rounds were for training or for target-sighting maintenance. KMR Ski Patrol personnel continue to train in the use of the weapon under the guidelines of the US Army, the USFS, and the Avalanche Artillery Users of North America Committee (AAUNAC). Our howitzer program continues to improve, and

continues to be a valuable tool for safety and infrastructure protection, especially in the worst of storms when access to the upper mountain is non-existent.

The use of KMR Ski Patrol personnel for snow study, avalanche forecasting, and the communication of timing for conducting avalanche mitigation continues to be a strong approach, and we feel is at or above the industry standard. The resort is still capable of acquiring the needed explosives for avalanche mitigation work. The USFS continues to support our efforts towards opening a safe mountain.

# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern:

Pursuant to Mitigation Measure/COA # 56, 4.03.1 (h) of the 2003 Kirkwood Specific Plan, the attached 2020/2021 Fishing Posters are hereby submitted on July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:     Amador County Planning  
          Alpine County Planning  
          El Dorado County Planning



July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

Subject: Mitigation Measure 4.03.1 (h) COA's 56 and 75 Fishing Regulations Poster

**Mitigation Measure:**

*Kirkwood Mountain Resort will assist in educating Kirkwood residents and visitors about fishing regulations at Kirkwood Lake and with permission of the Forest Service, post such regulations at angler access points to the lake.*

Kirkwood Mountain Resort (KMR) has posted the regulations at Kirkwood Lake as of July 26, 2021. All posters are now posted at the General Store, Caples Lake, and Kirkwood Lake.

Please contact me should you need additional information or have any questions.

Thank you,

DocuSigned by:

*Matt Jones*

A02B81BC4EB14B8...

Matt Jones

Vice President & General Manager

Kirkwood Mountain Resort

P.O. Box 1

Kirkwood, CA 95646

(209) 258-7202

MJones@vailresorts.com











# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern:

Pursuant to Mitigation Measure 4.05 (j) COA 93 of the 2003 Kirkwood Specific Plan, the attached Cultural History of Kirkwood California material is hereby submitted on July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:     Amador County Planning  
          Alpine County Planning  
          El Dorado County Planning





July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

Subject: Mitigation Measure 4.05 (j) (COA 93) Educational Material Regarding Cultural Resources

**Mitigation Measures**

*Educational literature will be developed by Kirkwood Mountain Resort to educate guests about the fragile and irreplaceable nature of cultural resources and the penalties for violation of state and federal laws related to cultural resources.*

“The Cultural History of Kirkwood California” was recently updated and will be available to the public through the Kirkwood Mountain Resort website. A copy of the literature is attached.

Please feel free to contact me if you need any additional information and have any questions.

Thank you,

DocuSigned by:  
  
A02B81BC4EB14B8...

Matt Jones  
Vice President and General Manager  
Kirkwood Mountain Resort  
P.O. Box 1  
Kirkwood, CA 95646  
Phone: (209) 258-7202  
MJones@vailresorts.com

**HELP PRESERVE THE PAST**

Remember, as you explore the Kirkwood region you are entering a historic area. You may find relics of the past and wonder how they got here.

By leaving these items as you found them, you will leave in place clues that could help us answer these very questions. If you take artifacts home with you, or move them to other spots, you may destroy clues to the past. Every artifact is not merely something to be held and examined, it is also a piece of a puzzle which, when put together with other pieces, allows us to unravel the mysteries of the past.

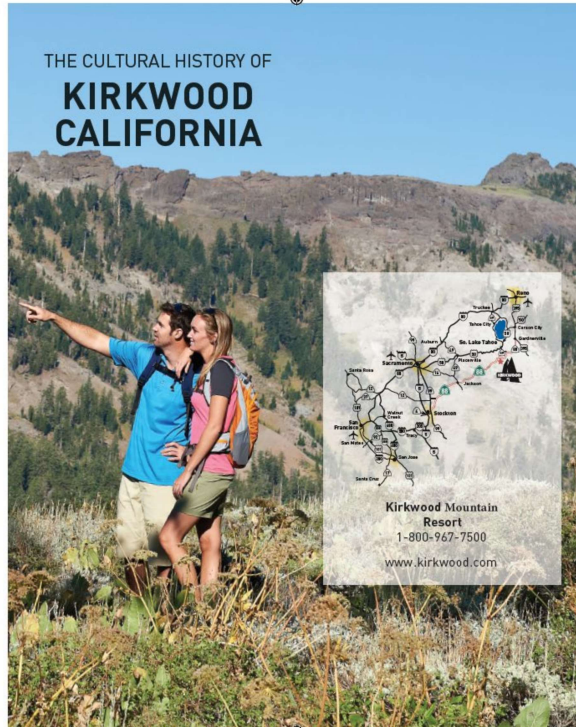
Please treat all historic and archaeological sites with care and respect when you visit them. The remains of prehistoric and historic cultures are a part of our heritage. When artifacts are stolen and archaeological sites are destroyed, we lose important clues about the past, forever. Strict laws protect artifacts and sites on state and Federal and Native American lands. Report violations to your local law enforcement or land management agency.



Kirkwood Mountain Resort  
1-800-967-7500



U.S. Forest Service  
Amador Ranger District  
(209) 295-4251



**THE KIRKWOOD INN**

Kirkwood Station, as it was originally called, soon became a hostelry, post office and stagecoach depot, which served many travelers through the Sierra in the late 1800's. In 2019, the Kirkwood Inn celebrated its 155th year of friendly western hospitality.



Today the Inn is a popular restaurant and bar located at Kirkwood's entrance on Scenic California State Route 89. The Inn sits on the point where Alpine, Amador and El Dorado counties' boundaries all meet. The Alpine/El Dorado county line actually runs right through the old bar room.



Zachariah S. Kirkwood chose this lush alpine valley for his summer ranching operations and settled here in the late 1850's. In 1861, he began the construction of the log cabin we know today as the Kirkwood Inn.

**EARLY KIRKWOOD HISTORY**

Kirkwood's mountains, valleys, lakes and rivers hold a special place in the history of our country, having afforded many solace, shelter and opportunity through its abundant natural resources and unique location in the Sierra Nevada mountain range.

The original native people of the Kirkwood area are the Washo, a tribe whose history spans nearly 9,000 years. The Washo people created a way of life that utilized seasonal migration and where they could live in harmony with the land.

People moved purposefully to the high mountain lakes and meadows to hunt, fish and collect medicinal plants, roots, and berries for the winter season in the valleys below.



Like the Washo before them, explorers, trappers and the early gold-seeking emigrants of the 1800's would find the barren mountaintops and ridges as the easiest of passable routes through the mountains during the snow months. These high altitude routes were favored for travel because their exposure to the wind would scour away the deep, impassable snow pack.



Christopher Shoshone "Kit" Carson

One of the earliest documentations of travel in this area by European descendants can be found in the memoirs of Jedediah Strong Smith who is believed to have passed through this area as early as 1826. Kit Carson also explored near here on his many trapping and scouting trips as early as 1838.

Captain John C. Fremont led his exploration party, which included Kit Carson as a scout, through the Sierra in January and February of 1844 in search of a passable



route to Sutter's Fort in the California gold country. Following an old Native American trade trail, Fremont's party including 67 horses and mules first sighted Lake Tahoe on February 14, 1844 from the top of what is believed to be the nearby 10,067 foot Red Lake Peak.



John C. Fremont

Word of Fremont's successful passage through the Sierra spread, and by the summer of 1848, a battalion of Mormon soldiers attempted the same route in reverse, back to Salt Lake City from Sacramento. The soldiers cleared and charted Captain Fremont's route, making it accessible for their wagons. This trail became heavily traveled during the late 1840's and 1850's, and has had many names including the Carson Emigrant Road, Amador Grade and the Carson Canyon Route. Today this popular route is widely known as the Mormon Emigrant Trail.

The Mormon Emigrant Trail passes through the Kirkwood mountain area, winding up over the saddle just south of

Thimble Peak, following approximately the same route as Kirkwood's Sunnise Chair #4. To this day, rust marks from the iron wagon wheels can be seen on the granite rocks along the route. Some scars on the trees made from the ropes and pulleys used to haul the heavy wagons up over the rugged terrain still remain. The trail continues around Emigrant Lake, located just south of Kirkwood's Iron Horse Chair #3, and then easterly along the south side of Caples Lake and up and over Carson Pass.



Covered Wagon Peak at Kirkwood

Regular mail delivery was established in the 1850's but was stopped during the winter months when deep snow closed the roads. In 1856, a Norwegian emigrant, Jon Torsteinson-Rue, nicknamed "Snowshoe Thompson", took on the mail delivery job.

Snowshoe became legendary as the only communication link over the Sierra during that time. He delivered the mail two to four times a month, for 20 years, and routinely passed through the Kirkwood area until 1876.



Snowshoe learned to ski in the Telemark region of Norway, and sking on 10-foot long homemade oak skis, he made the two-day trek to Sacramento and the return three-day trip back to Genoa, Nevada via the Mormon Emigrant Trail.

Soon there became a greater need for a quick mail delivery system, and the Pony Express Company was born in January of 1860. A pony relay system of 120 stations was established across the west. For five weeks the Pony Express trail ran through Kirkwood before it was re-routed over Kingsbury Grade to shorten the distance from Virginia City to Sacramento by 15 miles.

Newer and faster routes connecting emerging cities and towns resulted in fewer travelers taking the old Mormon Emigrant Trail. Over the next 100 years, the Kirkwood area would host mostly sheepherders and fishermen, few staying for very long.



At the heart of it all is the essence of Kirkwood, respect for the environment, pioneering spirit, a sense of adventure, a love for the legends and lore of days gone by—its colorful past is forever intertwined into its future.

# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern:

Pursuant to Mitigation Measure/COA # 4.07 (d) of the 2003 Kirkwood Specific Plan, the attached 2020/2021 Parking Analysis is hereby submitted on July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:     Amador County Planning  
           Alpine County Planning  
           El Dorado County Planning



July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

Subject: **Parking Analysis – 2020-21**

**Mitigation Measure 4.7 (d)**

*Kirkwood Mountain Resort will prepare an annual report that includes a detailed analysis of day-visitor parking during peak periods during the such as the Christmas holiday, President Day weekend, and other weekends during the ski season, peak periods during the summer and special events when more than 4,000 day-use visitors are at the resort.*

*The study will compare day-visitor parking demand during these periods to day-visitor parking capacity at the resort. The results will be reported to TC-TAC in June of each year. If the study shows that the number of day-visitor-related vehicles parked within the resort exceeds the amount of parking spaces available for day visitors (approximately 2,500 spaces), TC-TAC will require KMR to implement a mitigation plan which will include one or more of the following actions:*

- *Provide additional parking spaces in surface lots or parking structures.*
- *Implement methods to provide greater efficiency in the use of existing parking lots.*
- *Reduce parking demand through greater utilization of mass transit, increased vehicle occupancy, car/van pools or other program that will result in reduced parking demand during peak periods.*
- *Restrict day-visitor use to a level that allows parking demand to be accommodated in existing day-visitor parking areas.*

Please find the attached table showing the parking analysis of day visitor parking on days we had more than 4,000 skiers during the 2020-2021 winter ski season. There was one day cars were turned away due to lack of parking spots during the 2020-21 ski season. After this day, adjustment was made to our reservations inventory to better manage, and prevent a repeat of the scenario. The adjustment was successful. Space restrictions can happen for a variety of reasons including, but not limited to, timing of heavy snow, snow storage restrictions and snow removal equipment malfunctions & parking lot efficiencies. Extensive parking planning happens every year to maximize efficiency. Employee and in-valley shuttles, employee carpool incentives, group motor coaches, and social media carpooling pages are regularly utilized to reduce parking demands, in a typical year however those programs were not fully utilized, and far less effective due to impacts of the COVID-19 pandemic.

Please feel free to contact me if you have additional questions.

Thank you,

Greg Kiskinen  
Director of Base Operations  
GKiskinen@vailresorts.com  
(209)258-7276  
Kirkwood Mountain Resort

### 2020-21 Parking Counts on Days with >4000 Skier Visits

	1/1/2021	1/3/2021	1/9/2021	1/10/2021	1/17/2021	1/23/2021	1/30/2021	1/31/2021
Red Cliffs Parking Areas	373	447	553	552	479	498	516	515
Village Parking & VIP Areas	315	296	327	216	321	297	311	296
KM Drive Parking	180	165	252	365	260	303	392	385
Timber Creek Parking Areas	517	559	563	600	637	619	517	592
Kirkwood Inn & Schneider	0	0	0	0	0	0	172	0
<b>Total</b>	1385	1467	1695	1733	1697	1717	1908	1788

**GREEN**

valley parking capacity not met

**YELLOW**

valley parking near capacity

**RED**

valley parking capacity met

### 2020-21 Parking Counts on Days with >4000 Skier Visits

	2/1/2021	2/6/2021	2/7/2021	2/20/2021	2/27/2021	3/6/2021	3/13/2021	3/14/2021
Red Cliffs Parking Areas	546	525	492	456	518	492	311	486
Village Parking & VIP Areas	235	302	308	236	313	297	297	335
KM Drive Parking	327	290	312	367	242	288	242	302
Timber Creek Parking Areas	548	618	563	621	655	576	519	626
Kirkwood Inn & Schneider	0	0	0	46	0	0	0	0
<b>Total</b>	1652	1735	1675	1726	1728	1653	1369	1749

# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern,

Pursuant to Mitigation Measure/COA # 4.09 (b) of the 2003 Kirkwood Specific Plan, the attached 2020/2021 Snowmaking Noise Management Program is hereby submitted on, July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:    ( X ) Amador County Planning  
          ( X ) Alpine County Planning  
          ( X ) El Dorado County Planning



July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

Subject: Mitigation Measure: 4.09 (b) Kirkwood Mountain Resort Snowmaking Noise Management Program

**Mitigation Measure:**

*Kirkwood Mountain Resort will implement the Snowmaking Noise Management Program, which was adopted when the snowmaking project was approved. This incorporates several features, including restrictions on the type of nozzle, shielding of nozzles and acceptable time of operation.*

Kirkwood Mountain Resort hereby provides the 2020/2021 Snowmaking Noise Management Program details for your review.

Please contact me should you need additional information or have any questions.

Thank you,

DocuSigned by:  
  
A02B81BC4EB14B8...

Matt Jones  
Vice President and General Manager  
Kirkwood Mountain Resort  
P.O. Box 1  
Kirkwood, CA 95646  
209-258-7202  
MJones@vailresorts.com



### **Snowmaking System History:**

Kirkwood's snowmaking system was installed in 1996 and began operating in November of 1997. The snowmaking system currently utilizes two pumps in Caples Lake, two booster pumps at the Pump House under Chair 1, two 1600 cfm compressors, six fan guns, and forty-seven air/water guns. In 2016, one SMI Polecat was installed at the bottom of chairs 7 and 9 in the Timber Creek area, the water is supplied through a hydrant by Kirkwood Meadows Public Utility District. One SMI Polecat was installed in 2016 at the bottom of Chair 2/Hay Flat intersection, the water is supplied from the Hay Flat snowmaking line.

Snowmaking air and water pipes were installed underground on Hay Flat on Chair 1, Buckboard on Chair 11, Race Course and Lower Zachary on Chair 5, all of Lift 8 and areas surrounding Red Cliffs Lodge. Snowmaking air and water pipe is located above ground on Upper Zachary's on Chair 6. A total of fifty-six acres of terrain has snowmaking coverage.

In 2020/2021, Kirkwood Mountain Resort pumped water from Caples Lake for a total of 528 hours over the course of 33 days in November and December. The 2020/2021 season resulted in 12,074,701 gallons of water used.

### **Snowmaking System Noise:**

Both Alpine and Amador Counties have established a maximum noise standard of 65 dBA Ldn at property lines for residential use. Pursuant to the Alpine County Use Permit allowing snowmaking activities at Kirkwood, within Alpine County, snowmaking is considered a temporary activity. As such, noise levels associated with snowmaking activities are permitted to exceed acceptable noise levels due to the fact that the noise levels would only temporarily exceed noise thresholds. Typically that threshold is 65 dB.

Amador County Planning Department made the finding that snowmaking is a consistent use of the land for a ski resort operation, and therefore, snowmaking activities do not require a use permit.

Therefore, Kirkwood's snowmaking activities are allowed to exceed the noise standards in Table 10.1 and Table 10.2. Snowmaking activities shall comply with all mitigation measures identified in the Snowmaking Final EIR and Addendum (1995 and 1996).

### **Noise Mitigation Measures:**

Kirkwood snowmaking activities operate near dwellings and will expose residents and visitors to noise levels that surpass county standards. This impact is somewhat mitigated by the fact that the winter visitors will expect some noise associated with ski area operations, and the source of the noise is transient in nature.



To help reduce noise levels near buildings/residences Kirkwood Mountain Resort intends to continue utilizing fan guns and HKD tower guns in those locations as those apparatus have the lowest operating noise levels.

Table 10.3 Noise Levels From Different Snowmaking Nozzles

<b>Snowmaking Nozzle</b>	<b>Quantity</b>	<b>Noise Level</b>
Ratnik *	5	84 dBA @ 100'
HKD *	23	65 dBA @ 150'
SMI Fan Guns *	6	60 dBA @ 100'
HKD KLIK	4	79 DBA @ 100'

\* Kirkwood utilizes these apparatus

Kirkwood Mountain Resort also tries to aim snowmaking guns away from residences to minimize noise. At times, wind direction can interfere with this process.

Kirkwood Mountain Resort's compressors are set up near the Kirkwood Meadows Public Utility District Powerhouse, far away from visitor and permanent residences.

#### **Noise Monitoring:**

During snowmaking activities, Kirkwood Mountain Resort performs noise monitoring at various locations throughout Kirkwood. See the attached spreadsheet for this year's monitoring. We recorded 250 inches of snowfall at mid-mountain, and 233 inches at the base of the mountain in the 2020/2021 operating season. The resort closed on April 11, 2021.

#### **Feedback:**

Kirkwood Mountain Resort continues to mitigate issues related to its snowmaking operations and welcomes any input to help achieve this goal.

Suggestions can be sent to:

Michael Niccoli  
 Senior Manager of Snow Surfaces  
 Kirkwood Mountain Resort  
 P.O. Box 1  
 Kirkwood, CA 95646  
 (209) 258-7325  
 MNiccoli@vailresorts.com

DATE December 20, 2020

making snow : Yes

DECIBLES

TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch. 1)		82.3	
	Power House & Shanty Town Drive		65.4	
	THE PLAZA (grand staircase bottom)		67.5	
	SNOW CREST (bottom of front stairs)		46.3	
	TC (grand staircase)		48.8	
	RANGER	N/A	-	-
	T. RANGER	N/A	-	-
	FAN GUN	Chair 2	100	81.9
	T. FAN GUN	Time Square	90.4	85.9
	IMPULSE 20'	Time Square	81.2	80.3
	T. IMPULSE	Waterfall	80.5	79
	MILLENNIUM	Willow Patch	87.4	86.2
	T. MILLENNIUM	N/A	-	-
	MV8	Willow Patch	94.6	82.3
	RATNIK	Top of Chair 6	-	92.4
	SNOWLOGIC	N/A	-	-
	SV10	N/A	-	-
	IMPULSE 30'	Willow Patch	81.3	78.7

DATE December 16th, 2020

making snow : Yes

DECIBLES

TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch. 1)		80.6	
	Power House & Shanty Town Drive		62.5	
	THE PLAZA (grand staircase bottom)		65.6	
	SNOW CREST (bottom of front stairs)		45.7	
	TC (grand staircase)		49.1	
	RANGER	N/A	-	-
	T. RANGER	N/A	-	-
	FAN GUN	N/A	-	-
	T. FAN GUN	Time Square	90.4	85.9
	IMPULSE 20'	N/A	-	-
	T. IMPULSE	N/A	-	-
	MILLENNIUM	N/A	-	-
	T. MILLENNIUM	N/A	-	-
	MV8	N/A	-	-
	RATNIK	Top of 6	-	92.4
	SNOWLOGIC	N/A	-	-
	SV10	N/A	-	-
	IMPULSE 30'	N/A	-	-

DATE November 29th, 2020

making snow : Yes

TIME	LOCATION	GUN LOCATION	DECIBLES	
			DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch. 1)		89.3	
	Power House & Shanty Town Drive		57.9	
	THE PLAZA (grand staircase bottom)		72.3	
	SNOW CREST (bottom of front stairs)		57.9	
	TC (grand staircase)		45.2	
	RANGER	Time Square	96.5	75
	T. RANGER	Willow Patch	95.9	74.6
	FAN GUN	Chair 11	100	81.9
	T. FAN GUN	Time Square	90.2	85.6
	IMPULSE 20'	Race Course	81.2	80.3
	T. IMPULSE	Outlaw	80.5	79
	MILLENNIUM	Willow Patch	87.1	85.8
	T. MILLENNIUM	Base	86.5	85.4
	MV8	Chair 5	95.8	81.5
	RATNIK	Chair 5	-	92.6
	SNOWLOGIC	N/A	-	-
	SV10	7800 Towers	81.2	79.4
	IMPULSE 30'	N/A	-	-

DATE November 25, 2020

making snow : Yes

TIME	LOCATION	GUN LOCATION	DECIBLES	
			DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch 1)		87.2	
	Power House & Shanty Town drive		59.7	
	THE PLAZA (grand staircase bottom)		67.1	
	SNOW CREST (bottom of front stairs)		55.2	
	TC (grand staircase bottom)		53.9	
	RANGER	Ski School Bridge	100	90
	T. RANGER	Upper Race Course	82	81
	FAN GUN	Pump House	86	68
	T. FAN GUN	Timber Creek	86	70
	IMPULSE			
	T. IMPULSE	Race Course	72	65
	MILLENNIUM			
	T. MILLENNIUM	Race Course	73	83
	MV8			
	RATNIK			
	SNOWLOGIC			
	SV10			

DATE November 23rd, 2020

making snow : Yes

TIME	LOCATION	GUN LOCATION	DECIBLES	
			DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch. 1)		89.6	
	Power House & Shanty Town Drive		58.2	
	THE PLAZA (grand staircase bottom)		72.3	
	SNOW CREST (bottom of front stairs)		57.7	
	TC (grand staircase)		45	
	RANGER	Time Square	96.5	74.9
	T. RANGER	N/A	-	-
	FAN GUN	Chair 6	100	81.5
	T. FAN GUN	Time Square	90.5	86.3
	IMPULSE 20'	N/A	-	-
	T. IMPULSE	N/A	-	-
	MILLENNIUM	N/A	-	-
	T. MILLENNIUM	Base	86.6	85.5
	MV8	Chair 5	95.8	81.6
	RATNIK	N/A	-	-
	SNOWLOGIC	N/A	-	-
	SV10	7800 Towers	81	79.5
	IMPULSE 30'	Race Course & Base	80.4	79.1

DATE November 21st, 2020

making snow : Yes

TIME	LOCATION	GUN LOCATION	DECIBLES	
			DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch. 1)		61.2	
	Power House & Shanty Town Drive		62.1	
	THE PLAZA (grand staircase bottom)		-	
	SNOW CREST (bottom of front stairs)		61.9	
	TC (grand staircase)		56.7	
	RANGER	N/A	-	-
	T. RANGER	N/A	-	-
	FAN GUN	N/A	-	-
	T. FAN GUN	Timber Creek	87.5	68.9
	IMPULSE 20'	N/A	-	-
	T. IMPULSE	N/A	-	-
	MILLENNIUM	N/A	-	-
	T. MILLENNIUM	N/A	-	-
	MV8	N/A	-	-
	RATNIK	N/A	-	-
	SNOWLOGIC	N/A	-	-
	SV10	N/A	-	-
	IMPULSE 30'	N/A	-	-

# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern:

Pursuant to Mitigation Measure 4.10 (a) of the 2003 Kirkwood Specific Plan, the attached 2020/2021 Employee Housing Report are hereby submitted on July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:     Amador County Planning  
          Alpine County Planning  
          El Dorado County Planning



July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

## 2020-2021 KIRKWOOD MOUNTAIN RESORT EMPLOYEE HOUSING REPORT

This annual report of employee housing for Kirkwood Mountain Resort is provided to the Tri-County Technical Advisory Committee (TC-TAC), pursuant to the employee housing documentation requirements of the 2003 Specific Plan. The report identifies the number of full-time equivalent (FTE) employees throughout the winter season together with an inventory of employee housing units necessary to satisfy the Specific Plan conditions.

The format for this reporting is consistent with the previous accepted methodology for the allocated and proposed deed restrictions required since the first employee housing requirement was adopted on 1981 and remaining unallocated credits in each of the existing employee housing as developed in coordination with TC-TAC and Amador County Planning following the 2006/2007 audit.

This past season, Kirkwood opened for winter operations on December 4, 2020 and closed on April 11, 2021. The data presented is for that time period.

The attached table shows that an average of approximately 412 FTE's were employed at Kirkwood Mountain Resort during the winter season, including part time employees. The mitigation measure requires the resort to provide housing to 30% of the average FTE. For 2020-21, this equals 124 employees. The average occupancy during the winter season was 105 employees or 25%.

In a typical year, employees are housed in 176 units of employer-owned housing which includes Red Cliffs, Renwick and Pine Lodge in the Kirkwood Valley. However we lost the use of 100 beds due to a fire in Red Cliff's employee housing and OSHA requirements that restricted occupancy due to Covid. To aid in the loss of housing, Kirkwood contracted with Carson Valley Motor Lodge and provided transportation to/from Kirkwood.

With the growing employee population requiring housing, Kirkwood Mountain Resort has also added two housing locations in the city of South Lake Tahoe known as "The Coyote's Den" and "The Bears

Den". To accommodate housing outside the valley we have also provided an employee shuttle to transport employees from South Lake to Kirkwood on a daily basis during the winter season.

Feel free to contact me with any questions or comments.

Sincerely,

DocuSigned by:  
  
A02B81BC4EB14B8...

Matt Jones  
Vice President and General Manager  
Kirkwood Mountain Resort  
P.O. Box 1  
Kirkwood, CA 95646  
209-258-7202  
MJones@vailresorts.com





# **2003 KIRKWOOD SPECIFIC PLAN MITIGATION MONITORING PLAN SUBMITTAL**

To Whom It May Concern:

Pursuant to Mitigation Measure COA 140, 4.12 (c) of the 2003 Kirkwood Specific Plan, the attached 2020/2021 Sensitive Resource Poster is hereby submitted on July 26, 2021.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:     Amador County Planning  
          Alpine County Planning  
          El Dorado County Planning



July 26, 2021

Chuck Beatty, Amador County  
Brendan Ferry, El Dorado County  
Candace Stowell, Alpine County

Subject: Mitigation Measure: 4.12 (c) COA's 140 and 169

**Mitigation Measure:**

4.12 c (COA 140 Amador County and 169 Alpine County): Kirkwood Mountain Resort will work with the Forest Service to develop and implement an instructional/interpretive program to inform Kirkwood visitors about sensitive resource issues at Kirkwood Lake.

Kirkwood Mountain Resort (KMR) has posted the sensitive resource poster at Kirkwood Lake and Caples Lake along with the fishing regulation posters.

Please contact me should you need additional information or have any questions.

Thank you,

DocuSigned by:

*Matt Jones*

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Matt Jones

Vice President and General Manager  
Kirkwood Mountain Resort  
P.O. Box 1  
Kirkwood, CA 95646  
Phone: (209) 258-7202  
MJones@vailresorts.com









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You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: [thoward@vailresorts.com](mailto:thoward@vailresorts.com)

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To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at [thoward@vailresorts.com](mailto:thoward@vailresorts.com) and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address..

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To inform us that you no longer want to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your DocuSign account, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an e-mail to [thoward@vailresorts.com](mailto:thoward@vailresorts.com) and in the body of such request you must state your e-mail, full name, IS Postal Address, telephone number, and account number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

**Required hardware and software**

Operating Systems:	Windows2000? or WindowsXP?
Browsers (for SENDERS):	Internet Explorer 6.0? or above
Browsers (for SIGNERS):	Internet Explorer 6.0?, Mozilla FireFox 1.0, NetScape 7.2 (or above)
Email:	Access to a valid email account
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	<ul style="list-style-type: none"> <li>•Allow per session cookies</li> <li>•Users accessing the internet behind a Proxy Server must enable HTTP 1.1 settings via proxy connection</li> </ul>

\*\* These minimum requirements are subject to change. If these requirements change, we will provide you with an email message at the email address we have on file for you at that time providing you with the revised hardware and software requirements, at which time you will have the right to withdraw your consent.

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