

AGENDA

TRI-COUNTY TECHNICAL ADVISORY COMMITTEE

Friday, September 13, 2024

10:00 A.M.

Join Zoom Meeting:

<https://us06web.zoom.us/j/86354920362>

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: April 12, 2024 - Continued
- 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 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; Applicant: Kirkwood Mountain Resort.

ITEM 2: Kirkwood Mountain Resort General Update.

ITEM 3: Review and possible approval of two Variances at 301 Larkspur Drive; Kirkwood, CA; Applicant: Andy Nolting.

- G. Adjourn



June 17, 2024

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

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 2023-2024 Snowmaking Noise Management Program details for your review.

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

Thank you,

Steve Hodgkins
Snow Surfaces Manager
Kirkwood Mountain Resort
P.O. Box 1
Kirkwood, CA 95646
209-258-7319
SHodgkins@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 2023/2024 season, Kirkwood Mountain Resort pumped water from Caples Lake for a total of 398 hours over the course of 44 days from November 1, 2024 to January 8, 2025. The 2023/2024 season resulted in 11,124,629 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 that are used at Kirkwood

Snowmaking Nozzle	Quantity	Noise Level
Ratnik	5	84 dBA @ 100'
HKD	23	65 dBA @ 150'
SMI Fan Guns	8	60 dBA @ 100'
HKD KLIK	16	79 DBA @ 100'

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 339 inches of snowfall at mid-mountain, and 321 inches at the base of the mountain in the 2023-2024 operating season. The resort closed on April 28, 2024.

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:

Steve Hodgkins
Senior Manager of Snow Surfaces
Kirkwood Mountain Resort
P.O. Box 1
Kirkwood, CA 95646
(209) 258-7319
SHodgkins@vailresorts.com

DATE November 10th, 2023

making snow : Yes

TIME	LOCATION	GUN LOCATION	DECIBLES	
			DISTANCE 0ft	DISTANCE 100FT
700	PUMP HOUSE (tower 3 ch. 1)		57.7	
710	Power House & Shanty Town Drive		59.7	
715	THE PLAZA (grand staircase bottom)		58.8	
717	SNOW CREST (bottom of front stairs)		51.3	
720	TC (grand staircase)		55.8	
	RANGER			
	T. RANGER			
728	FAN GUN	Chair 5/6 base area	87.0	59.5
724	T. FAN GUN	Timber Creek	90.4	55.3
	IMPULSE			
812	T. IMPULSE	RC10	88.8	73.2
	MILLENNIUM			
	T. MILLENNIUM			
744	MV8	Chair 5 top area	105.9	84.8
	RATNIK			
	SNOWLOGIC			
	SV10			
750	IMPULSE 30'	UZ Vault	80.3	76.9

DATE November 11th, 2023

making snow : Yes

TIME	LOCATION	GUN LOCATION	DECIBLES	
			DISTANCE 0ft	DISTANCE 100FT
	PUMP HOUSE (tower 3 ch. 1)		76.3	
	Power House & Shanty Town Drive		82.3	
	THE PLAZA (grand staircase bottom)		72.4	
	SNOW CREST (bottom of front stairs)		59.3	
	TC (grand staircase)		60.0	
	RANGER		105.9	86.9
	T. RANGER			
	FAN GUN		94.2	84.3
	T. FAN GUN			
	IMPULSE			
	T. IMPULSE		75.9	70.7
	MILLENNIUM		88.5	74.1
	T. MILLENNIUM			
	MV8		105.2	84.9
	RATNIK			
	SNOWLOGIC			
	SV10			
	IMPULSE 30'			

DATE	December 11, 2023			
making snow : Yes			DECIBLES	
TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
2100	PUMP HOUSE (tower 3 ch. 1)		83.2	
2115	Power House & Shanty Town Drive		66.3	
2123	THE PLAZA (grand staircase bottom)		69.1	
2130	SNOW CREST (bottom of front stairs)		45.7	
2140	TC (grand staircase)		48.9	
	RANGER			
	T. RANGER			
1844	FAN GUN	Chair 10	100.2	81.9
1800	T. FAN GUN	TC	89.7	85.9
	IMPULSE			
2036	T. IMPULSE	RC 15	80.9	79.9
	MILLENNIUM			
	T. MILLENNIUM			
	MV8			
	RATNIK			
	SNOWLOGIC			
	SV10			
2028	IMPULSE 30'	RC 18	81.2	78.3

DATE	December 16, 2023			
making snow : Yes			DECIBLES	
TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
2200	PUMP HOUSE (tower 3 ch. 1)		82.3	
2220	Power House & Shanty Town Drive		65.6	
2228	THE PLAZA (grand staircase bottom)		67.7	
2233	SNOW CREST (bottom of front stairs)		46.3	
2240	TC (grand staircase)		48.7	
	RANGER			
	T. RANGER			
2215	FAN GUN	Chair 1	102.1	81.9
	T. FAN GUN			
	IMPULSE			
	T. IMPULSE			
	MILLENNIUM			
	T. MILLENNIUM			
	MV8			
330	RATNIK	UZ 1	-	92.8
	SNOWLOGIC			
	SV10			
	IMPULSE 30'			

DATE	December 21, 2023			
making snow : Yes			DECIBLES	
TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
2320	PUMP HOUSE (tower 3 ch. 1)		82.5	
2340	Power House & Shanty Town Drive		65.9	
2348	THE PLAZA (grand staircase bottom)		67.8	
2353	SNOW CREST (bottom of front stairs)		45.9	
2410	TC (grand staircase)		48.6	
	RANGER			
	T. RANGER			
2330	FAN GUN	Chair 1 base	99.8	82.4
	T. FAN GUN	HF 5	89.9	86.2
	IMPULSE (tripod)			
	T. IMPULSE 20'			
	MILLENNIUM			
	T. MILLENNIUM			
	MV8			
2420	RATNIK	LZ 5	-	93.2
	SNOWLOGIC			
	SV10			
2425	IMPULSE 30'	UZ Vault	80.9	77.9



June 17, 2024

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

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 along with the fishing regulation poster.

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

Thank you,

Kelly Keith
Executive Assistant
Kirkwood Mountain Resort
P.O. Box 1
Kirkwood, CA 95646
Phone: (209) 258-8737
KKeith@vailresorts.com

HELP US PROTECT AND PRESERVE OUR HIGH SIERRA LAKES

“When we try to pick out anything by itself we find that it is bound fast by a thousand invisible cords that cannot be broken, to everything in the universe.”

John Muir



Riparian Ecosystem

When water quality is impacted, the fragile ecology is disturbed.

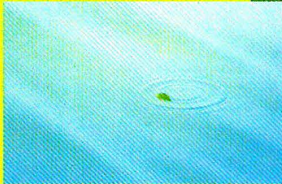
~ As the shoreline erosion progresses, it degrades aquatic habitat.

~ Impacted lake bottoms can kill aquatic vegetation.

~ Your presence, and that of domestic animals too near the lakes, may prevent wildlife from obtaining water.

~ Alpine lakes are important to visitors for their beauty, wildlife, wildflower displays, and drinking water.

~ The lakes support the micro climate providing nourishment for native land and aquatic species.



Water Quality

Human and domestic animal waste too close to water sources does not allow for the filtering of contaminants before reaching water sources. Salt in urine attracts wildlife that in turn, causes defoliation of plants.

~ Deposit human waste in 6 to 8-inch cat holes at least 200 feet from water sources.

~ Carry your cleaning water to wash yourself and dishes at least 200 feet from water sources, using small amounts of bio-degradable soap.

~ “Pack it in; pack it out.”



Protection of Shoreline

Campsites too close to water sources lead to erosion of shoreline vegetation.

This loss changes the Wilderness character.

~ Least impacting campsites are found, not made, at least 100 feet from water resources.

~ Keep campsites small to lessen impact.

~ Wilderness is impacted by moving rocks, plants or other natural objects, or by building a structure.

~ Leave your campsites cleaner than you find them.

It is our responsibility and requires our personal commitment to protect the delicate ecological balance of the alpine jewels of the Sierra



The USFS and Kirkwood Mountain Resort have partnered to raise awareness of the sensitive resources in high Sierra lakes such as Kirkwood Lake



INFORMATION

Fishing at Kirkwood Lake



This poster provides information about fishing at Kirkwood Lake. It features illustrations of a rainbow trout and a brown trout. The text includes details about the lake's location, fishing regulations, and contact information for the local fishing association.

HELP US PROTECT AND IMPROVE OUR WATER RESOURCES



This poster is a call to action for water protection. It features a circular diagram with three overlapping sections in yellow, green, and blue, representing different aspects of water management. The text encourages community involvement in maintaining and improving local water resources.



June 17, 2024

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.

Parking Analysis 2023-2024

Please find the attached table showing the parking analysis of day visitor parking on days we had more than 4,000 skiers during the 2023-2024 winter ski season. There were 9 days that cars were turned away due to lack of parking spots during the 2023-2024 ski season. 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 and guest carpool incentives, group motor coaches, and social media carpooling pages are regularly utilized to reduce parking demands.

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

Thank you,

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

2023-24 Parking Counts on Days with >4000 Skier Visits

Location	01/03/2024	01/04/2024	01/05/2024	01/07/2024	01/14/2024	01/15/2024	01/24/2024	01/27/2024
Red Cliffs Parking Lot	469	380	465	442	540	520	524	581
East Village Parking	84	76	80	76	96	90	93	133
West Village Parking (VIP)	88	80	88	94	85	91	103	106
Village Parking	139	130	142	140	126	155	154	151
KM Drive Parking	403	334	387	452	391	451	390	445
Timber Creek Parking Lots	650	604	651	655	650	688	671	690
Mighty Mountain Parking Lot	81	81	78	76	88	80	81	80
Kirkwood Inn	88	75	10	130	107	120	63	74
Bus	3				3		4	4
RV								
Total	2005	1760	1901	2065	2086	2195	2083	2264

2023-24 Parking Counts on Days with >4000 Skier Visits

Location	01/28/2024	02/03/2024	02/10/2024	02/11/2024	02/24/2024	02/25/2024	03/09/2024	03/10/2024
Red Cliffs Parking Lot	596	490	508	506	508	587	454	542
East Village Parking	102	109	95	86	85	83	94	90
West Village Parking (VIP)	108	99	106	114	101	107	88	98
Village Parking	146	150	156	155	157	162	160	147
KM Drive Parking	227	456	474	258	465	325	502	409
Timber Creek Parking Lots	677	699	724	492	693	767	648	666
Mighty Mountain Parking Lot	77	48	84	92	84	95	84	84
Kirkwood Inn	11	120	100	18	108	20	109	21
Bus	3						5	
RV								
Total	1947	2171	2247	1721	2201	2146	2144	2057

2023-24 Parking Counts on Days with >4000 Skier Visits

Location	03/16/2024	03/17/2024						
Red Cliffs Parking Lot	530	497						
East Village Parking	95	118						
West Village Parking (VIP)	96	94						
Village Parking	155	151						
KM Drive Parking	282	288						
Timber Creek Parking Lots	612	546						
Mighty Mountain Parking Lot	81	84						
Kirkwood Inn	14	22						
Bus								
RV								
Total	1865	1800	0	0	0	0	0	0

Location Key:

Red Cliffs: Tennis Courts, Upper & Lower Red Cliffs Lots

East Village: Powerhouse, Shanty town, Towers Rd & 15 min.

West Village: VIP Lot

Mighty Mountain: 9 Lot

Timber Creek Parking Lots: Upper, Middle, Lower 7, Carpool, Shop, Loop Rd

Kirkwood Inn: KW Inn, XC, Hwy 88, Schneider Camp

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

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 fishing regulations at Kirkwood Lake as of June 11, 2024. We also post the regulations at the Red Cliffs Lodge.

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



Thank you,

Kelly Keith
Executive Assistant
Kirkwood Mountain Resort
P.O. Box 1
Kirkwood, CA 95646
(209) 258-8737
Kkeith@vailresorts.com



Fishing at Kirkwood Lake



TYPICAL FISH FOUND AT KIRKWOOD LAKE



Rainbow Trout (*Oncorhynchus mykiss*)

Colors on the back of the fish can range from brown to olive to dark blue. Fish have a pinkish stripe/band running the length of their bodies, with a silvery underside that fades to pearl white. They have small black spots on their backs, fins, and tail.



Brook Trout (*Salvelinus fontinalis*)

The brook trout has a dark green to brown color with a distinctive light marbled pattern across the sides and back extending at least to the dorsal (back) fin and often to the tail. A distinctive sprinkling of red dots surrounded by blue haloes occurs along the sides of the fish. The belly and lower fins are reddish in color, the latter with white leading edges.

CALIFORNIA FISHING LICENSE REQUIRED:

Any person who is 16 years of age or older must have a sport fishing license to take any kind of fish, mollusk, invertebrate, amphibian or crustacean in California, except for persons angling from a public pier in ocean or bay waters.

CALIFORNIA FISHING LICENSE MAY BE PURCHASED AT:

wildlife.ca.gov/licensing/online-sales

FREE FISHING DAYS!

Every year the California Department of Fish & Wildlife (CDFW) announces two Free Fishing Days. On these days, anyone ages 16 or older can go fishing without getting a sport fishing license. All other regulations apply.

GENERAL FISHING METHODS

All fish must be taken only by angling with one closely attended rod and line or one hand line with not more than three hooks nor more than three artificial lures (each lure may have three hooks attached). Anglers in possession of a valid two rod stamp and are under 16 years of age may use up to two rods in lakes and reservoirs.

BAIT FISH USE IN THE SIERRA REGION

Live or dead fin fish shall not be used or possessed for use as bait in the Sierra Region.

CATCH LIMIT

5 per day - 10 in possession plus up to 10 additional Brook Trout per day less than 10" total length may be taken and possessed in addition to the other daily bag and possession.

HOW TO RELEASE FISH UNHARMED

1. Land your fish as carefully and as quickly as possible.
2. Try to avoid removing the fish from the water. Underwater unhooking and release is preferred.
3. Do not squeeze the fish, or touch it's eyes or gills.
4. Remove only those hooks you can see and remove easily, otherwise clip the line near the mouth on deeply hooked fish.
5. Use artificial lures (no bait) to minimize deep hooking. Barbless hooks or hooks with flattened barbs make unhooking easier and less stressful on the fish.

USE PROPER FISH CLEANING METHODS

Prevent Water Pollution. Do not clean fish in the lakes and streams. Clean fish well away from lakes and streams. Do not throw entrails into the water or leave on shore. Fish heads, tails, and entrails need to be disposed of properly to avoid attracting insects and bears. Do not clean fish at water faucets in campground. Water faucets may be used only for filling containers for camp- site use.

HELP WILDLIFE OFFICERS PUT AN END TO POACHING

Report Poachers and Polluters to CALTIP at 888-334 -2258 or 911. Text 847411 begin message with "CalTip" followed by details.



June 17, 2024

Mitigation Measure 4.10 (a)

2023-2024 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 1, 2023 and closed on April 28, 2024. The data presented is for that time period.

The attached table shows that an average of approximately 605 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 2023-24, this equals 175 employees. The average occupancy during the winter season was 178 employees or 30.4%. In a typical year, employees are housed in 44 units containing 171 beds, of employer-owned housing which includes The Quad, Renwick and Pine Lodge in the Kirkwood Valley.

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 "Nickelodeon" and "The Coyote's Den", which have an additional 64 beds. To accommodate employees housed outside the valley we also provide an employee shuttle to transport employees to/from South Lake to Kirkwood on a daily basis during the winter season.

Feel free to contact me with any questions or comments.

Sincerely,

Frederick "Ricky" Newberry
Vice President & General Manager
Kirkwood Mountain Resort
PO Box 1
Kirkwood, CA 95646
(209) 258-7202
FNewberry@vailresorts.com

KIRKWOOD MOUNTAIN RESORT 2023-24 WINTER SEASON EMPLOYMENT AND HOUSING

Season Opening Date: December 1, 2023

Season Closing Date: April 28, 2024

Pay Period Ending	Full Time Employees (>30hrs/wk)	Part Time Employees (<30hrs/wk)*	Total Gross Employees	Total FTEs	Employees Housed
12/22/2023	556	149	705	631	178
01/05/2024	557	161	718	638	181
01/19/2024	564	167	731	648	193
02/02/2024	556	168	724	640	189
02/16/2024	562	169	731	647	189
03/01/2024	559	167	726	643	188
03/15/2024	518	170	688	603	177
03/29/2024	476	169	645	561	178
04/12/2024	464	158	622	543	182
04/26/2024	286	23	309	298	126
Average	510	150	660	585	178

*Note: For the purposes of calculating FTEs, 2 Part-Time Employees equal 1 Full-Time Employee

SUMMARY

Total Employees	660
Total FTEs	585
FTE per Ordinance	175

Property	Beds Available
The Quad	96
Renwick	37
Pine Lodge	38
Bears Den	0
The Den	32
Nickelodeon	32
Total	235



June 17, 2024

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

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” is available to the public through the Kirkwood Mountain Resort website; <https://www.kirkwood.com/explore-the-resort/about-the-resort/about-kirkwood.aspx>. A copy of the literature is attached.

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

Thank you,

Kelly Keith
Executive Assistant
Kirkwood Mountain Resort
P.O. Box 1
Kirkwood, CA 95646
Phone: (209) 258-8737
KKeith@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 CULTURAL HISTORY OF KIRKWOOD CALIFORNIA



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

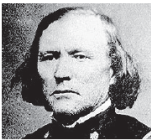
Kirkwood's mountains, valleys, lakes and rivers hold a special place in the history of our country, having afforded many solace, shelter and opportunity through its abundant natural resources and unique location in the Sierra Nevada mountain range.

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 Hovenden "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 1840s 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 Sunrise 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.

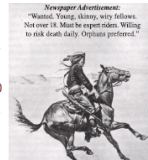


Snowshoe Thompson

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.

Mitigation Measure 4.1 (ae) (COA 32):

Continue avalanche forecasting and control program as well as provide annual evaluation.

2023/2024 Avalanche Forecasting Report and Snow Safety Program

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 professional digital transceivers, avalanche rescue equipment, avalanche airbag backpacks, uniforms, and an equipment allowance 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 avalanche airbag backpacks and 3 antennae digital avalanche transceivers for the highest level of worker safety
- Continued daily operational use of InfoEx platform to track weather, avalanche, and occurrence info accurately and in one place
- Improvements and additions to existing weather stations and equipment
- Capital investments in improved and consistent power sources for weather 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, we were able to send 5 patrollers to the International Snow Science Workshop to learn about the latest in the industry and to network with snow professionals from around world. We also sent 3 patrollers to the National Avalanche School and 2 to the Wasatch Backcountry Rescue K-9 School.

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. This season, we licensed 3 new blasters. 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 ski trails are 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 1, 2023 and ended on April 28, 2024. During the operating season, we recorded 339 inches of snowfall at mid-mountain, and 321 inches at the base of the mountain. The Kirkwood Ski Patrol performed 49 days of active mitigation work during this timeframe.

Regarding our artillery program, there were 7 total Howitzer missions, with a total of 83 rounds fired. 1 of these missions and 5 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.

Additionally, we continue to research and request capital each year for Remote Avalanche Control Systems (RACS). These technologies are improving rapidly and are quickly becoming an industry standard.

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.

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

Greg Cunningham
Sr. Manager - Ski Patrol
Kirkwood Mountain Resort
(209) 258-7233
GCunningham@vailresorts.com



COUNTY OF ALPINE Community Development Department

Samuel R. Booth, AICP, Director

STAFF REPORT

TO: Tri-County Technical Advisory Committee

FROM: Alpine County Planning Staff

DATE: September 26, 2024

SUBJECT: Variance Application for 301 Larkspur Drive, Kirkwood, File # 2024-051.

Request to approve the following two variance requests:

- **Variance 1:** Alpine County Development Standards for Residential Driveway Alignment Parameter which states that the preferred driveway alignment with the road shall be 90 degrees but that 80-100 degrees is acceptable. Applicant seeks approval for driveway design with less than 80-degree alignment with Larkspur Road (attachment 2).
- **Variance 2:** A variance to Section 4.10.2 – Building Envelopes, of the Kirkwood Specific Plan to allow a variance to the approved building envelope for Kirkwood’s East Meadow Lot 422 (see attachment 3).

RECOMMENDATION

Approval of the two variance requests.

SITUATION

A. Applicant

Andy Nolting (R.O. Anderson)/ John Khau (Owner)
4633 Ironside Drive. Suite 130
Santa Clara, CA 95054

B. Background

Location:	301 Larkspur Drive, APN:006-133-010
General Plan Designation:	Planned Development - PD
Zoning Designation:	Planned Development- PD
Environmental Processing:	Categorical Exemption, Class 5

C. Project description

The applicants have submitted plans to the Alpine County Building Department for the construction of a new single-family residence at 301 Larkspur Road (attachment 1). Topographic constraints limit the ability of the applicant to meet specific Alpine County and Kirkwood Specific Plan design criteria and code regulations. The granted variances would allow the construction of new driveway and an encroachment outside the approved envelope to fortify the structure at the northwest corner of the home. The variances have been reviewed and approved by John Reiter with the East Meadow Architectural Review Committee (attachment 7) and the Tri-County Architectural Review Committee.

D. Criteria for Decision

Section 18.80.015 of the Alpine County Code includes the following criteria for considering zoning variances:

A. That because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

B. That the granting of the variance will be in harmony with the general intent and purpose of zoning objectives and will not be materially detrimental to public health, safety or welfare or injurious to property or improvements in the vicinity.

C. That the granting of such variances shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such is situated.

E. Staff Response to Findings

A. **Variance 1:** Alpine County Development Standards (table 9-1) requires driveway alignment with the road to be 90 degrees with 80-90 degrees being “acceptable”. Due to the steepness of lot 422 the applicant has proposed a driveway approach with an alignment of less than 80 degrees (see attachment 2). If approved, the driveway would cut across the terrain to minimize the slope of the driveway to 9.9%. The county contracted engineer with Lumos & Associates has provided a letter of support for the proposed driveway design, see attachment 4.

Variance 2: The proposed structure encroaches approximately 4-feet outside the building envelope to accommodate the construction of the driveway and to fortify the structure (see applicant response to variance finding A. for building envelope modification)

B. **Variance 1:** Off-street parking is required in every zoning designation in the county per code section 18.68.100 Off Street Parking. Heavy snowfall is common in the Kirkwood area. The granting of the proposed driveway variance is essential to minimize hazardous driving and maintenance challenges which would result from installing a driveway with a steeper grade.

Many properties in the East Meadows neighborhood have driveway designs consistent with the proposed driveway.

Variance 2: See applicant justification for building envelope encroachment

- C. **Variance 1:** The properties bordering the parcel were developed with similar driveway designs as the one proposed by the applicant (attachment 5). Both homes were developed in 90's and were subject to the Alpine County Development Standards from 1986. The standards allowed the county engineer to approve road designs "Where unusually difficult alignment problems exist, less than the minimum curve radii may be allowed". However, the standards do not reference alignment for driveways. For this reason, the neighboring driveway designs were not subjected to updated design standards which require the granting of a variance for driveway alignments with less than 80 degrees.

Variance 2: Prior to 2003, the Kirkwood Specific Plan and the East Meadow Architectural Control Committee guidelines allowed building envelope modifications of 5% or less. For this reason, previously approved envelope variance applications were not located.

ENVIRONMENTAL REVIEW

The project is categorically exempt from CEQA pursuant to Section 15303(a) the CEQA Guidelines - Class 5, Projects consisting of minor alterations in land use. Staff will be recommending approval of a categorical exemption to the Alpine County Planning Commission.

RECOMMENDED CONDITIONS

None

PUBLIC NOTIFICATION

Notice of the public hearing was posted according to Alpine County Code section 18.50.030. No comments have been received as of the date of this report.

ALTERNATE ACTIONS

1. Deny the application with specific findings addressing the criteria for decision listed in this report.
2. Continue the public hearing pending consideration of additional information necessary to make a decision.

RECOMMENDATION

1. Approval of the proposed variances to Alpine County Development Standard for Residential Driveway Alignment Parameter and the building envelope encroachment

Respectfully submitted,

Sarah Traiman
Planner II

- Attachments:
1. Project location/vicinity map
 2. Proposed driveway and development standard (table 1-9)
 3. Original approved envelope and proposed envelope
 4. Lumos & Associates letter of support
 5. Neighboring property driveway photos
 6. Applicant's Materials

ATTACHMENT 2. PROPOSED DRIVEWAY AND DEVELOPMENT STANDARD TABLE 9-1

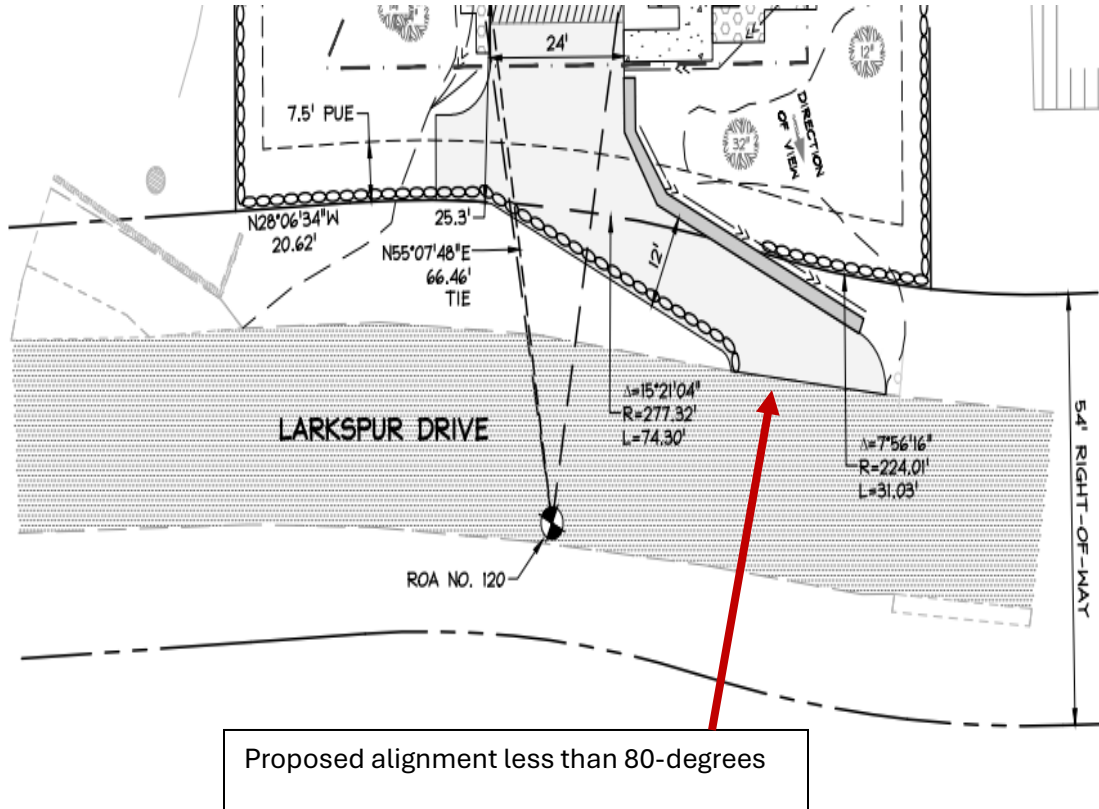
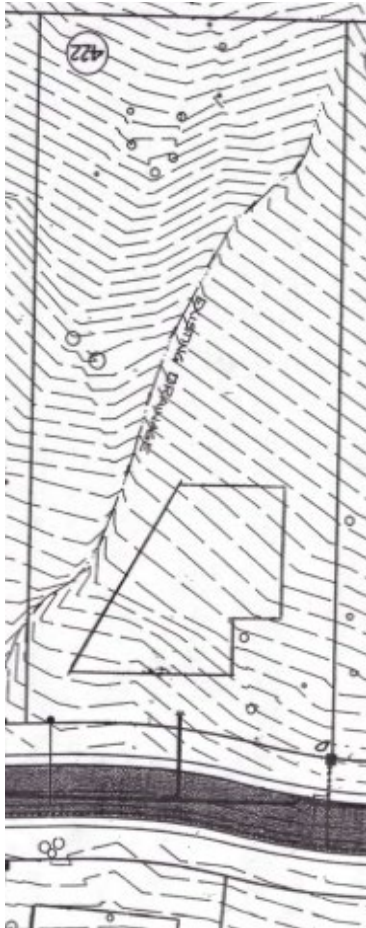


TABLE 9-1

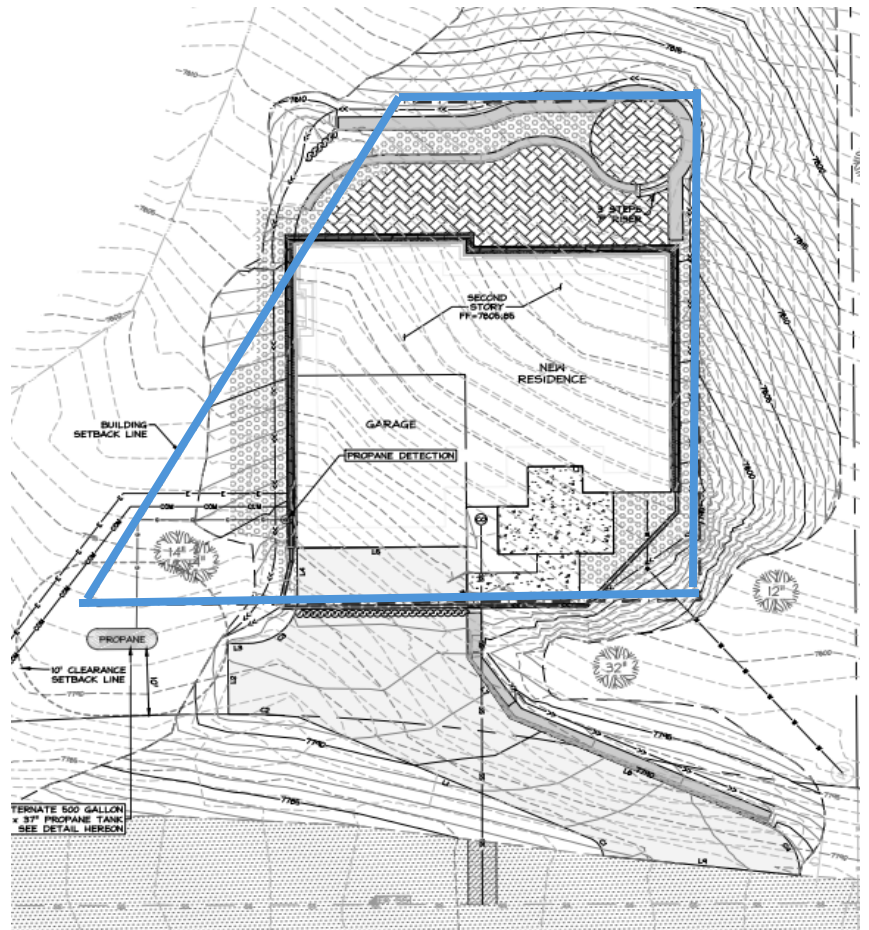
RESIDENTIAL – DRIVEWAY AND LANE STANDARDS				
PARAMETER	DRIVEWAY (RDW)	TWO PARCEL LANE (RL2)	THREE TO FIVE PARCEL LANE (RL5)	NOTES
General Parameters (Typical Section and Horizontal Criteria)				
Alignment	90 degrees preferred. 80-100 degrees acceptable.	90 degrees preferred. 80-100 degrees acceptable.	90 degrees preferred. 80-100 degrees acceptable.	See R-5 and R-6

ATTACHMENT 3: ORIGINAL APPROVED ENVELOPE (1) AND PROPOSED ENVELOPE (2)

1.



2.



ATTACHMENT 4: LETTER OF SUPPORT FROM LUMOS AND ASSOCIATES



Reno
950 Sandhill Road, Suite 100
Reno, Nevada 89521
775.827.6111

August 11, 2024

Tony Creter
Building Official
50 Diamond Valley Road
Markleeville, CA 96120

Plan Review: **Khau Residence**
301 Larkspur Dr., Kirkwood, CA
Location: **APN 006-133-010-000**

Dear Mr. Creter:

Lumos and Associates was asked to review the driveway alignment and connection to Larkspur Drive for the proposed residence at 301 Larkspur Drive in Kirkwood, CA. Our review was based on the follow plans submitted:

1. Civil Improvement Plans for Khau Residence, prepared by RO Anderson dated 07-26-24

Per County Development Code, Table 9.1, preferred driveway connections to the adjacent road would be 90 degrees with 80 to 90 degrees being acceptable. The proposed alignment of the proposed connection is less than 80 degrees. Additionally, driveway grades for paved driveways have a maximum allowable slope of 13%. The existing topography for the parcel is steep and the plans provided show a maximum driveway grade of 9.9%, less than the maximum allowed.

To increase the angle of the driveway connection to Larkspur Drive, the driveway could be steepened. However, it may not be feasible to achieve an 80 degree angle of connection and keep grades less than the 13% maximum required. Due to the significant snow conditions in Kirkwood, it would be more acceptable to have a less than optimum driveway approach angle with less steep grades, as the project engineer has proposed.

Review of adjacent residences in the area show this approach has been acceptable in the past. I would recommend a variance be applied for to allow for a less than 80 degree angled connection of the driveway to Larkspur Drive. Included as supporting documentation for the variance, I would recommend the project engineer verify that modifying the angle of approach to 80 degrees would result in an over steepened driveway or by steepening the driveway to the maximum of 13%, it would still not result in at least an 80 degree angle of connection.

Please let me know if you have any additional questions.

Sincerely,



Michelle Gamble, P.E.
Group Manager

Cc: Sara Traiman
Ethan Gray
Sam Booth

ATTACHMENT 5: NEIGHBORING PROPERTIES WITH DRIVEWAY DESIGNS APPROVED PRIOR TO ALIGNMENT DEVELOPMENT STANDARDS (RESOLUTION 86-120)



August 22, 2024

Via Digital Delivery

Sarah Traiman
Planner II
Alpine County Planning Division
50 Diamond Valley Road
Markleeville, CA 96120

**Request for Variance for Driveway Access
301 Larkspur Drive No. 422
APN 006133010000**

Dear Ms. Traiman:

Thank you for your direction and assistance with the Alpine County requirements for approval of a variance to the driveway access for the property referenced above.

We understand that to permit access to the property from a slope angle other than 90°, the County requires approval of a variance required by code. The findings for this approval are addressed below.

18.80.010 Issuance conditions.

Where practical difficulties, unnecessary hardships, or results inconsistent with the purposes and intent of this title may result from the strict application of certain area, height, yard, and space requirements thereof, variances in such requirements may be granted as provided in this chapter. (Ord. 453 § 26.00, 1985)

Planned Development Zone (PD)

The property, located within the Kirkwood Planned Development Zone, is vacant. Homes in the area tend to be "clustered" on the least sensitive or most appropriate portion of the entire parcel involved. The Kirkwood Meadows East HOA approved the building envelope for this parcel.

18.80.15 Variance findings

- A. *That because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classifications.*

In this case, the topography and approved HOA Building Envelope location pose an obstacle to constructing a driveway. The applicant seeks approval of a variance to allow access to the driveway via a slope rather than a 90° angle. In this Planned Development Zone, a 90° angle is often not feasible, and other owners have been

Sarah Traiman
 Alpine County Planning Division
 August 22, 2024
 Page 2 of 2

approved to allow construction of a sloped driveway. Figure 1 illustrates access to a property with a similar slope to the one anticipated for construction at 301 Larkspur Drive. The image, provided by the County, demonstrates that the privileges enjoyed by other property owners in the vicinity can extend to the applicant in this case. The building envelope is very close to the street – much like the property in Figure 1. This constraint limits the options for constructing a driveway in another location.



Figure 1: Sample Sloped Driveway in Kirkwood

- B. *That the granting of the variance will be in harmony with the general intent and purpose of zoning objectives and will not be materially detrimental to public health, safety, or welfare or injurious to property or improvements in the vicinity.*

The proposed development will be in harmony with the general intent and purpose of the Kirkwood Planned Development. The existence of similar driveways in the area suggests that the proposed driveway will not be detrimental to public health, safety, or welfare, or injurious to property or improvements in the vicinity.

- C. *That the granting of such variances shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such is situated. (Ord. 554 (part), 1993)*

It is understood that the granting of a variance for the location of the driveway does not include “special privileges inconsistent with the limitations upon other properties in the vicinity and zone” in which the development is located. As noted above, similar driveways have been permitted and permitting a similar sloped driveway would not be a “special privilege” that overrides the restrictions of others.

We respectfully request your review and approval of the project plans. During your review of these responses, or the updated drawings, should you have any questions or require any further clarifications, please do not hesitate to contact me.

Yours faithfully,
 R.O. ANDERSON ENGINEERING, INC.

Kate Cunningham, MA, Associate Planner

Cc: Tri-TAC Advisory Committee

August 22, 2024

Via Digital Delivery

Sarah Traiman
Planner II
Alpine County Planning Division
50 Diamond Valley Road
Markleeville, CA 96120

**Request for Variance for Building Envelope
301 Larkspur Drive No. 422
APN 006133010000**

Dear Ms. Traiman:

Thank you for your direction and assistance with the Alpine County requirements for approval of a variance to the building envelope located on the property referenced above.

We understand that the building envelope encroaches on a corner of the northwest corner of the residence.

18.80.010 Issuance conditions.

Where practical difficulties, unnecessary hardships, or results inconsistent with the purposes and intent of this title may result from the strict application of certain area, height, yard, and space requirements thereof, variances in such requirements may be granted as provided in this chapter. (Ord. 453 § 26.00, 1985)

Planned Development Zone (PD)

The property, located within the Kirkwood Planned Development Zone, is vacant. Homes in the area tend to be "clustered" on the least sensitive or most appropriate portion of the entire parcel involved. The Kirkwood Meadows East HOA approved the building envelope for this parcel.

18.80.15 Variance findings

- A. *That because of special circumstances applicable to the property, including size, shape, topography, location of surroundings, and the strict application of the zoning ordinance deprives such property of privileges enjoyed by other property owners in the vicinity and under identical zoning classifications.*

A small portion of the northwest corner of the residence falls outside the building envelope and encroaches through a portion of the walls, totaling just 4 square feet within the residence. The building was strategically designed in this location in order

Sarah Taiman
 Alpine County Planning Division
 August 22, 2024
 Page 2 of 3

to accommodate the design of the driveway as well as minimize adverse slope and grading challenges on the south side of the building. Regarding the building envelope, approximately 5' has been deliberately left undeveloped between the residence and the limits of the building envelope to strengthen the slope on the southside of the building. The engineer agrees that leaving a 5' setback for the southern portion of the building is necessary for the stability of slope adjacent to the building.

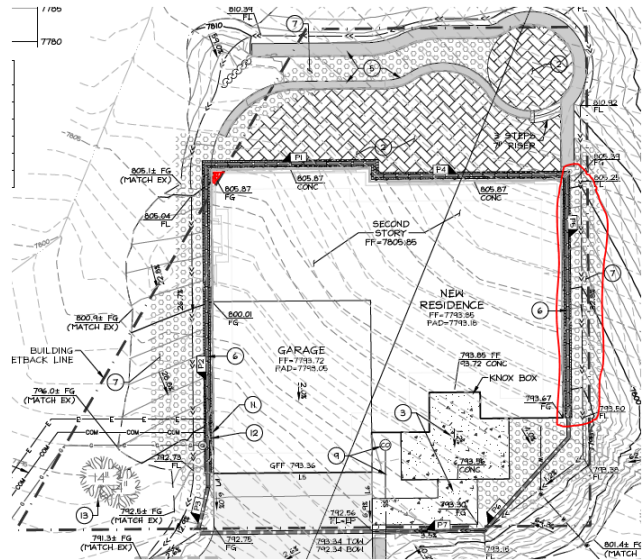


Figure 1: NW Encroachment Area & 5' setback from Building Envelope

- B. *That the granting of the variance will be in harmony with the general intent and purpose of zoning objectives and will not be materially detrimental to public health, safety, or welfare or injurious to property or improvements in the vicinity.*

The relatively minor encroachment of approximately 4 square feet of the building envelope will not be materially detrimental to public health, safety, or welfare or injurious to property or improvements in the vicinity. The deliberate setback from the building envelope on the south side of the residence is provided to strengthen and support the slope on the southerly side of the building envelope.

- C. *That the granting of such variances shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such is situated. (Ord. 554 (part), 1993)*

It is our impression that the Kirkwood Community seeks to allow reasonable requests for minor variances for residents who are seeking accommodation for the various obstacles that challenge construction on this terrain. These accommodations are not a grant of special privileges but an opportunity to identify a reasonable means of amending obstacles that often challenge communities like this one. We believe that the request for this minor variance is aligned with similar accommodations provided to other properties—whether for similar or different minor challenges.

We respectfully request your review and approval of the requested variance to allow a portion of the property, approximately 4 SF, to encroach on the building envelope.

Sarah Traiman
Alpine County Planning Division
August 22, 2024
Page 3 of 3

During your review of these responses, should you have any questions or require any further clarifications, please do not hesitate to contact me.

Yours faithfully,

R.O. ANDERSON ENGINEERING, INC.

Kate Cunningham

Kate Cunningham, MA
Associate Planner

Cc: Tri-TAC Advisory Committee