

AGENDA

TRI-COUNTY TECHNICAL ADVISORY COMMITTEE

Friday, September 8, 2017*

10:00 A.M.

KMPUD Community Services Building, Loop Road, Kirkwood, CA

***NOTE: During the winter months, please check with the Alpine County Community Development Department at (530) 694-2140 to make sure the meeting has not been canceled due to inclement weather!**

The meeting can be viewed live at <http://www.ustream.tv/channel/kmpud>. The telephone number to call into the meeting is 1-800-511-7985; use access code 480096.

For further information on any of the agenda items, please contact Alpine County Community Development Department at (530) 694-2140. 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: August 18, 2017
- E. Public Matters: Information items and persons wishing to address the Committee regarding non-agenda items.
- F. Agenda Items:

ITEM 1: Review and possible recommendation of sign permits to install six signs approximately 96 inches wide by 45 inches tall and 30 square feet in the vicinity of Kirkwood Inn, Timber Creek, and East Village to Amador, Alpine, and El Dorado County. Applicant: Kirkwood Villages Development

ITEM 2: Review and possible recommendation to Amador Planning Commission for a Specific Plan Amendment and Rezone for a parking lot at the currently zoned school site in the vicinity of Loop Rd. The rezone would change 6.29 acres of Service / Utilities and Parking Zone (S-P) with parks and recreation / school overlay and 2.11 acres Multi-Family Residential (M-F) to 7.38 acres of Meadow (M) and 1.02 Service/ Utilities & Parking Zone. APNs: 026-027-031 and 026-027-018) Applicant: Kirkwood Village East, LLC

ITEM 3: Review and possible acceptance of the 2016-17 Employee Housing Report in compliance with Kirkwood Specific Plan Mitigation Measure 4.10(a). Applicant: Kirkwood Mountain Resort

- G. Adjourn



To: TC-TAC
Copy: Gary Derck, Nate Whaley, Kirkwood Village Development
From: John Reiter
Date: August 21, 2017
Re: Kirkwood – Kirkwood Valley Billboard Signage

Dear TC-TAC Committee Members,

Kirkwood Village Development is seeking approval from TC-TAC for the attached signage to be installed in specified locations in Kirkwood (map attached). The signs will be 8' W x 4' H and will feature no lettering greater than 12" per the Specific Plan signage ordinance. The signs will be anchored to two 4 x 4 posts that in turn will be installed in the ground in concrete (36" minimum depth). Attached are the following exhibits to aid in your review:

- Proof of signs
- Aerial view site plan depicting proposed locations of the signs
- Specific Plan sign ordinance

This approval package will also be submitted to the Kirkwood Community Association's Design Review Board for their approval. We appreciate your consideration of this matter. Please do not hesitate to contact me at 970-799-4722 or jreiter@kirkwoodcp.com with any questions or comments. We would appreciate including this issue to be considered for approval at the September 8, 2017 TC-TAC meeting. Please e-mail me confirmation of this agenda item.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John Reiter', is written over the printed name.

John Reiter, General Manager – Kirkwood Village Development

Expedition Lodge

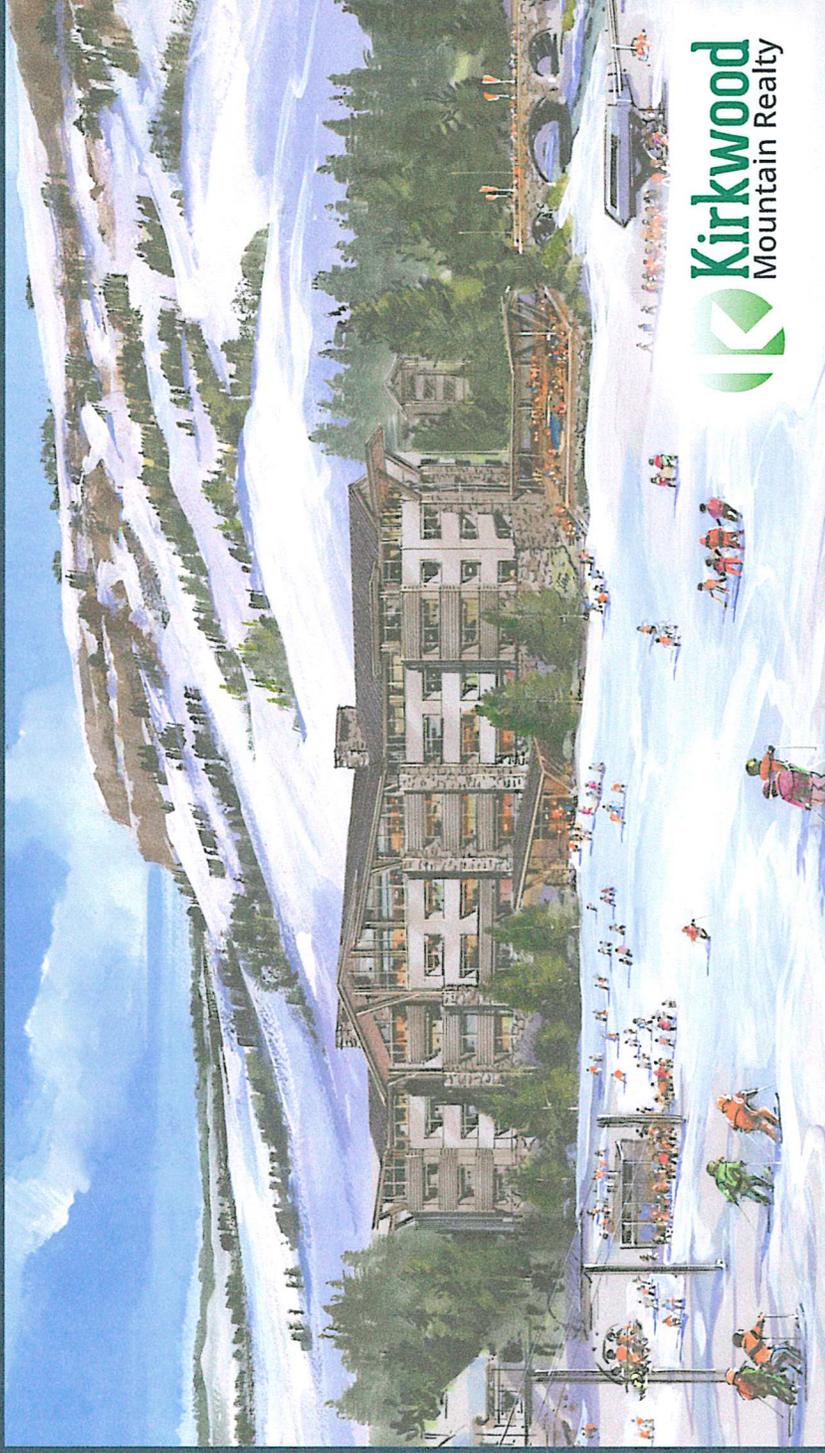
DEVELOPMENT PARCEL

available for :
sale
partnership
joint venture

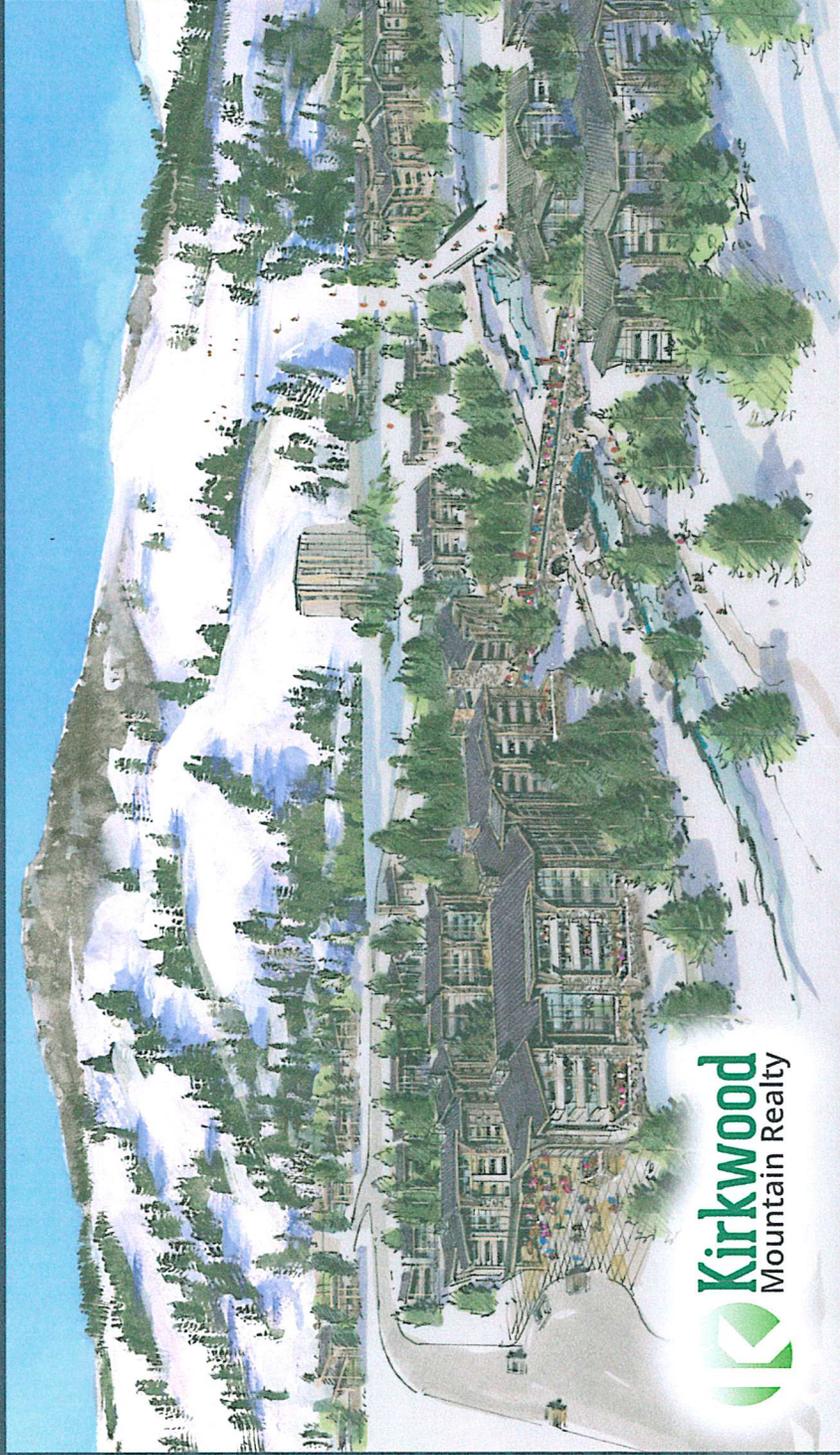
.64 Acres
35+ Units

Plus Commercial &
Club Space

(209) 258-8869



www.LiveKirkwood.com/Expedition-Lodge



EAST VILLAGE

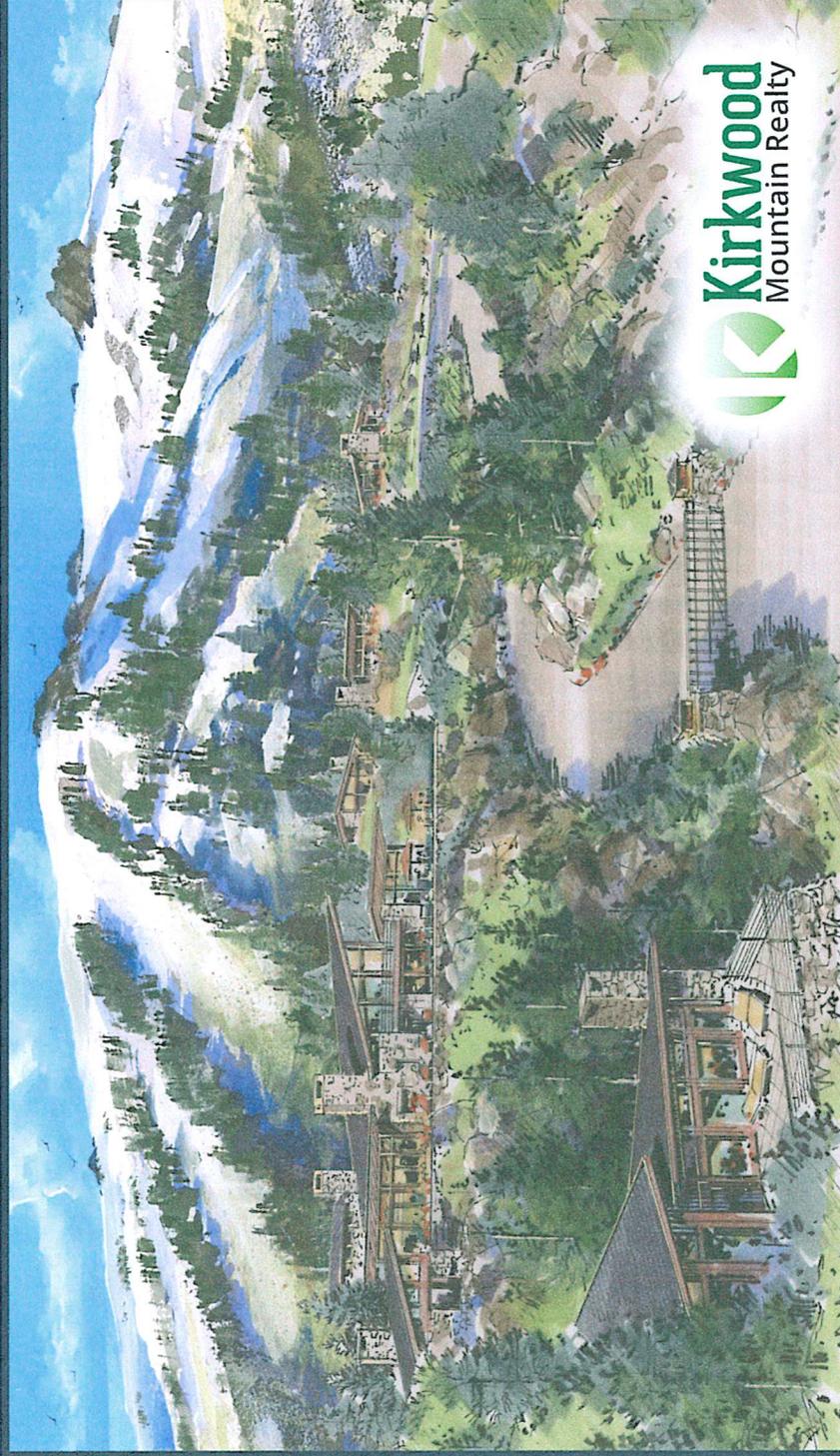
DEVELOPMENT PARCEL

available for :
sale
partnership
joint venture

13 Acres
200+ Units
Plus Commercial &
Club Space

(209) 258-8869

www.LiveKirkwood.com/East-Village



FAMILY ESTATE SITE

AVAILABLE FOR SALE
\$2,000,000

Ultimate
Ski-in/Ski-out
13 Acres of
Endless Possibilities

Call for details...

(209) 258-8869

www.LiveKirkwood.com/Palisades-Estate

Kirkwood Station

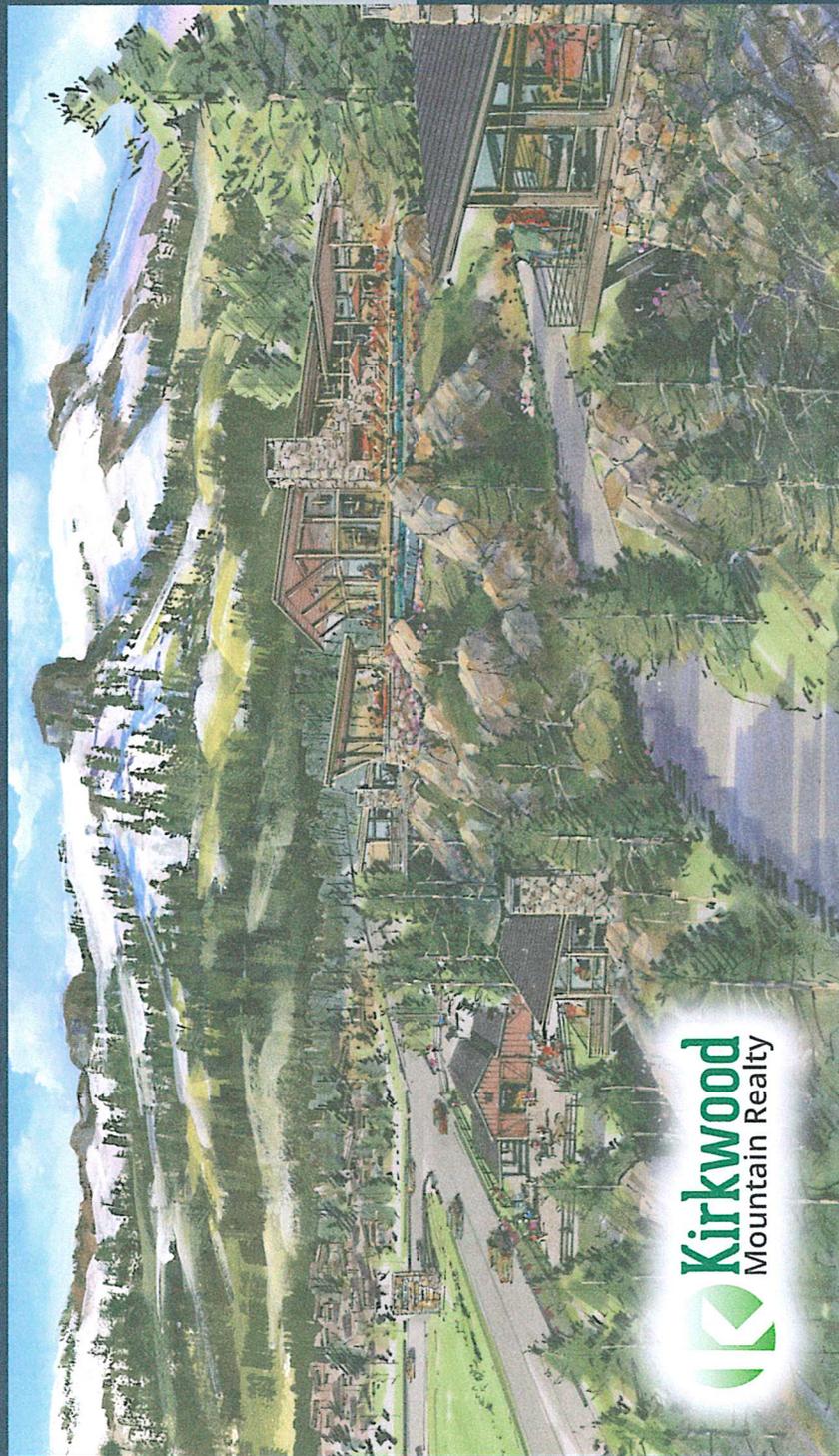
AVAILABLE FOR SALE
\$1,500,000

65 Acres
40+ Units

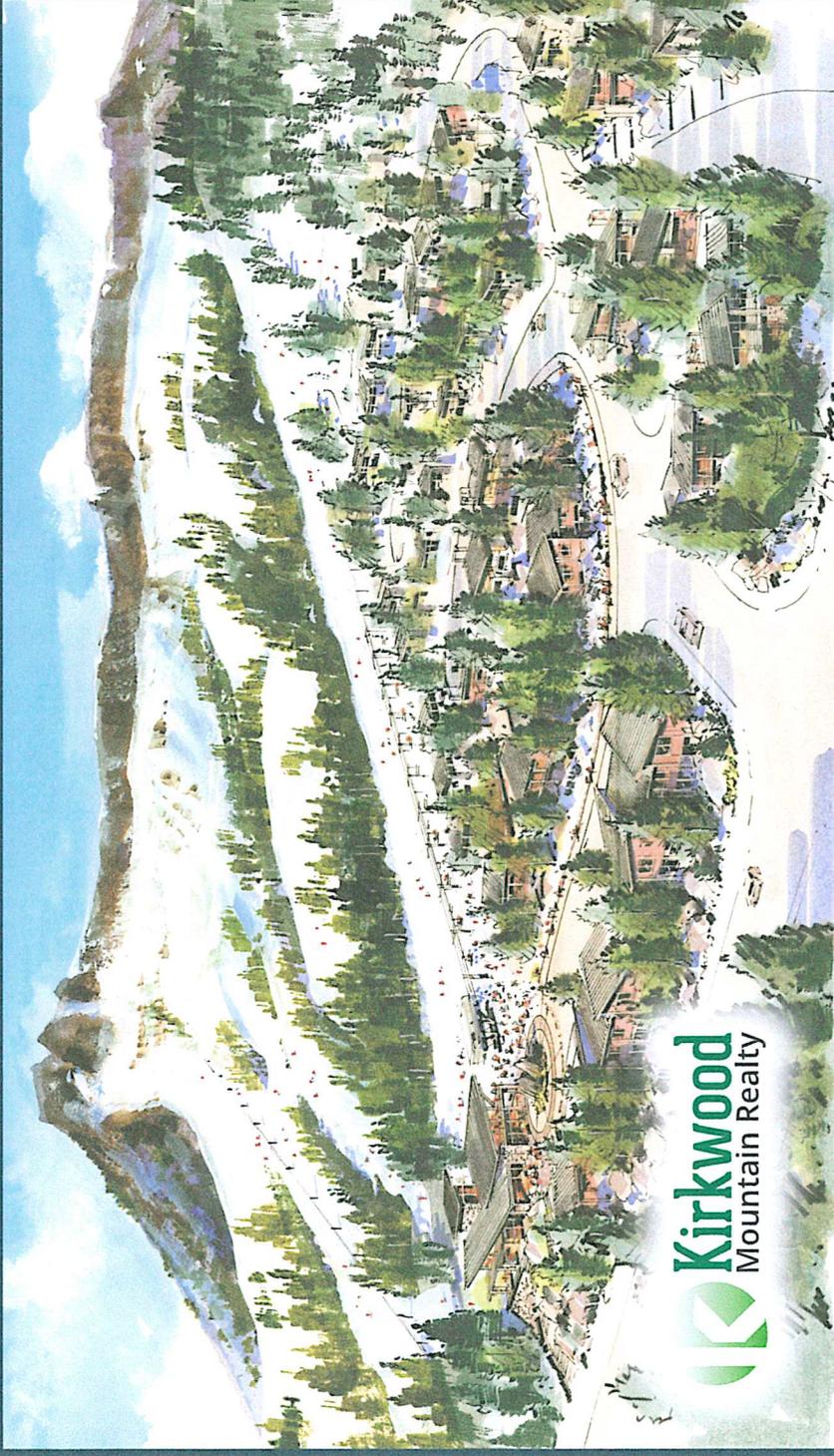
Plus Inn/Lodge/B&B Facility

Call for details...

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www.LiveKirkwood.com/Kirkwood-Station



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DEVELOPMENT PARCELS

available for :
sale
partnership
joint venture

18 Acres
72 Units

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www.LiveKirkwood.com/Martin-Point

Existing Ordinance

EXHIBIT "G"

SIGN ORDINANCE

As Kirkwood Ski Area has grown over the years, it has become apparent that there is a need to establish guidelines for exterior signs located within the resort's boundaries. This exhibit has been developed to provide those guidelines and to insure harmony among all signs and the area's scenic beauty. This exhibit was developed by the Tri County Technical Advisory Committee and was adopted by the Tri County Board of Supervisors.

This document is separated into four sections. The first is definitions of the different types of signs. The second applies to signs located within the scenic corridor of Highway 88. The third applies to all other exterior signs in Kirkwood. The fourth section gives general specifications for all signs regardless of location. Exempted from these guidelines are signs which are located on the mountain and pertain to the skiing aspect, signs which are not visible from the outside of a building and the Main Entrance sign for Kirkwood. The main entrance sign shall be reviewed and approved by the Tri County Technical Advisory Committee.

SECTION ONE: DEFINITIONS

All signs shall be designated as one of the following types:

Informational – signs which provide directions, instructions or general information.

Identification – signs which identify a commercial unit or establishment or residential or lodging complex excluding R1 and R2 zoned properties.

Real Estate – signs which advertise the sale, lease or rent of real property.

Temporary – signs which will only be on display for a short period of time such as those identifying a construction project or special event.

Advertising – signs which advertise the sale of goods and services other than real property.

Traffic – signs which pertain to traffic movements and parking.

Directional – signs which provide directions to a certain place or area.

SECTION TWO: SCENIC CORRIDOR SIGNS

Signs located within 250 feet on either side of the centerline of Highway 88 and/or visible from the highway shall be considered to be located within the scenic corridor.

All signs shall have a minimum setback of 25 feet from the edge of pavement of the road except for the sign at the Kirkwood Inn. Due to the Inn's short setback, the sign for the Inn shall have a

minimum setback of 7 feet, subject to CalTrans approval if the existing sign is removed or replaced.

Identification, directional and traffic signs shall be the only signs allowed within the scenic corridor.

Identification signs may be on more than one face of the building or supports, but the total square footage of all faces of the signs shall not exceed one (1) square foot per one (1) lineal foot of the building's frontage.

Directional signs, which provide directions to facilities inside or outside the scenic corridor zone, shall be permitted. These signs shall be located on the same supporting structure as the identification sign when possible. Directional signs shall be allowed on more than one face. Any one face shall not exceed an area of four (4) square feet and the total square footage of all faces of the directional signs on one structure shall not exceed 50 square feet.

Traffic signs shall be officially recognized highway signs and shall be located as necessary to provide safe and efficient traffic flow. Signs installed by CalTrans are exempted.

All signs shall be either mounted to the building or shall be on a supporting structure. Commercial establishments located on adjacent parcels shall have a common support structure, if possible. Portable signs shall be prohibited.

Signs shall have indirect lighting only.

SECTION THREE: EXTERIOR SIGNS OUTSIDE THE SCENIC CORRIDOR

Informational signs shall not exceed 50 square feet in area except as follows: Signs may be on more than one frontage of a building or supporting structure, but the total area of all signs shall not exceed 100 square feet. Signs which provide safety or warning information relating to skier safety and which are not located on the skiing portion of the mountain shall not exceed 200 square feet in area. These skier safety signs may contain flashing lights which shall only function to alert people of possible dangers. Informational signs shall be either securely fastened to a building or shall have a supporting structure. Freestanding signs shall not exceed 20 feet in height.

Each commercial unit or establishment or residential or lodging complex, excluding R1 and R2 zoned properties, shall have only one (1) identification sign. This sign shall have an area no larger than 50 square feet and shall be located on one face only. This type of sign may be lighted using indirect lighting only.

A real estate sign advertising the sale of R1 or R2 property or a single unit within a complex and located on the property which it is advertising shall not exceed 2 square feet in area. Real estate signs of a banner nature shall only be used to advertise the sale of multiple units within a residential or lodging complex, except for R2 zoned properties, and shall not exceed 80 square feet in area. There shall be only one banner type sign per complex, and it shall be securely

attached to the complex it is advertising. It shall not obstruct any emergency exits or wording on any other signs. These banner type signs shall not exceed 20 square feet in area.

Temporary signs shall be self supporting and shall not require any type of foundation or other supports which will remain after the sign is removed. These signs shall not exceed 30 square feet in area. Banner type signs shall be permitted for special events or promotions only, and shall not exceed an area of 80 square feet. Banner type signs may be placed across Kirkwood Meadows Drive only if they advertise an event of community importance. There shall be only two (2) banner signs across Kirkwood Meadows Drive at any one time. These signs shall not be on display for a period of more than forty-five (45) days and shall be removed within five (5) days of the end of the advertised event. Banner type signs other than those across Kirkwood Meadows Drive shall not be on display for a period of more than ten (10) days, and they shall not be replaced with a similar sign for a period of thirty (30) days. Flagging and gas-filled balloons shall only be permitted for special events of community importance and shall not be on display for a period of more than ten (10) days.

Advertising signs shall be located on the premises they are advertising for. The signs shall be located in a window and shall not exceed a total area of 50 square feet.

Traffic signs shall be placed as required to provide safe and efficient traffic flow. They shall be officially recognized traffic signs or shall not exceed an area of 5 square feet.

SECTION FOUR: GENERAL CONDITIONS

1. Signs shall be attached to a building unless a special permit is granted by the Tri County Technical Advisory Committee. Therefore, all free standing signs shall be reviewed and approved by the Tri County Technical Advisory Committee prior to erection.
2. All general graphic material shall be either Helvetica Medium or a compatible style.
3. Sign copy shall be limited to individual or business name and identification. Logos are permitted but only if they are designed as an integral part of standard signing of the occupancy.
4. Maximum height of all individual, free-standing letters shall be 12" for block or script letters, except that initial capital letters may be 16" in block or script letters. No sign manufacturer's name, union label, or other lettering shall be visible on any sign letters. The area for the sign shall be determined by the area covered by a rectangle drawn around the letters.
5. Signs shall not project above any roof or cornice line, unless they are considered an architectural feature of the building to which they are attached.
6. All signs shall be flat wall signs and shall not extend more than 10" beyond the face of the building or structure on which they are mounted.

7. Signs shall be made of wood or metal. Banner type or cloth signs are prohibited except as allowed by real estate and temporary signs.
8. No sign shall occupy more than five percent (5%) of the building to which it is attached.
9. Sign supports shall be structurally designed to meet all codes and requirements of the appropriate county and any permits shall be obtained when necessary. Supports shall be completely concealed, if possible. If this is not possible, supports shall be designed in such a manner as to cause minimal visual impact.
10. With the exception of identification and certain informational signs, signs shall not be illuminated. Animation, moving lights, smoke emissions or variable light intensities are prohibited.
11. All exterior signs shall be designed, proportioned and positioned as an integral element of the total design of the improvement on which they are attached. Particular attention shall be paid to the colors used so that they blend into their backgrounds.
12. Drawings of signs indicating colors, location, materials, design, method of mounting, etc., shall be presented to the Tri County Technical Advisory Committee for approval prior to installation. Any variances to these guidelines shall be granted only by this committee.
13. All signs shall comply with the building permit requirements, if any, of the appropriate county.
14. Any sign in existence prior to the adoption date of this exhibit by the Tri County board of supervisors which does not comply with all of the above standards may remain for a period of 120 days. At the end of the 120 day period, the sign shall be replaced with a sign that is in full compliance with this exhibit. If the sign has not been replaced at the end of this period, the Tri County Technical Advisory Committee shall have the sign removed at the owner's expense. The cost of the removal shall become a lien on the owner's property.

**REVISED
APPLICATION
MATERIALS**

PROJECT DESCRIPTION

Loop Road North Parking Area Kirkwood, California

August 15, 2017

Village East, LLC is proposing approval of a Specific Plan Amendment / Rezone for a parking lot at the currently zoned school site at Kirkwood. The Project site is located north of Loop Road and is a portion of the assessor parcel numbers (APN) 026-270-018.

Existing Zoning / Land Use Designation

The Project site is part of the Kirkwood Specific Plan and is currently zoned Service / Utilities and Parking Zone (S-P) with parks and recreation / school overlay.

Proposed Zoning

The total site area of the proposed parking lot is a total of approximately 1.02 acres. The site on APN 026-270-018 is proposed to be rezoned. The proposed zoning for the 1.02 acres is Service / Utilities and Parking Zone (S-P), but removes the limitation for surface parking, but adding a prohibition of development of above-ground structures (excluding utility enclosures, similar to the "Meadow" designation). This would eliminate potential uses identified in Table 4.3 including Sheriff Substation, Fire Facility, Equipment Maintenance Facility, Day Care, School and Library and continue to prohibit parking garages.

Project Design

The parking layout is currently in the conceptual design phase and at this time it is anticipated to include approximately 107 parking spaces. The number of parking spaces will be established as the project proceeds through the design process. The parking lot is necessary to provide parking spaces for Kirkwood skiers and this effort is an outstanding requirement of the sale to of Kirkwood Mountain Resort to Vail Resorts. The parking lot may also include some landscape buffer areas (berms and/or trees) along the west portion of the site.

Construction Schedule

The anticipated construction schedule is summer of 2018.

Existing Site Conditions

The existing site is vacant, undeveloped land historically used as the "boneyard" for Mountain Utilities and Resort maintenance parts and equipment storage. There are no known mine shafts, tunnels, air shafts, open hazardous excavations, etc. Refer to the enclosed site photos.

Surrounding Site Conditions

The project site is along Loop Road in Kirkwood, the industrial and parking core of the Kirkwood Valley, and is adjacent to the Kirkwood Mountain Resort Maintenance Shop and resort Chair 7 parking lots and KMPUD wastewater treatment plant, maintenance shop, fire station and administration building to the south, employee housing to the west, Kirkwood Meadow Conservation Easement to the east, undeveloped land to the north.

Loop Road Parking – Alternatives Analysis

August 15, 2017

The existing zoning on the parcel today is a combination of MF (multi-family residential) and S-P (Service / Utilities / Parking), with the S-P portion of the parcel precluded from surface parking.

As the landowner, we can only evaluate this property and our alternatives available for this property relative to today. In particular, we must look at this proposal not necessarily in the context of parking in any or all locations around the Kirkwood valley owned by various different groups (e.g. a financially invariable parking structure located on land that is not ours), but whether this proposal to add parking as allowable use on a small portion of the property, while converting the remainder of the property to open space is a reasonable land use relative to existing entitlement.

1. Alternative A (proposed project): the current proposal is to convert 6.29 acres of the 8.40 acre site from MF (2.11 acres) and S-P (5.27 acres) to OS (open space) and permanently space that portion of the property into a conservation easement that provides preservation of not only the current vegetation and drainage but public access to recreational trails over this private property. The prohibition against surface parking would be lifted (but the prohibition of structured parking is not proposed to be changed) on the remaining 1.02 acres along Loop Road in the valley's industrial core, between the wastewater treatment plant and employee housing. The portion of the property proposed for surface parking is the farthest away from all residential uses to the north and west (along Hawkweed) and this portion of the property takes advantage of a tree buffer of 40 to well over 100 feet not present in the other portions of the property, providing visual screening from homeowners in Alpine County.
2. Alternative B (no change in zoning): in a "no-project" scenario, the site would be developed under the current zoning, without surface parking, but also without the open space commitment and the associated public access / recreational trails to the Meadows. Development under existing zoning includes multi-family residential on the western 2.01 acres of the parcel (this could be +/- 20 residential units based on the moderate density at Timber Creek Townhomes and Sentinels west or +/- 60 residential units based the slightly higher density of the nearby employee housing) and a private club / for-profit recreational facility on the eastern 6.29 acres. The private club could include both a clubhouse facility and a playfield (e.g. golf, soccer, tennis, baseball) component. Each of these proposed units as currently zoned would include levels of visual, traffic, and other impacts above the proposed project.
3. Alternative C (reduced size): the proposed mitigation for the parking, including additional tree screening and 6.39 acre open space dedication is based upon the utility of the remainder of the site as parking. To maintain the overall utility of the parcel, a reduction in the utility of the parking component of the programming would need to correspond with fewer restrictions on the remainder of the parcel. In discussion with the adjacent homeowners and Kirkwood Meadows Association (KMA) Board of Directors, there seems to be consensus that the priority to maximize the open space portion of the programming and have come to agreement with the KMA Board on the project as proposed.

However, in the context of valley-wide parking, parking remains of paramount importance to the resort and thus community viability. We believe the ability to accommodate and satisfy peak day business capacity creates the economic justification for the resort to invest in “downstream” business capacity projects important to the community, such as lifts and restaurants. Vehicles parked on any given day can vary widely based on weather / snow conditions, and it is not uncommon for the resort as a whole, and individual parking lots in particular, to “park out” at times when resort mountain visitation and parking capacities are not met (e.g. particularly on Friday evening storms, snow may not be able to be fully removed from lot perimeters, cars are parked at the beginning of storms and become “islands” for snow removal operators to work around).

The Loop Road industrial area, including the portion of the property proposed for additional parking which fronts Loop Road, represents an obvious preferred location. As shown in historical parking reports submitted to TC-TAC, capacity for over 950 cars exist in the area today. The proposed project would increase the capacity of the area by +/- 20 percent. Additional parking in the Loop Road area has the advantages of adding parking at the closest viable point to Highway 88 and helping to move traffic off of Kirkwood Meadows Drive, both of which are preferable to bringing vehicles farther into the valley (further, as evidenced by the recent correspondence from the resort, the resort has a robust pedestrian, shuttle, vehicle and emergency vehicles circulation and safety plan for the vicinity).

Except for this parcel, the Loop Road area is largely built-out and while we do not control these other Loop Road areas, we do not believe that the resort expects to be able to expand to the south, west or east, with only nominal infill efficiency improvements relating to equipment storage around the resort maintenance shop. Structured parking is explicitly excluded as part of this proposal, and at 20x to more likely 50x the cost of surface parking remains economically inviable for other landowners.

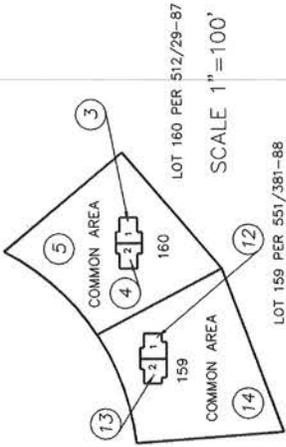
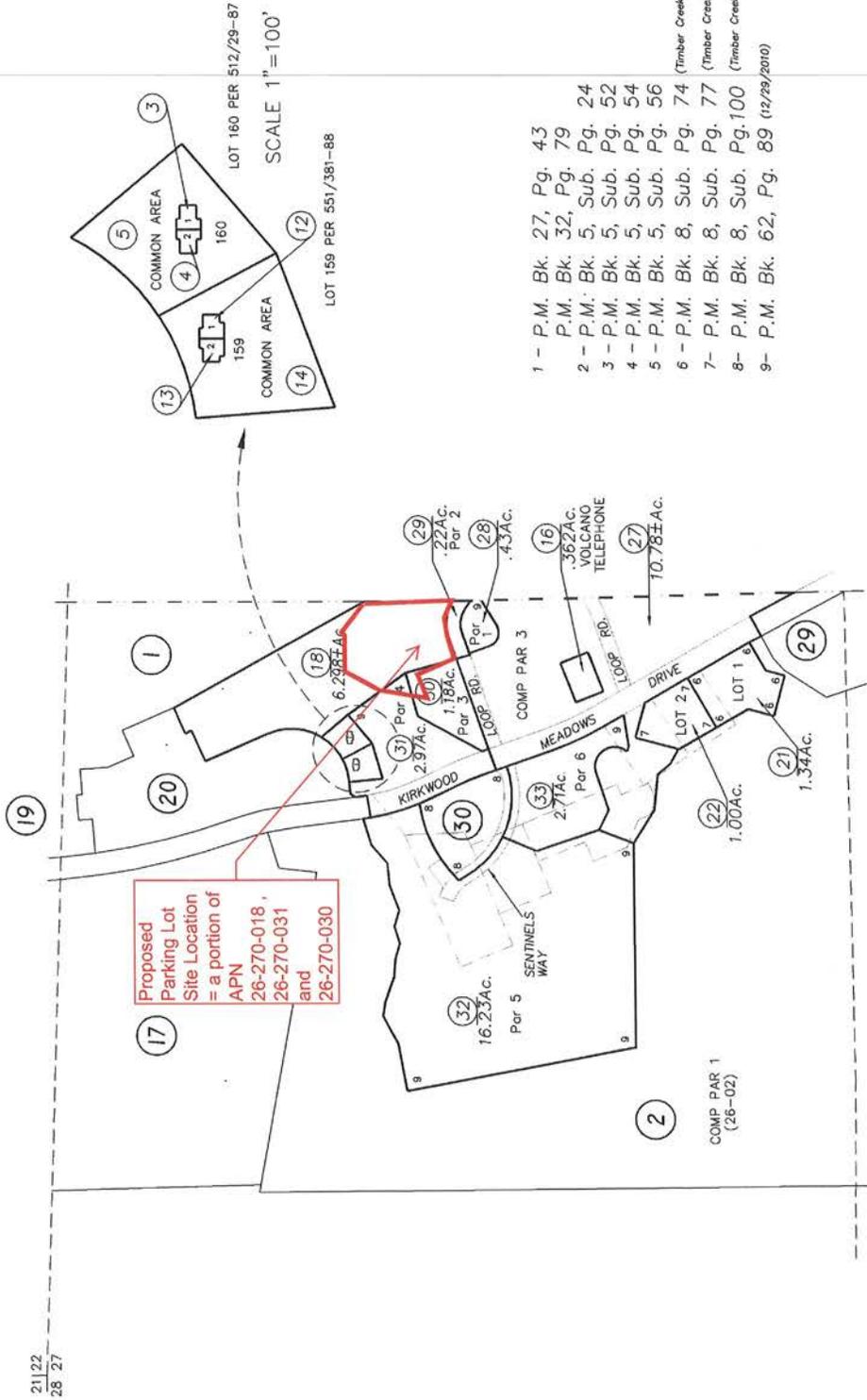
No other S-P zoned parcels, which allow surface parking, exist (under anyone’s ownership) within the valley.

We understand that additional parking within the 80’ Kirkwood Meadows Drive right-of-way is under consideration by the resort landowner and believe that additional parking along Kirkwood Meadows Drive is appropriate and, done properly, will facilitate improved safety and an enhanced appearance to the entrance of Kirkwood, but any enhancement to Kirkwood Meadows Drive is complimentary rather than competitive to this Loop Road proposal.

END

POR. SEC. 27, T.10N., R.17E., M.D.B. & M.

26-27
FROM: 26-02



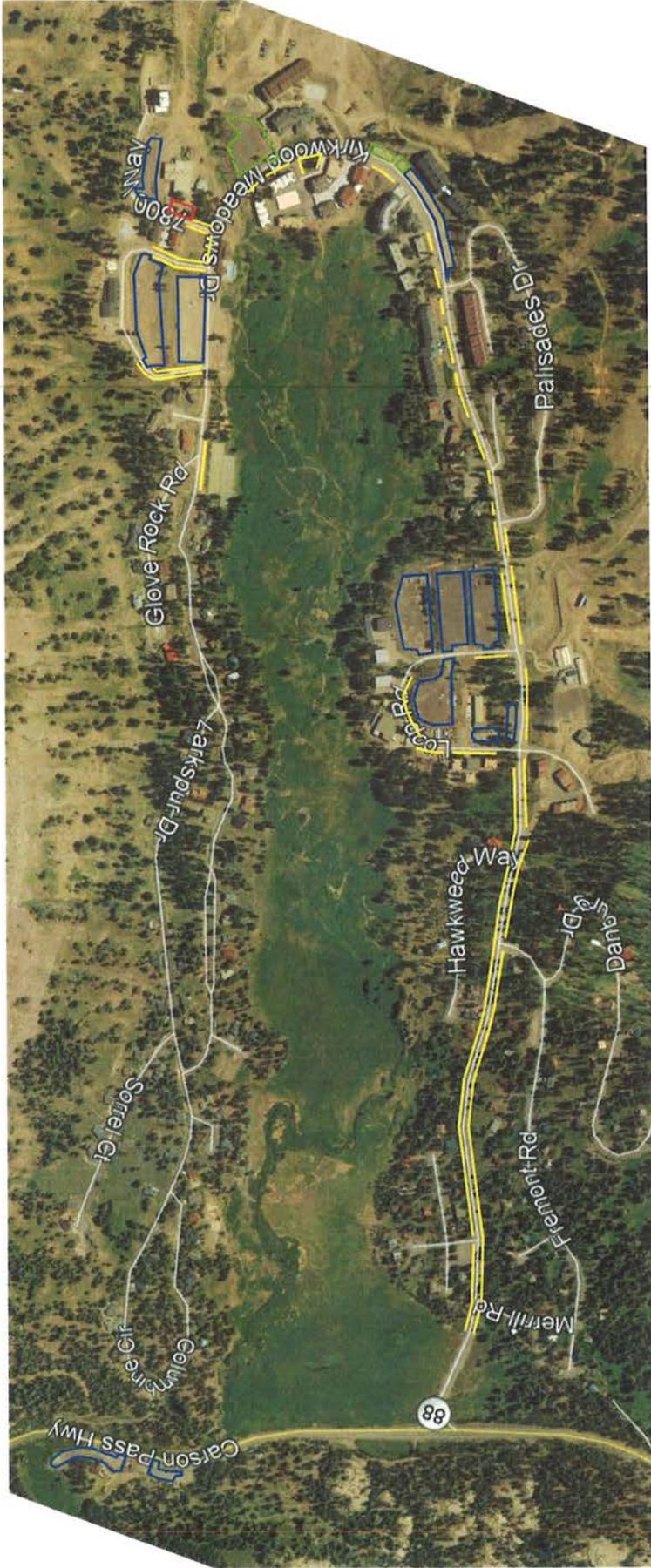
- 1 - P.M. Bk. 27, Pg. 43
 - 2 - P.M. Bk. 32, Pg. 79
 - 3 - P.M. Bk. 5, Sub. Pg. 24
 - 4 - P.M. Bk. 5, Sub. Pg. 52
 - 5 - P.M. Bk. 5, Sub. Pg. 54
 - 6 - P.M. Bk. 8, Sub. Pg. 74
 - 7 - P.M. Bk. 8, Sub. Pg. 77
 - 8 - P.M. Bk. 8, Sub. Pg. 100
 - 9 - P.M. Bk. 62, Pg. 89
- (Timber Creek Village, Unit 1 Phase 2, 12/21/2005)
(Timber Creek Village, Unit 1 Phase 3, 12/21/2003)
(Timber Creek Village, Unit 1 Phase 1, 06/25/2006)
(12/29/2010)

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 it's deed, is the property being assessed. No liability is assumed for the accuracy of the data delineated hereon.

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

33



LEGEND

-  PUBLIC PARKING LOT
-  VP PARKING LOT
-  15 MINUTE PARKING LOT
-  STREET PARKING

DESIGNED BY: _____ JR

DRAWN BY: _____ JR

CHECKED BY: _____

SCALE

1" = 800'



CECWEST.COM

Project Planning • Civil Engineering • Landscape Architecture

Sacramento Office • Davis Office

2120 20th Street, Suite Three • 2840 Spafford Street, Suite 200

Sacramento, CA 95818 • Davis, CA 95618

(916) 455-2026 • (530) 756-2026

EXHIBIT

KIRKWOOD - AERIAL PARKING MAP

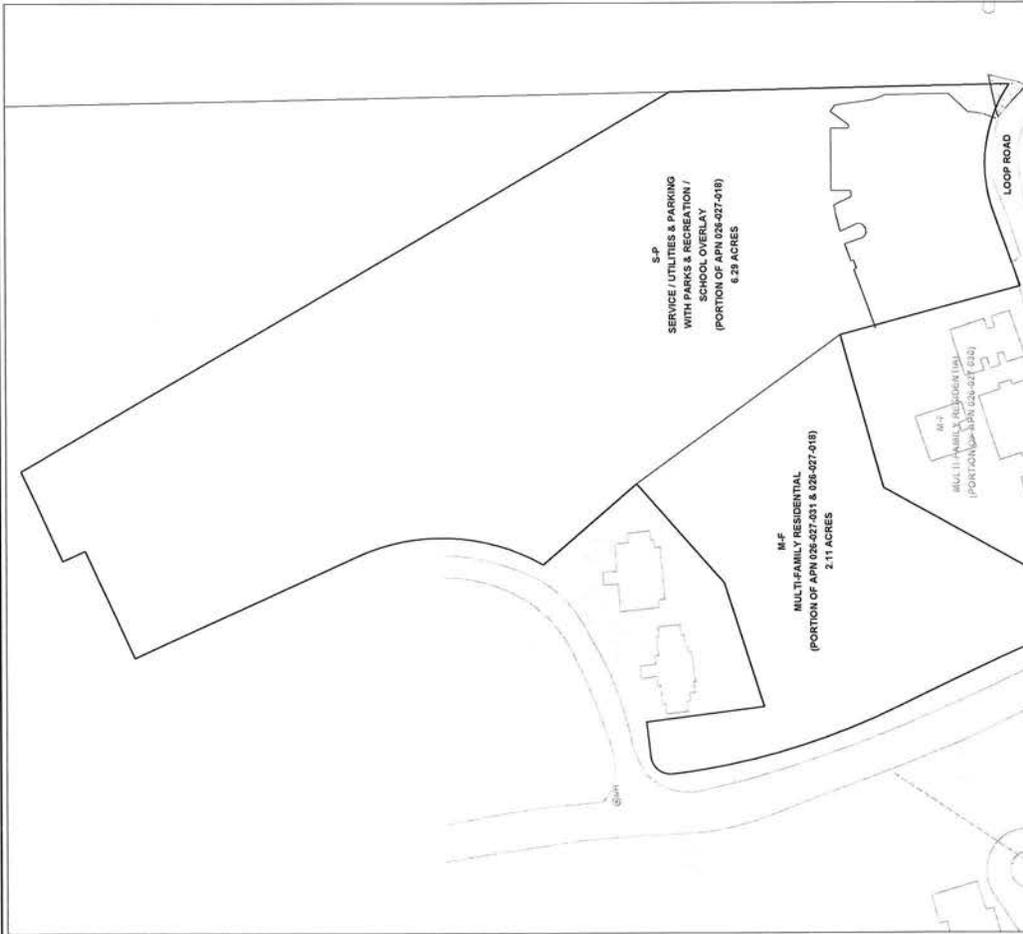
KIRKWOOD CALIFORNIA

SHEET **1** OF **1**

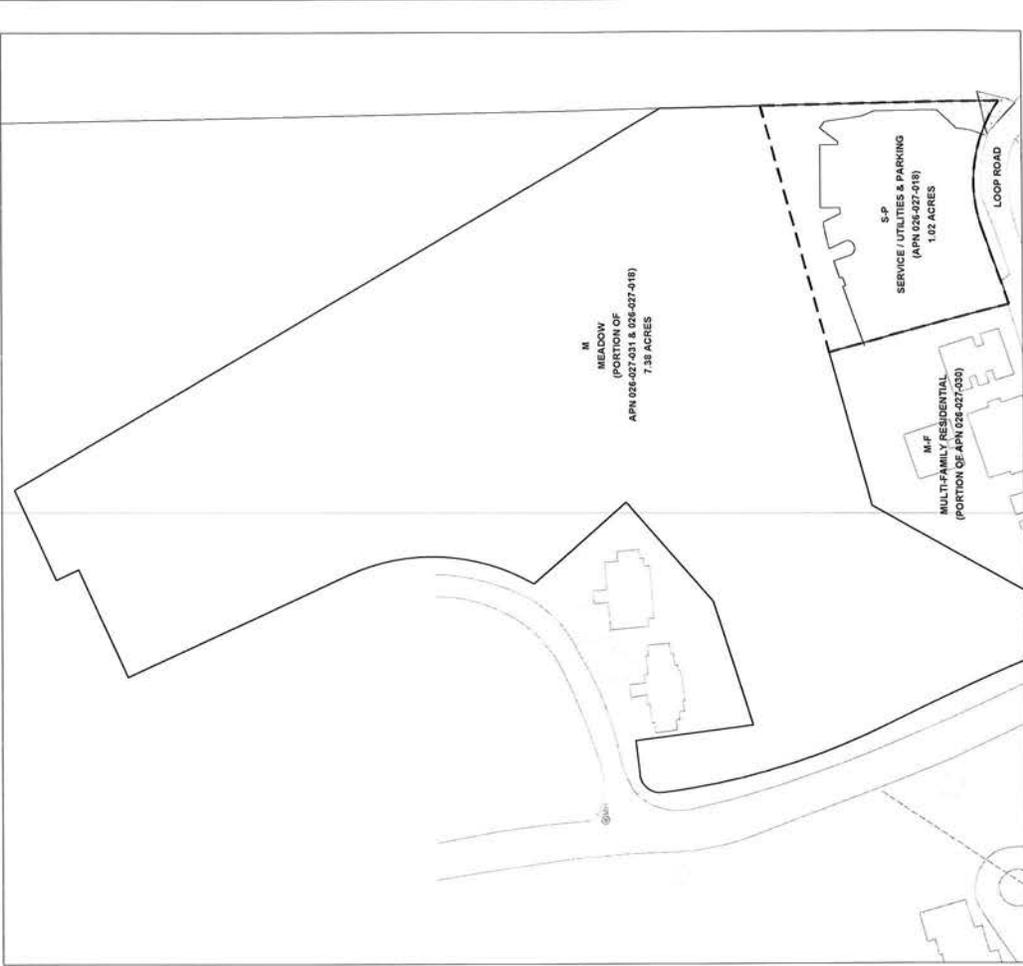
DATE: 8/15/17

JOB NO: 1280.02

E:\Projects\1280 Kirkwood Aerial\1280-02 PARKING LOT\1280-02-AERIAL PARKING MAP.dwg - Layer: 8/15/2017 - 4:50PM Plotted by jerry



EXISTING ZONING DESIGNATIONS

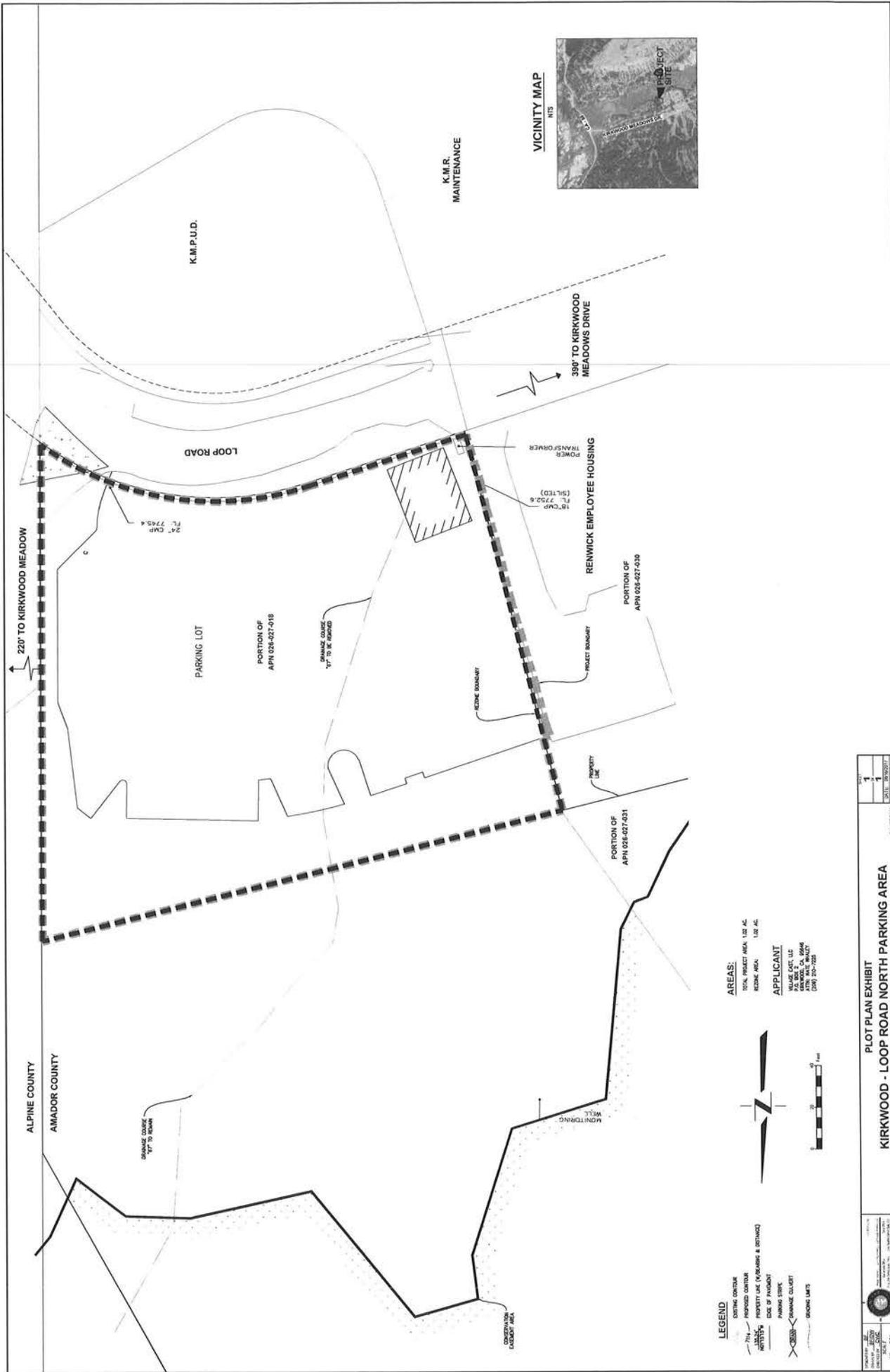


PROPOSED ZONING DESIGNATIONS

ZONING	EXISTING	PROPOSED	DIFFERENCE
SERVICE / UTILITIES & PARKING ZONE (S-P) WITH PARKS & RECREATION / SCHOOL OVERLAY	6.29 AC. ±	0.00 AC. ±	-6.29 AC. ±
MULTI-FAMILY RESIDENTIAL (M-F)	2.11 AC. ±	0.00 AC. ±	-2.11 AC. ±
MEADOW (M)	0.00 AC. ±	7.38 AC. ±	7.38 AC. ±
SERVICE / UTILITIES & PARKING ZONE (S-P)	0.00 AC. ±	1.02 AC. ±	1.02 AC. ±
	8.40 AC. ±	8.40 AC. ±	



REZONE EXHIBIT
 KIRKWOOD - LOOP ROAD NORTH PARKING AREA
 SCALE: 1" = 60'
 DATE: 11/15/2023
 SHEET: 1 OF 1
 COUNTY: CALIFORNIA
 CITY: KIRKWOOD



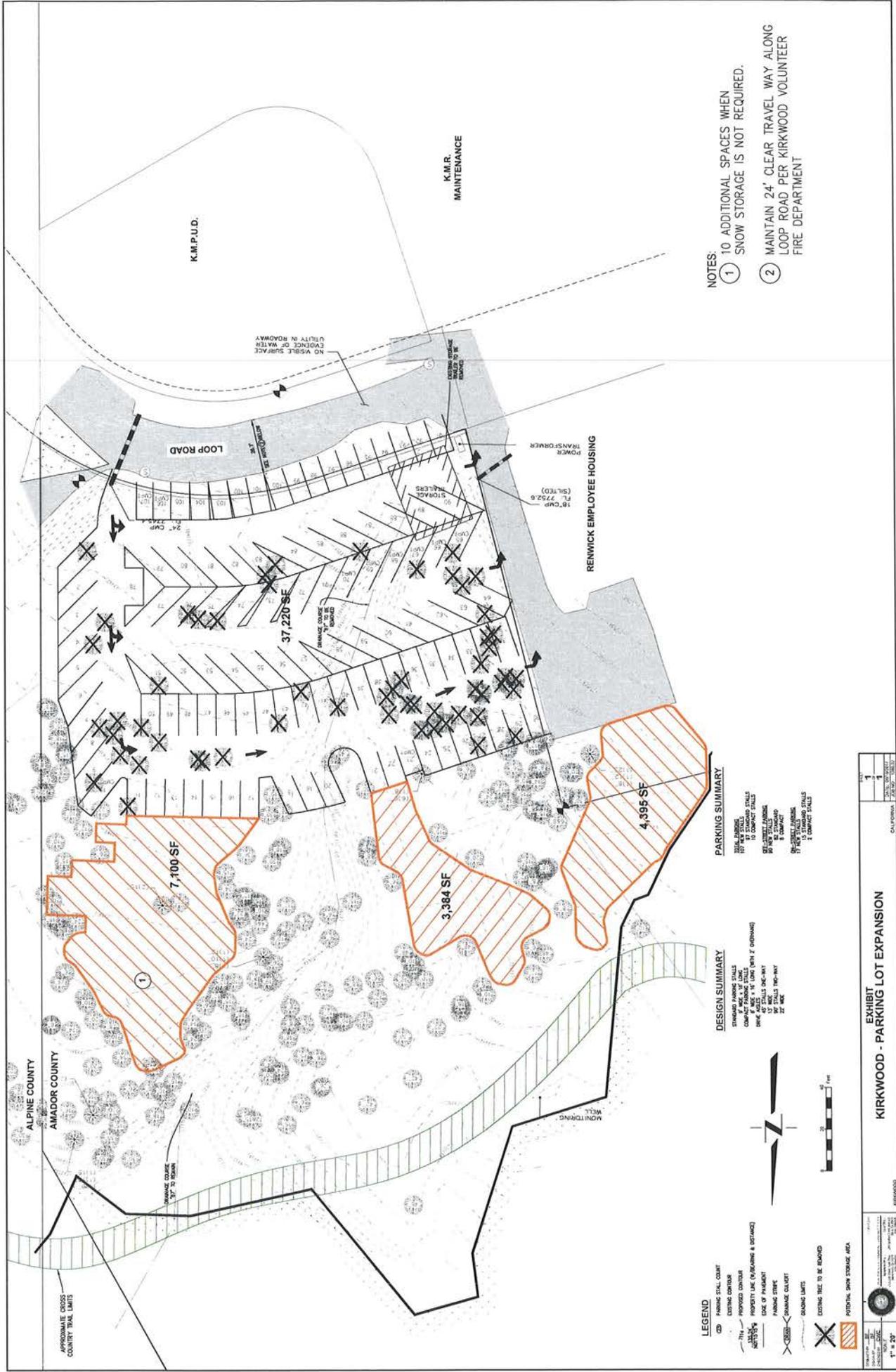
AREAS:
 TOTAL PROJECT AREA 1.02 AC
 RESERVE AREA 1.02 AC

APPLICANT:
 VALUE EAST LLC
 425 W. 10TH ST. SUITE 200
 ATEN, CALIFORNIA 95712



- LEGEND**
- EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - PROPERTY LINE (REMARKS & DISTANCE)
 - EASE OF PARKING
 - PARKING STRIP
 - EASEMENT CLUSTERS
 - DRAWING LIMITS

PROJECT TITLE		SHEET NO.	
KIRKWOOD - LOOP ROAD NORTH PARKING AREA		1	
DATE		SCALE	
08/08/2024		1" = 20'	
PROJECT NO.		SHEET NO.	
08/08/2024		1	
PROJECT LOCATION		CITY	
KIRKWOOD		CALIFORNIA	



- NOTES:
- 10 ADDITIONAL SPACES WHEN SNOW STORAGE IS NOT REQUIRED.
 - MAINTAIN 24' CLEAR TRAVEL WAY ALONG LOOP ROAD PER KIRKWOOD VOLUNTEER FIRE DEPARTMENT

DESIGN SUMMARY

STANDARD PARKING STALLS	10
COMPACT STALLS	10
DISABLED STALLS	2
TOTAL STALLS	22

PARKING SUMMARY

TOTAL STALLS	10
COMPACT STALLS	10
DISABLED STALLS	2
TOTAL STALLS	22

EXHIBIT 1

LEGAL DESCRIPTION OF THE PORTION OF PROPERTY

That certain real property situated in Amador County, California and which is described as follows:

All that certain piece, parcel or tract of land situated, lying and being a portion of the east half of the northwest quarter and the west half of the northeast quarter of Section 27, T. 10N, R. 17E, MDBM, more particularly described as follows:

BEGINNING at the Southwest corner of the parcel described in Grant Deed 2006-013060, in the Office of the Recorder of Amador County, California; thence along a 145.00 foot radius curve to the left

thence along the arc of said curve from a tangent bearing of N 55° 48' 47" W through a central angle of 53° 19' 01", a distance of 134.93 feet;

thence S 70° 52' 12" W, 79.21 feet;

thence N 15° 08' 58" W, 187.18 feet;

thence N 74° 47' 43" E, 256.84 feet;

thence S 01° 10' 25" E, 239.18 feet to the POINT OF BEGINNING.

Containing an area of 1.03 acres, more or less.

2017
PUBLIC
COMMENTS



Chuck Beatty <cbeatty@amadorgov.org>

Kirkwood Village Rezoning

1 message

William Buckingham <billbuckingham@comcast.net>

Mon, Aug 21, 2017 at 10:20 AM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, roger.trout@edcgov.us

Cc: Josefa Buckingham <josefabuckingham@comcast.net>

Dear Mr. Wood, Mr. Beatty and Mr. Trout,

We are East Meadows residents at Kirkwood and are concerned about the KVR redevelopment proposal to add 110 parking spots on Loop Road near the meadow. While this proposal may seem innocuous, the risks to the precious meadow, to the environment, to viewscape, to traffic flow, and to employee efficiency are real and significant. Please consider the dangerous impacts of this project in its totality, and not just as a quick fix for parking measures during ski season. First and foremost, the integrity of the meadow—its biological health and its visual role in the character of Kirkwood—must be preserved, and this proposal threatens our most significant resource (besides the ski mountain itself). In addition, KVR has not marked the proposed area as they said they would do, and the proposal does not fit in with the Kirkwood Specific Plan.

Thank you for reading this and considering the following concerns and points.

Relevant points for your consideration are included below:

1. Amending the Specific Plan (essentially the Kirkwood Community's "Constitution") is serious business. The Specific Plan always contemplated that this site be for the community if not for a school site, then for a public use such as employee housing or park and recreation. Parking is prohibited.
2. Allowing parking on this site would contradict numerous other sections of the 2003 Kirkwood Specific Plan, and a Specific Plan must be internally consistent. The plan specifically states that large unnecessary expanses of surface parking are to be avoided, parking should be screened from public view, parking garages are encouraged, and natural resource conservation is given a high priority.
3. Kirkwood has also proposed placing parking along Kirkwood Meadows Drive all the way out to Highway 88. This piecemeal approach to parking some here and some there without a thorough look at parking possibilities is irrational and illegal. If the Resort really believes more parking is needed, it should do a thorough look at the entire valley and consider the many alternatives that exist to better park cars (paving lots would be a good start and is also called for by the Specific Plan).
4. Although the proposal before you now reduces the size of the proposed parking lot, it still impacts about 50 trees directly and comes dangerously close to many others. The reason that the trees nearest Loop Road are stripped of any branches except for their tops is because the Resort has consistently blown snow at these trees. If the parking lot is installed, the Resort proposes to move the snow onto the areas lined in red, odd shaped areas surrounded by trees. It is unimaginable how this snow storage could be accomplished in a precise careful

manner without damaging many mature trees. Loss of ANY mature trees is a huge visual impact to all the residents who enjoy the meadow (in winter and summer) and particularly to the residents of the East Meadows. The trees on this site shield the PUD buildings and I think we can agree these are unattractive.

5. This proposal does not address where the snow that has been stored in this area for many years (and denuded the trees) will be stored if this parking proposal goes ahead. Snow storage is a serious issue at Kirkwood, and the environmental impacts of where the existing snow will be placed must be examined before this proposal goes forward.

6. The proposed parking site is a nonsensical place for parking. It is downhill and down the street from Timber Creek Lodge and is near dangerous equipment, fuel tanks (one of which recently leaked), dumpsters and community buildings.

7. The Resort proposes shuttles to handle the bottleneck in this area when people are trying to park. Last year, on many days shuttles did not work or employees were not present to drive them. It would benefit the Resort and community more if resources were directed to more employee housing so employees were available at the Resort when snow closed the spur and the Pass.

8. The Resort also proposes one-way traffic on Loop Road to handle the bottleneck in this area when people are trying to park. Such one-way traffic will greatly inconvenience the residents and PUD employees. Waiting in line to get in Loop Road on the north end will delay employees getting to work and make it difficult to access the garbage dumpsters used by the entire community.

Thank you for your consideration.

Sincerely,

William & Josefa Buckingham
216 East Meadows Drive



Chuck Beatty <cbeatty@amadorgov.org>

Rezoning Request from Community Site to Parking Lot at Kirkwood

1 message

Karin Beumer <karinbeumer@sbcglobal.net>

Sun, Aug 20, 2017 at 3:05 PM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, roger.trout@edcgov.us

Cc: karinbeumer@sbcglobal.net, michaelbbrowner@comcast.net

Dear TC-TAC Commissioners:

My husband Michael and I are writing to object to the rezoning request for additional parking at Kirkwood. Our rationale is simple, based upon not turning more natural beauty into something vast and unappealing. We have had a home in Kirkwood since 1997, over 20 years. We consider this a place to which we come to relax, enjoy nature, hike, and ski (cross-country and downhill). Over the years we have become dismayed at the degree to which the natural beauty of our valley has been altered. There are a myriad of legal and practical arguments to be made regarding why this proposal should be denied. We hope our neighbors have addressed many of these with you. Ours is based upon aesthetics, plain and simple. Why would we want to take a natural and treed area and turn it into a parking lot? Please deny this request for rezoning and help us preserve at least a few more places for trees, birds, and other elements of our natural habitat.

Sincerely,

Karin and Michael Beumer-Browner

279 Larkspur Drive

Kirkwood, CA 95646

Zach Wood, Alpine County Planning - zwood@alpinecountyca.gov

Chuck Beatty, Amador County Planning - cbeatty@amadorgov.org



Chuck Beatty <cbeatty@amadorgov.org>

Rezoning at Kirkwood to add parking ;TC-TAC board meeting

1 message

petertuxen@comcast.net <petertuxen@comcast.net>

Mon, Aug 14, 2017 at 11:21 AM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, bpeters@alpinecountyca.gov,
roger.trout@edcgov.us, aaron.mount@edcgov.us

Gentlemen:

I am writing as president of the East Meadows Home Owners Association to state the general views of our membership regarding a proposal to rezone the area previously designated for a school and public use. EM HOA consists of approximately 100 lots and homes are built on about half. We are situated across the meadow from where the rezoning and parking lot is planned.

In July we had our annual membership meeting attended by 35-40 EM homeowners. The rezoning plan was presented and discussed. Based on the information available, there was unanimous opposition to the rezoning project to add parking.

I have more recently spoken with my board members after considering additional information provided by Kirkwood mountain development and our position of opposition remains the same.

We remain concerned as to how this will impact healthy trees and views from the meadow.

We are concerned about the overall plan to manage parking and automobile circulation in the valley. We are also concerned about the reliability of the shuttle service.

I am planning to attend the next meeting of your committee to learn more about the development plans for the Kirkwood Valley and then share them with our homeowners.

Respectfully yours,

Peter Tuxen
President EMHOA

Sent from XFINITY Connect Mobile App



Chuck Beatty <cbeatty@amadorgov.org>

Proposed new parking lot at Kirkwood

1 message

Walter Sujansky <wsujansky@sujansky.com>
To: "cbeatty@amadorgov.org" <cbeatty@amadorgov.org>

Sat, Aug 12, 2017 at 11:34 AM

Mr. Beatty, I am writing to echo the comments of Sandy and Tim McFarren regarding the proposed new parking lot at the community park site at Kirkwood. I do not believe that any parking should be allowed that eliminates community recreation space and (especially) requires the removal of many legacy trees. My family and I love the Kirkwood area precisely because of the beautiful, green environment full of natural trees and the many recreational spaces provided at the resort. The proposed rezoning would significantly compromise that experience for us and also, I believe, reduce the value of my home and that of other Kirkwood property owners. Please note that Vail Resorts is a for-profit business entity primarily interested in facilitating use of its ski mountain by visitors from outside Kirkwood, and is minimally interested in preserving the character of Kirkwood for the valley's residents and property owners.

I agree with the McFarrens that the past decision to use a planned parking area to create additional dwellings should not be rewarded by allowing public space to be converted to parking now. Vail was fully aware of the trade-off that Kirkwood Mountain Resort had made earlier at the time it purchased the ski resort. We hope that you will vote against this poorly conceived and misdirected rezoning plan that benefits only Vail, and harms the residents of Kirkwood.

Thank you,

-Walter Sujansky
Timber Ridge 102
Kirkwood, CA



Chuck Beatty <cbeatty@amadorgov.org>

KVD's proposed parking lot on Loop road at Kirkwood

1 message

Sandy Sloan <sandy.sloan@gmail.com>

Sat, Aug 12, 2017 at 1:33 PM

To: Chuck Beatty <cbeatty@amadorgov.org>, Zach Wood <zwood@alpinecountyca.gov>, Brian Peters <bpeters@alpinecountyca.gov>, Aaron Mount <aaron.mount@edcgov.us>, Roger Trout <roger.trout@edcgov.us>

Cc: Sandy Sloan <sandy.sloan@gmail.com>

Dear TC-TAC members--

I understand that Kirkwood Village Development ("KVD")'s proposal for a parking lot on Loop Road is perhaps being considered at the August 18, 2017 TC-TAC meeting. If this is the case, many Kirkwood residents have been unaware of this meeting since nothing as of Friday the 11th was posted on the TC-TAC website of any of the three Counties. Certainly 4 or 5 days is not enough time to consider this important matter and study all the information.

If this proposal is scheduled for August 18, I urge you to continue this issue for the reason that residents are uninformed and unclear as to what is being presented. However, there are several other issues that support a continuation.

First, it is not clear what is being proposed. After a request to tape the proposed parking area, KVD has apparently put some stakes around the perimeter of the proposed lot and taped some trees. However, it is not clear where all the stakes are and it is not clear if the trees mark trees to be removed or trees on the perimeter. Certainly the area cannot be clearly seen from the meadow or from Loop Road itself. The proposed parking lot should be clearly marked with tall stakes and orange tape around the perimeter. Also, since dedicating a conservation easement over the remaining school site is part of KVD's proposal, that too should be delineated with tape. Everyone deserves to be able to visualize KVD's proposal.

Second, the full environmental effects of this proposal must be analyzed and presented to the public and to TC-TAC. Exactly how many trees are proposed to be removed? How will the remaining trees be protected when snow storage will be packed against the remaining trees and, something KVD has not discussed at all, where will the snow that has been stored at this site be stored. The impact of the storage of the displaced snow must be acknowledged and addressed.

Third, of course, this proposal is a piecemeal approach to a perceived parking issue. Recently Vail, who is the entity that will be using and maintaining any parking on Loop Road, proposed parking on Kirkwood Meadows Drive. In a letter to the East Meadow HOA, Nate Whaley wrote "additional parking along Kirkwood Meadows Drive...would be complementary...to this Loop Road proposal." The TC-TAC members have asked KVD and the Resort not only for a parking justification for additional parking, but also for an alternatives analysis. Additional parking must be considered as a whole; a piecemeal approach violates not only CEQA but also common sense.

I know many others have written letters opposing the proposed parking lot for good reasons, but I write to you today to strongly urge you not to hear this matter until the above issues are resolved.

Thank you for your consideration,

Sandy Sloan

East Meadows homeowner and Kirkwood resident since 1981



Chuck Beatty <cbeatty@amadorgov.org>

Kirkwood Village rezoning

1 message

Kristen Breck <knickeroo@comcast.net>

Thu, Aug 10, 2017 at 10:18 AM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, roger.trout@edcgov.us

Dear Mr. Wood, Mr. Beatty and Mr. Trout,

We are East Meadows residents at Kirkwood and are concerned about the KVR redevelopment proposal to add 110 parking spots on Loop Road near the meadow. While this proposal may seem innocuous, the risks to the precious meadow, to the environment, to viewscape, to traffic flow, and to employee efficiency are real and significant. Please consider the dangerous impacts of this project in its totality, and not just as a quick fix for parking measures during ski season. First and foremost, the integrity of the meadow—its biological health and its visual role in the character of Kirkwood—must be preserved, and this proposal threatens our most significant resource (besides the ski mountain itself). In addition, KVR has not marked the proposed area as they said they would do, and the proposal does not fit in with the Kirkwood Specific Plan. Thank you for reading this and considering the following concerns and points.

Relevant points for your consideration are included below:

1. Amending the Specific Plan (essentially the Kirkwood Community's "Constitution") is serious business. The Specific Plan always contemplated that this site be for the community if not for a school site, then for a public use such as employee housing or park and recreation. Parking is prohibited.
2. Allowing parking on this site would contradict numerous other sections of the 2003 Kirkwood Specific Plan, and a Specific Plan must be internally consistent. The plan specifically states that large unnecessary expanses of surface parking are to be avoided, parking should be screened from public view, parking garages are encouraged, and natural resource conservation is given a high priority.
3. Kirkwood has also proposed placing parking along Kirkwood Meadows Drive all the way out to Highway 88. This piecemeal approach to parking some here and some there without a thorough look at parking possibilities is irrational and illegal. If the Resort really believes more parking is needed, it should do a thorough look at the entire valley and consider the many alternatives that exist to better park cars (paving lots would be a good start and is also called for by the Specific Plan).
4. Although the proposal before you now reduces the size of the proposed parking lot, it still impacts about 50 trees directly and comes dangerously close to many others. The reason that the trees nearest Loop Road are stripped of any branches except for their tops is because the Resort has consistently blown snow at these trees. If the parking lot is installed, the Resort proposes to move the snow onto the areas lined in red, odd shaped areas surrounded by trees. It is unimaginable how this snow storage could be accomplished in a precise careful manner without damaging many mature trees. Loss of ANY mature trees is a huge visual impact to all the residents who enjoy the meadow (in winter and summer) and particularly to the residents of the East Meadows. The trees on this site shield the PUD buildings and I think we can agree these are unattractive.
5. This proposal does not address where the snow that has been stored in this area for many years (and denuded the trees) will be stored if this parking proposal goes ahead. Snow storage is a serious issue at Kirkwood, and the environmental impacts of where the existing snow will be placed must be examined before this proposal goes forward.
6. The proposed parking site is a nonsensical place for parking. It is downhill and down the street from Timber Creek Lodge and is near dangerous equipment, fuel tanks (one of which recently leaked), dumpsters and community buildings.

7. The Resort proposes shuttles to handle the bottleneck in this area when people are trying to park. Last year, on many days shuttles did not work or employees were not present to drive them. It would benefit the Resort and community more if resources were directed to more employee housing so employees were available at the Resort when snow closed the spur and the Pass.

8. The Resort also proposes one-way traffic on Loop Road to handle the bottleneck in this area when people are trying to park. Such one-way traffic will greatly inconvenience the residents and PUD employees. Waiting in line to get in Loop Road on the north end will delay employees getting to work and make it difficult to access the garbage dumpsters used by the entire community.

Thank you for your consideration.

sincerely,

Kristen and Ted Breck
East Meadows, Kirkwood



Chuck Beatty <cbeatty@amadorgov.org>

FW: Loop Road Parking Proposal

Nate Whaley <nwhaley@kirkwoodcp.com>
Reply-To: nwhaley@kirkwoodcp.com
To: Chuck Beatty <cbeatty@amadorgov.org>

Tue, Aug 8, 2017 at 7:27 PM

Chuck:

I know the East Meadows board has been active in drumming up communication to the County, so wanted to let you know we responded (attached).

Nate

From: Nate Whaley [mailto:nwhaley@kirkwoodcp.com]
Sent: Tuesday, August 08, 2017 7:24 PM
To: Joan Pilar (jpilar@PyramidPeakProperties.com) <jpilar@PyramidPeakProperties.com>
Cc: Gary Derck (gderck@durangomountain.com) <gderck@durangomountain.com>; 'Tina Coleman' <tinacoleman@gmail.com>
Subject: Loop Road Parking Proposal

Joan:

I realized I don't have an email address for Peter, so am hoping you are able to forward the attached to him and the East Meadows HOA Board.

Thanks and let me know if you have any questions.

Nate

2 attachments

 EMHOAResponseLetter-20170808.pdf
2231K

 emhoa-talking-points.pdf
1013K



Date: August 8, 2017

To: Peter Tuxen, President – East Meadows HOA
Joan Pilar, Manager – East Meadows HOA

From: Nate Whaley

Subject: Loop Road Parking Rezoning Application

Late last week, we received a copy of your letter expressing numerous concerns about our Loop Road Parking Lot Rezoning Application. As you and many of your fellow homeowners may be aware, for several years Kirkwood Village Development (KVD) has been developing a plan to replace the former Mountain Utilities “boneyard” along North Loop Road (sometimes referred to as the “School Site”) with a small parking lot for resort guests.

Since the project was first brought forward to the community several years ago, we have worked with numerous community stakeholders, including individuals, HOAs, and the KMPUD through various individual meetings and County/KMPUD public meetings to ensure we are sensitive to and address reasonable concerns. It has admittedly been some time since we reached out to the East Meadows HOA, for which we apologize. But the project has been scaled back and adjusted significantly based on review comments received from the KMPUD, Fire Department, Kirkwood Meadows Association and neighboring property owners. While we recognize the sensitivity to any incremental development in Kirkwood and any change in zoning designation, we believe that this project represents a “win” for all stakeholders and that the changes we have made in response to community input allow the project to be ready for the public hearing process (which we believe will begin in September).

Based on the comments in the letter you distributed, it seems that there are some misunderstandings about the proposed project, its extent, why we are pursuing it and the benefits that it brings to the Kirkwood community.

The entire parcel today represents approximately **8.4 acres** extending from Loop Road adjacent to the KMPUD wastewater treatment plant and Renwick Employee Housing north to the KMA subdivision, and from Kirkwood Meadows Drive to the Meadow.

Our proposal is to remove the restriction against parking just on the **1.0 acres** along Loop Road between the wastewater plant and the Renwick building, to specifically allow for surface parking only (i.e. no garages or structures) on that portion of the site already impacted historically by the Mountain Utilities Corporation boneyard storage area.

In consideration of this move, we propose to relinquish our development rights on the remaining **7.4 acres** (of the overall site) in perpetuity by converting the zoning of this space from MF and S-P to “Meadow” and placing a deed restriction (prohibiting development) that runs with the land. Ultimately, we will also place this area into a conservation easement to go along with the existing Meadow Conservation Easement, preserving not just the visual buffer and cross-country ski trail, but the full natural state of the remainder of the parcel.

To address some of the specific concerns addressed in the EMHOA letter:

1. We agree that amending the Specific Plan is “Serious Business”. The Specific Plan is our “constitution” and controls not just what the resort and developer cannot do, but importantly what they can do. That said, the specific plan allows for a process for modifications when it is deemed to be in the best interest of all stakeholders.
 - a. The 8.4 acre parcel is currently zoned a combination of Multi-Family (MF) and Service-Parking (S-P).
 - b. As correctly identified in the letter, the 6.3 acres zoned Service-Parking (S-P) includes a prohibition on surface parking on this parcel, but includes “Parks and Recreation Facilities”. Parks and Recreation Facilities is very different than the types of facilities allowed in “Meadow” zoning (no structures) or “Open-Space” zoning (outdoor activities not impacting the environment). This zoning designation includes permanent buildings and / or developed playfields. These recreational facilities are not restricted to public facilities and thus are likely to be developed as private facilities such as for the KCA or a future private club for either future real estate development or the resort.
 - c. The 2.1 acres zoned “Multi-family” (MF) was slated for the development of a condominium complex (similar to other sites along Kirkwood Meadows Drive) currently planned for 40 units.

We hope you will agree that development of buildings and facilities over the larger site would have greater environmental and visual impacts and would almost certainly impact the cross-country trail we currently allow on the property.

2. We agree that a Specific Plan should be internally consistent. The proposed parking area is neither large (less than half the size of any other parking lot in Kirkwood) nor unnecessary and is proposed in an area that has a great deal of resort guest parking already in place. As shown in the attached aerial photograph exhibit, the proposed parking preserves a substantial (100-foot plus wide) existing tree-buffer zone to screen any visual impacts of the proposed parking lot from the meadow. The proposed parking lot includes the removal of virtually zero trees on the east and north sides of the lots visible from East Meadows. Again, to highlight the consistency of this proposal relative to the Specific Plan, this proposal maintains significantly more trees than other uses currently permitted under the Specific Plan.

While parking structures may make economic sense as part of denser residential and commercial buildings in Kirkwood, parking structures for day skier parking are simply not financially feasible. As evidence of this, please note the lack of day skier parking structure at other US ski resorts, particularly resorts of the size and scale of Kirkwood.

3. As the landowner, we can only evaluate this property and our alternatives available for the property relative to today. In particular, we must look at this proposal not necessarily in the context of parking in any or all locations around the Kirkwood valley owned by various different groups but whether this proposal to add parking as allowable use on a small portion of the property, while converting the remainder of the property to permanent open space is a reasonable land use solution relative to our existing entitlement. To be clear, this is neither piecemeal, nor illegal as alleged.

We understand that additional parking within the 80' Kirkwood Meadows Drive right-of-way is under consideration by the resort and believe that additional parking along Kirkwood Meadows Drive is appropriate if done properly and in particular could facilitate improved safety and an enhanced appearance at the gateway of Kirkwood. Further, as we have seen over the last few winters, there is a very real need for additional skier parking capacity in areas that are already served by parking shuttles and resort parking management. Additional parking along Kirkwood Meadows Drive that ultimately may or may not be proposed by the resort, would be complimentary rather than competitive to this Loop Road proposal.

At the present time, the proposed parking lot is planned to be a gravel lot consistent with the other parking lots in the Chair 7 parking lot complex. It is possible that all or a portion of the lots may be paved in the future.

4. Our proposal includes designated areas for snow storage sufficient to accommodate the snow removal from the parking lot surface, consistent with the requirements in the Specific Plan. These snow storage areas are in locations where no trees exist today and the designation of the rest of the site as "Meadow" open space, ensures that the tree buffer will remain undisturbed – a commitment that does not exist today.
5. We agree that snow storage is of critical importance to the community and resort operations. The plan includes snow storage for the parking lot itself. Vail and KMPUD are aware that an alternative snow storage location may be necessary. Further the "Meadow" open space designation will protect that area from environmental impacts.
6. Loop Road represents the most logical place in Kirkwood for new parking. The area today is a mix of industrial uses, employee housing and parking. Nowhere else in Kirkwood is there a site more removed from residential conflicts. The site is also extremely close to the Timber Creek base area facilities and is immediately adjacent to approximately 950 existing parking spaces in the existing parking bays in this area, making shuttle service and parking management more efficient. Additionally this site has the advantage of getting vehicles off of Kirkwood Meadows Drive much sooner than other parking locations, thus minimizing traffic in the rest of the valley and protecting our residential neighborhoods. Vail has prepared a vehicular and pedestrian operations plan which articulates how the proposed parking lot (and the other Loop Road parking lots) will be managed.

7. We all agree that this past season was a challenge for operations and for residents with the weather conditions. However, shuttles are the most effective means of transporting guests from parking lots to the lifts and are utilized throughout the resort. Given that this is replacement parking, additional employees will not be generated from this lot and no requirements for employee housing are called for under the Specific Plan.
8. While we acknowledge that traffic along Kirkwood Meadows Drive and Loop Road at 4:00pm on busy weekends (as parked cars are exiting) can be challenging, we are confident that homeowners will know to avoid this peak time when accessing the KMPUD dumpsters. We believe the proposed parking lot and Vail's proposed operational plan do a good job of managing vehicular and pedestrian in this area.
9. A key premise of the letter seems to be that Kirkwood Village Development stands to receive payment from Vail or somehow benefit economically from the proposed parking lot...and that this in and of itself should be cause to oppose this proposal. We do not believe this is relevant to the merit of the land use application. However, to be clear, we did agree as part of the sale of the resort to Vail Resorts in 2012 to replace parking displaced at Timber Creek in several locations throughout the valley, including this small parcel of land. The fact is KVD is responsible for the costs associated with construction of the proposed parking lot and is not receiving any monetary compensation from Vail.

The limits of the proposed parking and the limits of proposed tree removal have been marked with stakes (parking extents) and yellow tape (trees) at the site for review. Note the marking was done by ourselves, not a surveyor, so while the stakes are very close to what is shown in the plan, they remain an approximation.

Our hope is for an open and transparent process as we bring this proposal through the public process. In that spirit, we would like to ask you to send this response to your EMHOA members so that they have accurate information with which to evaluate our proposal. Please encourage anyone who may have questions or concerns to contact either Nate Whaley (nwhaley@kirkwoodcp.com), John Reiter (jreiter@kirkwoodcp.com) or Gary Derck (gderck@durangomountain.com) to arrange to walk the site or get answers to their questions.

Thanks for your time and consideration, and we hope that your board and the majority of your members will agree that this proposal is a net benefit for the Kirkwood community.

END



NO.	1
TOTAL	1

EXHIBIT
KIRKWOOD - PARKING LOT EXPANSION - OVERALL

DATE: 10/15/2010
SCALE: 1" = 80'



1" = 80'



Chuck Beatty <cbeatty@amadorgov.org>

Proposed parking lot on Loop Road at Kirkwood

Melene Smith <gmssmith@ix.netcom.com>

Tue, Aug 8, 2017 at 8:31 AM

To: cbeatty@amadorgov.org, roger.trout@edc.gov.us, bpeters@alpinecountyca.govj, aaron.mount@edcgov.us

Dear TCTac Planners,

I understand that the TCTac meeting on 8/11 has been cancelled and set now for 8\18. This date does not work for me or many of the other Kirkwood property owners and residents.

The TC Tac meetings were set up to coordinate with KMPUD Board meetings to promote participation by the public and address issues of much needed transparency in our local governance. Parking is an important issue for property owners and residents. Please adhere to the original agreement of coordinating the TCTac meetings with KMPUD meetings. If you agree to do so, that would put the TCTac meeting on September 1, 2017!

Thanks you for considering my request and promoting participation by all parties.

Melene Smith
KMA Resident

>



Chuck Beatty <cbeatty@amadorgov.org>

TC-TAC Mtg at Kirkwood on Aug 11 @ 9:00am

1 message

First Name Alisa Van dissen <alisa.vandissen@yahoo.com>

Tue, Aug 8, 2017 at 9:35 AM

To: cbeatty@amadorgov.org

Cc: Alisa Van Disсен <alisa.vandissen@yahoo.com>

RE: Rezoning of Community Site to Parking Lot

Dear Mr. Beatty,

I am writing to let you know that I oppose the proposed rezoning of community site to a parking lot with approximately 100 car spaces. I am a property owner in Kirkwood at 360 East Meadows Drive. Our property faces the meadow and is directly opposite proposed parking lot. Aside from being a visual eyesore, the Kirkwood Meadow is a natural resource and an environmentally sensitive habitat to many flora and fauna. If these parking sites are allowed to be developed directly on the meadow the environmental impacts will be huge, with the potential to cause harm and destruction to flora and fauna including the stream habitat.

The Kirkwood Community Specific Plan specifies that this property be used for either a school site or park for public use, NOT parking. The Plan specifically states that large unnecessary expanses of surface parking are to be avoided, parking should be screened from public view, parking garages should be considered an natural resource conservation is given a high priority.

How in the world would clear cutting trees and paving land, specified for a different purpose other than parking, be in alignment with the Kirkwood Specific Plan of 2003??

Other issues like snow storage sites, proximity to dangerous equipment, garbage and recycling dumpsters, fuel tanks, Kirkwood PUD and Fire Department, and community buildings also make this proposed parking lot a poor decision and I implore you to reevaluate this rezoning proposition.

Sincerely,

Alisa C. Van Disсен



Chuck Beatty <cbeatty@amadorgov.org>

Rezoning Request from Community Site to a Parking Lot

1 message

Louis Drapeau <lcdrapeau@gmail.com>

Tue, Aug 8, 2017 at 10:20 AM

To: "zwood@alpinecountyca.gov" <zwood@alpinecountyca.gov>, "cbeatty@amadorgov.org" <cbeatty@amadorgov.org>, roger.trout@edcgov.us

Gentlemen:

I am a long time resident of Kirkwood with my house at 322 East Meadows Drive, which is essentially directly across the meadow to the east of the proposed Parking Lot.

As you are aware, the ambiance of Kirkwood entails its wooded views. For all of these years, I have been shielded by the woods across the meadow from the car parks and most of the maintenance infrastructure situated on or near the Loop Road.

As I understand the proposed Parking Lot will entail cutting down a large number of trees on the site and will expose my views to both the car park and the other infrastructure that are currently masked. Therefore, I am strongly opposed to any such tree cutting and the proposed parking lot.

In my experience with parking at Kirkwood over a long period of time, the existing parking spaces are rarely full. If the resort deems that it needs more parking, I would suggest a multi-floor structure on one or more of the existing parking lots. Building on existing parking lots would not involve any cutting of trees.

Thanks you for your consideration.

Sincerely,

Louis Drapeau



Chuck Beatty <cbeatty@amadorgov.org>

Opposition to Rezoning Proposal

1 message

Jeff Chanin <JChanin@keker.com>

Mon, Aug 7, 2017 at 4:24 PM

To: "zwood@alpinecountyca.gov" <zwood@alpinecountyca.gov>, "cbeatty@amadorgov.org" <cbeatty@amadorgov.org>, "roger.trout@edcgov.us" <roger.trout@edcgov.us>
 Cc: Karen Higgins <pstkaren@sbcglobal.net>, Peter Tuxen <ptuxen8@gmail.com>, "Karen Lovdahl, PhD (karenlov Dahl@gmail.com)" <karenlov Dahl@gmail.com>, "sachanin@gmail.com" <sachanin@gmail.com>, "juliachanin@gmail.com" <juliachanin@gmail.com>, Lynn Brown <gjijik@pacbell.net>, "rmkaplan@comcast.net" <rmkaplan@comcast.net>, "dan.karr@sbcglobal.net" <dan.karr@sbcglobal.net>, "skeck@earthlink.net" <skeck@earthlink.net>, "kfarms2037@aol.com" <kfarms2037@aol.com>, "klingman@comcast.net" <klingman@comcast.net>, "jeffklingman@comcast.net" <jeffklingman@comcast.net>, "7trolls@pcwarp.com" <7trolls@pcwarp.com>, "ken@krossa.com" <ken@krossa.com>, "jekrueg@cox.net" <jekrueg@cox.net>, "kvoneschen@aol.com" <kvoneschen@aol.com>, "blawler@kodiaknetworks.com" <blawler@kodiaknetworks.com>, "lisa@lcl.com" <lisa@lcl.com>, "lapatkinb@aol.com" <lapatkinb@aol.com>, "steve11800@aol.com" <steve11800@aol.com>, "jmannos@alum.mit.edu" <jmannos@alum.mit.edu>, "rmannos@hotmail.com" <rmannos@hotmail.com>, "mcfarrens@sbcglobal.net" <mcfarrens@sbcglobal.net>, "milam_david@emc.com" <milam_david@emc.com>, "jam1812@aol.com" <jam1812@aol.com>, "rickmo22@aol.com" <rickmo22@aol.com>, "dnomura@laxalt-nomura.com" <dnomura@laxalt-nomura.com>, "coewel@cfccorp.com" <coewel@cfccorp.com>, "abo@ogrady.us" <abo@ogrady.us>, "sogrady@granitevc.com" <sogrady@granitevc.com>, "bilolin@aol.com" <bilolin@aol.com>, "skikirk@hotmail.com" <skikirk@hotmail.com>, "pat@mackpatt.com" <pat@mackpatt.com>, "geir@ramleth.com" <geir@ramleth.com>, "freicheljr@charter.net" <freicheljr@charter.net>, "ericsandy@msn.com" <ericsandy@msn.com>, "xrobin902000@yahoo.com" <xrobin902000@yahoo.com>, "lrrobinson@verizon.net" <lrrobinson@verizon.net>

Dear TC-TAC Planning Members,

I am an East Meadows homeowner (since 2000) and I am writing to oppose the plan of Kirkwood Village Development to rezone the Community Park Site in the existing Specific Plan to add more parking sites. Such a rezoning is not in the interests of the Kirkwood community and the public who visit, nor to those of us who have invested in building homes and in supporting Kirkwood in so many ways over the years. While better parking management is needed at Kirkwood, the answer does not lie in converting this community park site that borders on the meadow and the cross-country ski loop into an unsightly parking area. In fact, there are so many good reasons NOT to create parking on this site that they are hard to list.

But, the detriments to Kirkwood include the following:

1. This is the second time in recent years that the owners of Kirkwood Village Development have tried to create parking near this area, only this is worse. The Specific Plan contemplated that this site, adjacent to the meadow, would be a recreational site for the community—not an unsightly, paved parking lot. For that reason, parking is prohibited. When they purchased their homes, many homeowners like myself relied upon the Specific Plan and the promises of Kirkwood's management to keep Kirkwood's public recreational areas in their natural state. It's been a rear-guard action ever since.
2. Kirkwood has done a lousy job of shielding its parking areas from public view, despite repeated promises that this would take place. There is no reason to believe that Kirkwood

will be able to shield the area from being seen by skiers and snow shoe enthusiasts in the winter, or from hikers and runners in the summer. And of course it will be visible to most of the East Meadow homeowners, who must count on the remaining meadow-side trees to shield the more "industrial" parts of Kirkwood from view. One need only take a look at the edge of Kirkwood Meadow Drive, which was to be "planted" with trees and bushes to shield the Timber Creek Parking lots from view, to see how poorly these plantings have fared when subjected to blasts from snow blowers and piled up snow during the winter. If the new parking lot is to be cleared of snow for cars (as it must be), the lot and its surroundings will look just as denuded and ugly as every other parking lot at Kirkwood – except that this one will impact the Meadow.

3. Allowing parking on this site would contradict numerous other sections of the 2003. Kirkwood Specific Plan, and a Specific Plan must be internally consistent. The plan specifically states that large unnecessary expanses of surface parking are to be avoided, parking should be screened from public view, parking garages are encouraged, and natural resource conservation is given a high priority. This proposed lot would violate all of those mandates.
4. Although the proposal now before you reduces the size of the proposed parking lot from what was originally proposed, that is typical of Kirkwood management's tactics in the past to win approval – begin with something that is preposterous, and then fall back to something less to appear reasonable. But, a smaller version of something that is ill-conceived from the start does not make it good, just less bad. On the other side of the meadow, homeowners cannot remove even a single tree outside their building footprint, unless it is dead or presents a hazard to their homes. The lot now proposed will still impact about 50 trees directly, and it comes dangerously close to many others.

The reason that the trees nearest the Loop Road are stripped of any branches, except for their tops, is not because they are unhealthy, but because the Resort has consistently blown snow at these trees. The remaining trees (or any newly planted ones) will have a similar fate from snow removal operations. The loss of ANY mature trees is a huge visual impact to the many visitors and residents who enjoy the meadow (in winter and summer) and particularly to the residents of the East Meadows. Losing the tree on and adjacent to this site would present an every greater loss to the environment because they partially shield the PUD buildings from view. Losing these important trees for a few parking spaces is a foolish trade-off.

5. The lot would fractionally solve one congestion problem by creating more off-road parking spaces, but it would cause many others in return. The resort proposes to use shuttles to handle the bottleneck in this area when people are trying to park. But, anyone who spends time at Kirkwood knows full well that the resort's shuttle resources are already seriously strained; on many days the shuttles do not work, or get stuck in car traffic, or the employees who are supposed to drive them cannot do so. Adding parking beneath Timber Creek will only add to the grid-lock and slowdowns that occur at this part of the road, because so many people, cars, and shuttles intersect here.

8. The proposal for one-way traffic on Loop Road to handle the bottleneck in this area when people are trying to park or exit also is unrealistic. One-way traffic will just create a traffic jam in one-direction, instead of two. But, in this case, this will greatly inconvenience PUD employees and the entire Kirkwood community who must use the Loop Road to access the garbage and recycle dumpsters. More traffic and traffic jams

on the Loop Road will simply add to Kirkwood's beginning and end of day snarl, while doing nothing to reduce it.

The need for more parking at Kirkwood during peak use must be balanced against the detriments to the community. In this case, while Kirkwood Village Development may benefit in the form of an additional payment from Vail, and Vail may benefit from packing in more cars and skiers during the winter, the detriments to the rest of the community and to the Kirkwood environment far outweigh any benefits. Kirkwood is not Vail, and it should not be made to look like Vail.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'Jeff Chanin', written in a cursive style.

Jeff Chanin - East Meadows Lot 512
895 Columbine Circle

Keker, Van Nest & Peters LLP
633 Battery Street
San Francisco, CA 94111-1890
415 990 2299 mobile | 415 391 5400 main
jchanin@keker.com | [vcard](#) | [keker.com](#)



Chuck Beatty <cbeatty@amadorgov.org>

TC-TAC meeting 8/11/17, Kirkwood parking lot proposal

1 message

Kate Sheeline <katesheeline@gmail.com>

Mon, Aug 7, 2017 at 7:52 PM

To: zwood@alpinecountyca.gov

Cc: cbeatty@amadorgov.org, roger.trout@edcgov.us

Hi Mr Wood,

I am a 17 year homeowner In Kirkwood on the East Meadows side (Lot 708), 205 Sorrel Court. I am writing because I do not think that the area on Loop Road under consideration for re-zoning so that it can be made into a parking lot should be re-zoned for that purpose. I am aware that parking is an issue in Kirkwood and that Vail Resorts needs to have places for day skiers and guests to park in order for them to succeed. However, this area is not a good choice. Kirkwood Valley is small. Our meadow is precious. We should not be cutting down trees so close to the meadow and exposing the utility buildings and work equipment (and the proposed parking lot) to people using the meadow and those who live near it or have views of it. There are other alternatives to the parking issue. If the shuttle proposed to take skiers from this lot to the mountain was instead used to shuttle homeowners to the mountain they would not need to drive over, each taking up a parking spot. The current shuttle service was unreliable for us so we ended up driving over on many days. The parking lot would ALWAYS be there if it is made but not needed most of the time. Once the trees are cut down, they are gone for decades. In this age of big data and forecasting, Vail should be able to figure out when large crowds will be coming and staff the shuttles accordingly.

I am also in favor of a low building to cover the shuttles at night time so that they are not buried when needed. Even better, a one story or underground parking garage where the current big lots already exist make the most sense to me. The lower levels would not need to be plowed, thus less snow to move and find a place for, and the shuttle buses and people movers could be stored there at night. Paving those lots would also be a good thing to do so that they could be plowed more efficiently and the snow removed would not contain the tar grindings that destroy the environment. These suggestions would allow more parking spots to be available during the big storms which is when most of the big crowds want to come to Kirkwood.

As for the Kirkwood Village Development, I also want them to succeed. We need a vibrant village with services and restaurants so that visitors will be attracted and spend money at Kirkwood. We can find a better solution for a location for parking spots. We can not ruin the beauty of the meadow in the process. We need a better plan. Kirkwood is, on average, almost 2000 feet higher in elevation than most of the other Tahoe ski areas. With global warming we are situated to have more snow and to keep it longer. Kirkwood has a viable future and we should plan accordingly with efficient use of the land to keep the beauty intact.

Thank you listening to my thoughts.

Sincerely,
Kate Sheeline

205 Sorrel Court
Kirkwood

mobile 650-888-1650



Chuck Beatty <cbeatty@amadorgov.org>

Proposed Kirkwood parking

1 message

Kip Sheeline <kipsheeline@gmail.com>

Mon, Aug 7, 2017 at 9:08 PM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, roger.trout@edcgov.us

To: TC-TAC Committee members (Wood, Beatty, Trout)
From: Christopher (Kip) Sheeline

Hi:

My family has had a home in Kirkwood East Meadows area for about 17 years, and we have been coming to Kirkwood for over 20 years. It has changed over the years, but it is still a beautiful, high Sierra development whose charm is, at least in part, the fact that it is an alternative to the hustle and bustle of Tahoe area resorts, of which Vail owns several.

The 2003 Kirkwood Specific Plan said that the proposed parking area, adjacent to the Loop Road on the west side of the meadow, should be used for the benefit of the whole community, and certainly not for additional parking. It also borders on the meadow, which is a fragile site but also one that is a popular resource for many Kirkwood visitors, both skiers and non-skiers, residents and non-residents, during winter and summer months. Trees would be destroyed and the outlook onto the meadow would be severely affected, wherever the sight-line is sufficiently open.

Parking along Kirkwood Meadows Drive is also a terrible idea. Even if the road were widened, parking there would create hazards for pedestrians and skiers/boarders loading and unloading their gear. It would also compound the likely traffic problems on occasion.

The resort has not built any covered parking, other than that in the Lodge, and, while it would clearly cost more, a covered parking garage could have multiple levels and would provide excellent protection from the substantial quantities of snow that Kirkwood has been prone to getting. Why not build some garage parking in the big lot on the East side? People are already accustomed to seeing cars there and, if properly planned, it could support many more cars than the proposed parking in new area. The proposed parking area is also quite close to fuel tanks, which further compounds the risks, in the event of leakage or a fire.

Shuttles that were in operation when we need them would be a good addition, and having the shuttles park in a covered garage overnight would accomplish that, by protecting them during periods of substantial snowfall and keeping them out of sight during the time that they are not being used.

Please, do your best. Email is the best way to contact me, if you have any questions or require any clarification.

Thanks,

Kip Sheeline
205 Sorrel Court
Kirkwood
>



Chuck Beatty <cbeatty@amadorgov.org>

Rezoning request of community site to parking lot

1 message

Vic Drakulich <3rdman@charter.net>

Mon, Aug 7, 2017 at 10:41 PM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, roger.trout@edcgov.us

Dear Planning Commission Members:

Pleased be advised that I, along with my wife Linda, are owners of that certain property located at 416 East Meadows Drive, Kirkwood, California, located directly across from the proposed site for the construction of a parking lot area. As owners of that East Meadows property, we would like to express our vehement objection to the rezoning of the subject West Meadows lot and its use as a parking area.

Our objections are based upon the following:

(1) The rezoning of the subject property will devalue our property and defeat the very purpose for which we paid a premium price for our lot, i.e. the pristine view of meadow area from our home;

(2) The rezoning of the subject property is in direct contravention of the 2003 Development Plan upon which we relied in deciding to build at Kirkwood;

(3) The rezoning efforts were precipitated by the transfer of certain properties in the West Meadows from parking areas to housing development so as to maximize the profits by the past and present Kirkwood Resort Operators;

(4) The permanent removal of trees and other growth required for the construction of the proposed parking lot will have a permanent and deleterious effect upon the ecosystem of the meadow.

(5) To our knowledge, The Resort has failed to fully explore alternative parking solutions which would have a lesser impact, both environmentally and aesthetically, upon the meadow and surrounding areas. The production of this information was specifically mandated by the board at a previous meeting.

Please allow me to apologize in advance for my inability to attend the attend the meeting to be held on August 11. I am required to be in Houston, Texas for necessary medical treatment.

Sincerely,

Victor Drakulich



Chuck Beatty <cbeatty@amadorgov.org>

Support for Parking Lot

1 message

Dolan <dolan.beckel@gmail.com>
To: cbeatty@amadorgov.org

Sun, Aug 6, 2017 at 3:34 PM

Commissioner Beatty -

I am in support of moving forward with the planned parking lot. Kirkwood has languished too long - we need balanced development progress and this parking lot provides this balance, the needed additional capacity, and the convenience of not wading thru mud.

Dolan Beckel
310 Palisades Dr
Kirkwood, CA 95646

Sent from my iPhone





Chuck Beatty <cbeatty@amadorgov.org>

Proposed parking lot on Loop Road at Kirkwood

Sandy Sloan <sandy.sloan@gmail.com>

Sun, Aug 6, 2017 at 12:55 PM

To: Chuck Beatty <cbeatty@amadorgov.org>, Zach Wood <zwood@alpinecountyca.gov>, Roger Trout <roger.trout@edcgov.us>, Brian Peters <bpeters@alpinecountyca.gov>, Aaron Mount <aaron.mount@edcgov.us>

Cc: Michael Sharp <msharp@kmpud.com>, Tina Coleman <tinacoleman@gmail.com>, Melene and Geoff Smith <gmssmith@ix.netcom.com>

Dear planners:

Regarding the TC-TAC meeting, I understand it is now continued to August 18.

If the proposed parking lot on Loop Road at Kirkwood is on the agenda, I hope you could continue this item to September 1.

Many of us are at Kirkwood on the 11th, when the PUD has its monthly meeting and many of us will be in Kirkwood on Friday, September 1 for the Labor Day weekend. Not many people will be able to attend the August 18 meeting.

Also, have you requested that Kirkwood Development place orange tape around the areas they are proposing for the parking lot so that the community can visualize exactly where these areas will be.

Thank you for your consideration,

Sandy Sloan

[Quoted text hidden]



Chuck Beatty <cbeatty@amadorgov.org>

Fwd: East Meadows concerns on rezoning Community Site to Parking Lot - time sensitive

1 message

Pat Patterson <pat@mackenziecapital.com> Sat, Aug 5, 2017 at 5:00 PM
To: "roger.trout@edcgov.us" <roger.trout@edcgov.us>, "cbeatty@amadorgov.org" <cbeatty@amadorgov.org>, "zwood@alpinecountyca.gov" <zwood@alpinecountyca.gov>

From: Pat Patterson <pat@mackenziecapital.com>
Date: August 3, 2017 at 9:24:57 PM PDT
To: Karen Higgins <pstkaren@sbcglobal.net>
Cc: Peter Tuxen <ptuxen8@gmail.com>
Subject: Re: East Meadows concerns on rezoning Community Site to Parking Lot - time sensitive

We vehemently agree that no change should be made to increase parking, particularly in the community park area. Let them build a park Ling structure over the existing lot on the loop; it is already a real eyesore. In many urban locations, parking spaces are valued between \$20,000-\$30,000 each. If Vail wants to pay that much, \$2-\$3 million for 100 spaces, build a parking structure, don't give it to the sellers of the resort who did little to improve the resort during their tenure.

C E Pat Patterson
Chairman
MacKenzie Capital Management, LP
Off: 925-235-1008. Cell: 925-788-7808
Sent from my iPhone

On Aug 3, 2017, at 3:10 PM, Karen Higgins <pstkaren@sbcglobal.net> wrote:

To the Homeowners of East Meadows HOA,

Attached please find a notice regarding Kirkwood Village Development plan to rezone the proposed community site area (near the KMPUD) into parking for skiers. The document summarizes the presentation made during the recent EMHOA annual meeting, and some additional background information that has been brought to the Board's attention.

Many of you have approached Tina Coleman, who spoke on this subject at the annual meeting, with questions regarding this rezoning. Both the Board, Tina, and Sandy Sloan, who helped draft this document hope the information contained will answer some of these questions.

It is the hope of the Board that if you are unable to attend the meeting in person, you will *make you concerns known to the members of the TC-TAC members by Wednesday, August 9, 2017* when they will be providing their recommendation to the Amador County Planning Commission who will ultimately decide on the rezoning decision. Only if we get involved, and voice our concerns, can we have an impact on changes in our beautiful Valley.



Chuck Beatty <cbeatty@amadorgov.org>

Please deny KVR's attempt to place a parking lot on Kirkwood Meadow

1 message

Rich Williams <richwilliamsmd@gmail.com>
To: zwood@alpinecountyca.gov
Cc: cbeatty@amadorgov.org, roger.trout@edcgov.us

Fri, Aug 4, 2017 at 11:01 AM

Dear Sirs:

I have been a member of the Kirkwood community since 1989, and the proposed parking lot on the Kirkwood Meadow at the community park/school site is the worst proposal yet from the development company that has done nothing to enhance the Kirkwood community it claims to love.

I agree with every talking point listed by the EMHOA, attached below.

I have personally experienced the inability to access the KMPUD buildings, including the firehouse and propane tanks, on a busy Sunday when traffic is stopped and the Loop Road is completely full of stopped cars, with traffic stopped on Kirkwood Meadows Drive waiting to turn onto Loop Road, and this is with only the existing Chair 7 parking!

I urge you to deny any request to change the Specific Plan with regards to the community site on Loop Road.

A much better location for additional parking is the old powerhouse site right next to existing parking at the Snowkirk lots. It is closer to the ski operation, a very easy downhill walk, and it would actually beautify what is now a wasteland.

Thank you for your consideration,

Rich Williams M.D.
Owner East Meadows 311 and 312

 **emhoa-talking-points.pdf**
1013K



Chuck Beatty <cbeatty@amadorgov.org>

August 11, 2017 TC-TAC Kirkwood Proposed Rezoning from Community Site to Parking Lot

1 message

Tina Coleman <tinacoleman@gmail.com>

Fri, Aug 4, 2017 at 5:28 AM

To: wood@alpinecountyca.gov, roger.trout@edcgov.us, cbeatty@amadorgov.org

Dear Mr. Wood, Mr. Beatty and Mr. Trout,

My name is Tina Coleman and my husband, Andrew Coleman, and I live at 284 East Meadows Drive in Kirkwood, CA. We have been long time fans of Kirkwood Valley and the surrounding area and have owned property in the valley or a home for over 20 years. Kirkwood Mountain Resort/Kirkwood Village Resort's ("KMR") push to rezone the Community Site to a parking lot has spurred me write this email. Most of the residents in East Meadows had thought this issue was put to rest in 2015 when it was first proposed. Our homeowner's association has been managed by a professional that lives in Incline Village so the East Meadows Homeowner's Association and members have not been as in tune to valley wide matters and was recently made aware that the revised rezoning proposal is back on the August TC-TAC agenda.

While the new proposal decreased the size of the parking lot, it still remains the case that the area is zoned as a Community Site per the 2003 Kirkwood Community Specific Plan and was not intended to accomodate any amount of day use parking. Please see 2012 KMR real estate sales map below with the dedicated Community Site as a visual. The Specific Plan is supposed to be the guideline for all development and states that large unnecessary expanses of surface parking are to be avoided, parking should be screened from public view, and parking garages are encouraged.

The Community Site is more suitable for much needed employee housing and/or natural space. Further, the push for rezoning to add the approximately 100 plus spots is purely due to the fact that KMR financially benefitted by building and selling condominiums on a section of Timber Creek parking and in doing so made an agreement with Vail to provide 100 plus parking spots elsewhere in order to receive an additional payment from Vail. This is not a valid reason for rezoning a community site on the edge of the meadow. KMR has other parking options within the 2003 Specific Plan guidelines if they choose to pursue this "payment for parking" plan.

The Community Site is purposely located at the meadow edge and parking cars in that space will be highly visible from the cross-country ski trail and hiking trails. I think it's a incomprehensible to pursue this rezoning for 100 parking spots which will significantly and permanently degrade the peacefulness and beauty of the meadow with the chaos that surrounds day use parking each morning and afternoon.

Forgive me for this reference, but it's a bit like the old Counting Crows song about "paving paradise to put up a parking lot." Please do not allow this to happen.

The proposed plan also impacts about 50 trees directly and comes close to many others. The reason that the trees nearest Loop Road are unattractive and are stripped of any branches except for their tops is because the Resort has consistently blown snow at these trees. If the parking lot is installed, the Resort proposes to move the snow onto the areas lined in red, odd shaped areas surrounded by trees. It is unimaginable how this snow storage could be accomplished in a precise careful manner without damaging many mature trees. Loss of ANY mature trees is a huge visual impact to all the residents who enjoy the meadow (in winter and summer) and particularly to the residents of the East Meadows. The trees on this site shield the PUD buildings and I think we can agree these are unattractive. Additionally, there are water quality concerns placing parking uphill and nearby the Kirkwood Creek.

One final note is that our home is adjacent to 2 large cut outs for the subdivision guest parking overflow and those areas are sometimes filled by 30 plus cars for day-use parking, which is chaotic, messy and technically not allowed, but I haven't complained and I understand as it's a short term issue. The placement of a parking lot at the Community Site location is a permanent loss for all that love the meadow for its quiet beauty.

Thank you for considering.

Sincerely,

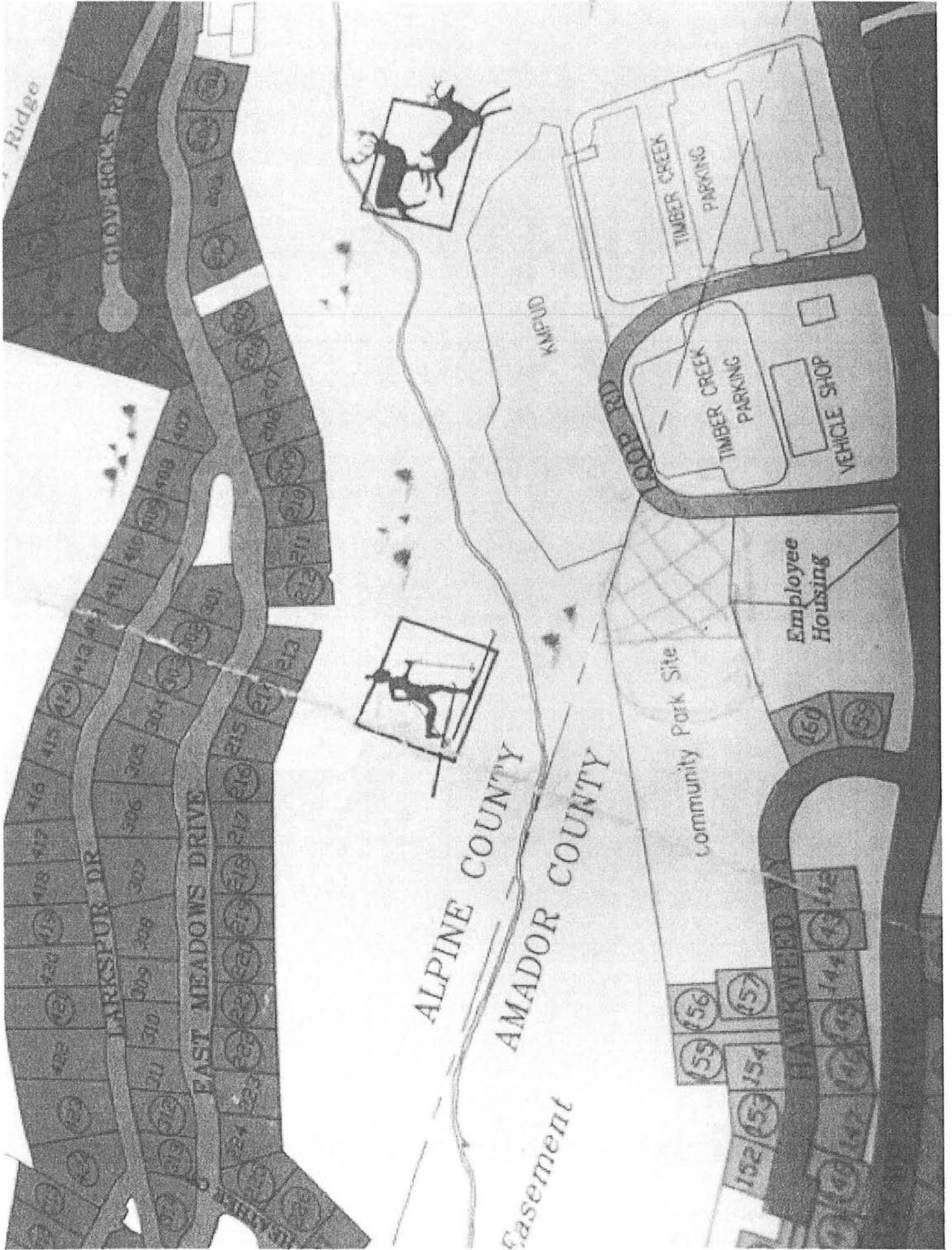
Tina and Andrew Coleman

Wednesday, August 9,

2 attachments

 PastedGraphic-2.pdf
755K

 PastedGraphic-1.pdf
1355K



Ridge

CLOVERHOCK RD

ARKSPUR DR

EAST MEADOWS DRIVE

ALPINE COUNTY

AMADOR COUNTY

Easement

KIDNEY

FOOP RD

TIMBER CREEK
PARKING

TIMBER CREEK
PARKING

VEHICLE SHOP

Employee
Housing

Community Park Site

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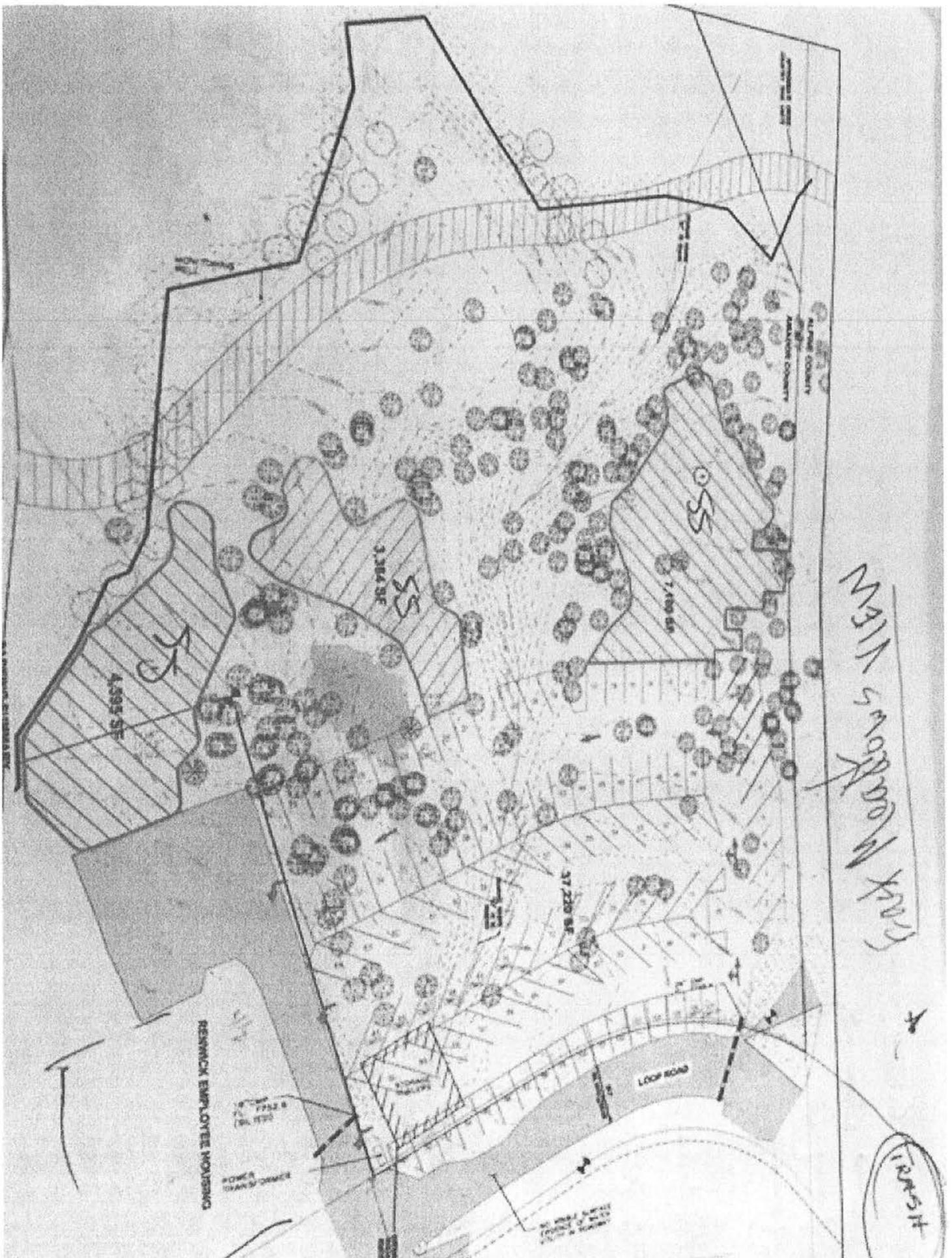
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W 5111 S Maplewood Park

100511

RENNICK EMPLOYEE HOUSING

LOOP ROAD

100511



Chuck Beatty <cbeatty@amadorgov.org>

Please deny KVR's attempt to place a parking lot on Kirkwood Meadow

1 message

Rich Williams <richwilliamsmd@gmail.com>

Fri, Aug 4, 2017 at 11:01 AM

To: zwood@alpinecountyca.gov

Cc: cbeatty@amadorgov.org, roger.trout@edcgov.us

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I have been a member of the Kirkwood community since 1989, and the proposed parking lot on the Kirkwood Meadow at the community park/school site is the worst proposal yet from the development company that has done nothing to enhance the Kirkwood community it claims to love.

I agree with every talking point listed by the EMHOA, attached below.

I have personally experienced the inability to access the KMPUD buildings, including the firehouse and propane tanks, on a busy Sunday when traffic is stopped and the Loop Road is completely full of stopped cars, with traffic stopped on Kirkwood Meadows Drive waiting to turn onto Loop Road, and this is with only the existing Chair 7 parking!

I urge you to deny any request to change the Specific Plan with regards to the community site on Loop Road.

A much better location for additional parking is the old powerhouse site right next to existing parking at the Snowkirk lots. It is closer to the ski operation, a very easy downhill walk, and it would actually beautify what is now a wasteland.

Thank you for your consideration,

Rich Williams M.D.

Owner East Meadows 311 and 312

 **emhoa-talking-points.pdf**
1013K

To: East Meadows Homeowners
From: East Meadows Homeowners Association
Date: July 31, 2017
Subject: Rezoning Request from Community Site to Parking Lot: Comment letters via e-mail by Wednesday, August 9.

Dear East Meadows Homeowner,

We wanted to bring to your attention an important rezoning and parking issue that is currently in the pipeline to be considered by TC-TAC on Friday, August 11 at 10 am in the Community Room of the PUD building on Loop Road. Kirkwood Village Development ("KVR") has proposed to rezone the Community Park Site (see photo of Kirkwood Mountain Resort map attached) to parking for day use visitors. A photo of the proposed parking is included below and includes approximately 110 parking spots in the area between the meadow and the current employee housing. While the current parking proposal is smaller than the original plan put forth by KVR in 2015, it will still be close to and highly visible from the meadow, which is one of Kirkwood's prized natural resources. Homeowners have requested KVR to mark the proposed parking lot with red tape and/or story poles, but KVR has not responded.

Our understanding is that KVR will receive additional funds from Vail if they provide Vail Resorts with approximately 100 parking spaces. This has no impact on the sale of the Resort, which has closed, but came into play when KVR opted to build condominiums on a designated parking area at Timber Creek. KVR will receive the additional payment from Vail once the parking spots are finalized. We do not believe that KVR should be allowed to financially benefit by rezoning a community site to a parking lot given the facts above along with those listed below.

Note that TC-TAC is the Tri-County (El Dorado, Alpine and Amador) commission in charge of overseeing the 2003 Kirkwood Community Specific Plan and their recommendations on this matter will hold weight with the Amador County Planning Commission who will decide on the rezoning decision.

If you care about this issue, we urge you to either attend the meeting in person or call in, which is a normal procedure, and if you are unable to do either please comment on this matter by sending emails to the following by Wednesday, August 9:

Zach Wood, Alpine County Planning - zwood@alpinecountyca.gov
Chuck Beatty, Amador County Planning - cbeatty@amadorgov.org
Roger Trout, El Dorado County - roger.trout@edcgov.us

Relevant points for your consideration are included below:

1. Amending the Specific Plan (essentially the Kirkwood Community's "Constitution") is serious business. The Specific Plan always contemplated that this site be for the community--if not for a school site, then for a public use such as employee housing or park and recreation. Parking is prohibited.
2. Allowing parking on this site would contradict numerous other sections of the 2003 Kirkwood Specific Plan, and a Specific Plan must be internally consistent. The plan specifically states that large unnecessary expanses of surface parking are to be avoided, parking should be screened from public view, parking garages are encouraged, and natural resource conservation is given a high priority.
3. Kirkwood has also proposed placing parking along Kirkwood Meadows Drive all the way out to Highway 88. This piecemeal approach to parking-- some here and some there without a thorough look at parking possibilities is irrational and illegal. If the Resort really believes more parking is needed, it should do a thorough look at the entire valley and consider the many alternatives that exist to better park cars (paving lots would be a good start and is also called for by the Specific Plan).
4. Although the proposal before you now reduces the size of the proposed parking lot, it still impacts about 50 trees directly and comes dangerously close to many others. The reason that the trees nearest Loop Road are stripped of any branches except for their tops is because the Resort has consistently blown snow at these trees. If the parking lot is installed, the Resort proposes to move the snow onto the areas lined in red, odd shaped areas surrounded by trees. It is unimaginable how this snow storage could be accomplished in a precise careful manner without damaging many mature trees. Loss of ANY mature trees is a huge visual impact to all the residents who enjoy the meadow (in winter and summer) and particularly to the residents of the East Meadows. The trees on this site shield the PUD buildings and I think we can agree these are unattractive.
5. This proposal does not address where the snow that has been stored in this area for many years (and denuded the trees) will be stored if this parking proposal goes ahead. Snow storage is a serious issue at Kirkwood, and the environmental impacts of where the existing snow will be placed must be examined before this proposal goes forward.
6. The proposed parking site is a nonsensical place for parking. It is downhill and down the street from Timber Creek Lodge and is near dangerous equipment, fuel tanks (one of which recently leaked), dumpsters and community buildings.
7. The Resort proposes shuttles to handle the bottleneck in this area when people are trying to park. Last year, on many days shuttles did not work or employees were not present to drive them. It would benefit the Resort and

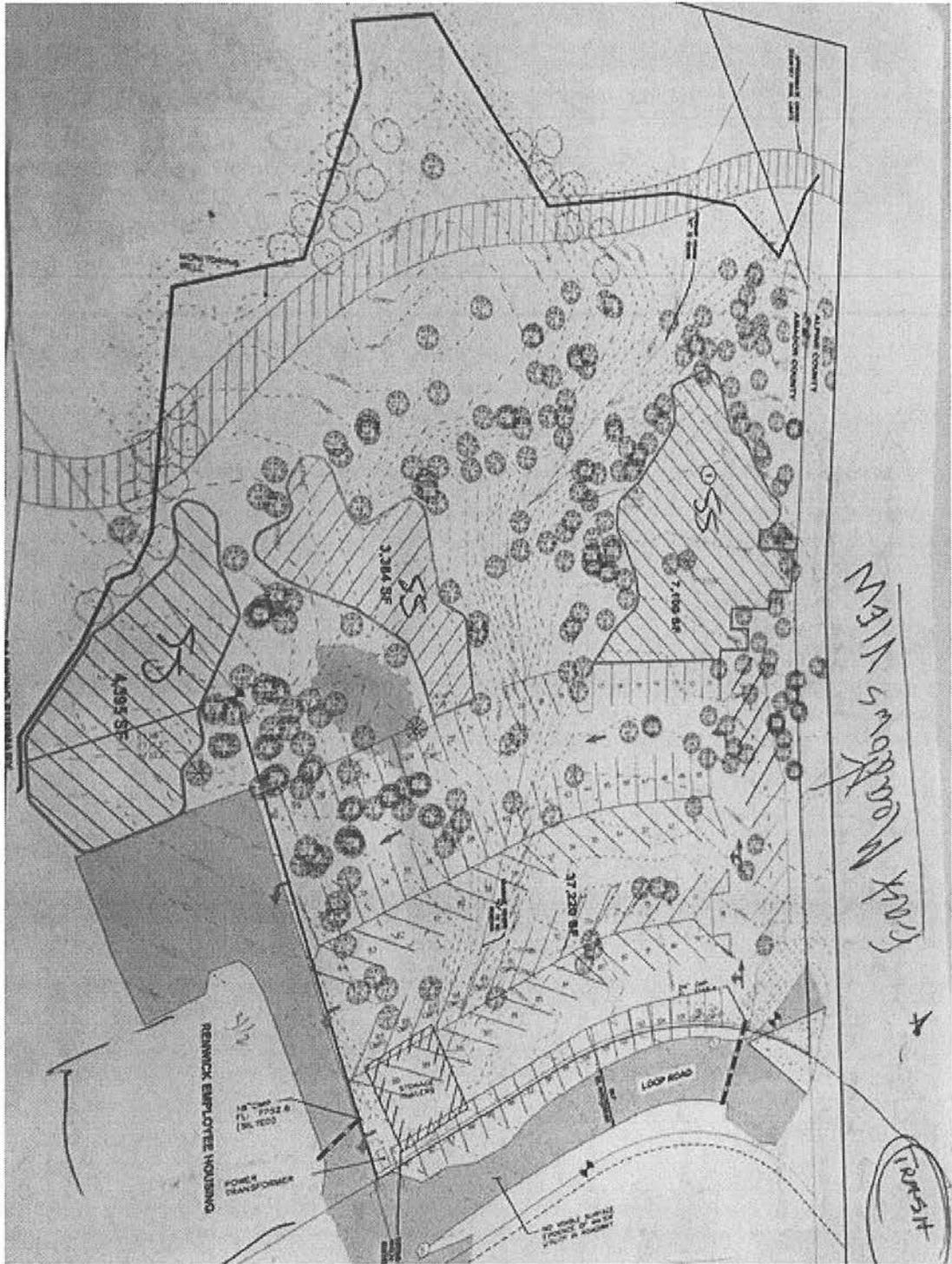
community more if resources were directed to more employee housing so employees were available at the Resort when snow closed the spur and the Pass.

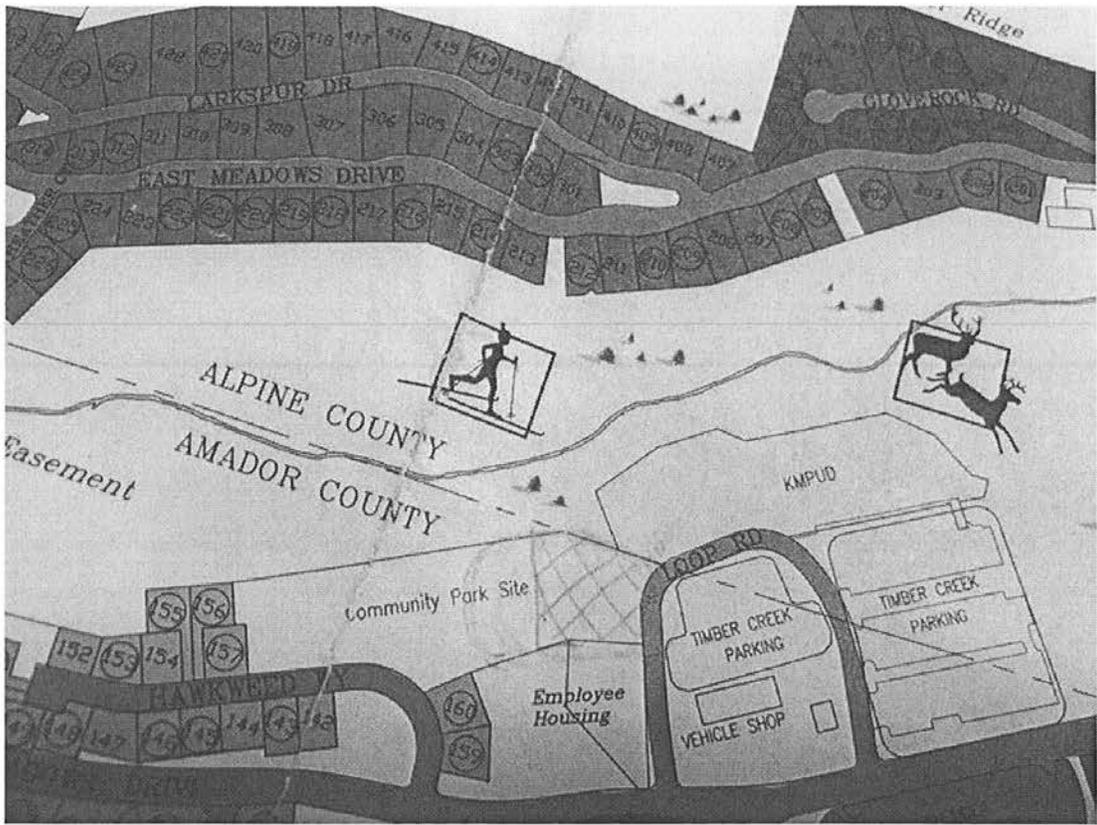
8. The Resort also proposes one-way traffic on Loop Road to handle the bottleneck in this area when people are trying to park. Such one-way traffic will greatly inconvenience the residents and PUD employees. Waiting in line to get in Loop Road on the north end will delay employees getting to work and make it difficult to access the garbage dumpsters used by the entire community.

Thank you for considering.

Sincerely,

Peter Tuxen
EMHOA President







Chuck Beatty <cbeatty@amadorgov.org>

East Meadows concerns on rezoning Community Site to Parking Lot

1 message

Sandra Koch McFarren <koch-mcfarren@sbcglobal.net>
To: cbeatty@amadorgov.org

Thu, Aug 3, 2017 at 6:00 PM

Dear Commissioner Beatty,

My husband and I built our home in Kirkwood in 1993. We love the area and can be found there year round. We are involved with Friends of Hope Valley and work hard to care for the area we love so much.

We are very concerned with the proposal to rezone the Community Park Site at Kirkwood to create a parking lot. We do not believe that the past decision to use a planned parking area to create additional dwellings should be rewarded by allowing public space to be converted to parking.

The proposed parking lot will have a negative environmental impact on the meadow, it will require the removal of 50 ancient trees and will compromise the health of many more of these special trees. Additional parking, in such a limited and exquisitely sensitive ecosystem, should be vertical not horizontal. Although it's more expensive in the short term; in the long term a well placed and designed parking structure will make for a shorter happier skiers, less snow removal, less in valley transportation costs and overall reduction in pollution. We hope that you will vote against this poorly conceived and misdirected plan.

Sandy and Tim McFarren



Chuck Beatty <cbeatty@amadorgov.org>

Comments on Rezoning Request at Kirkwood - Community Park Site to Parking Lot

1 message

t.sarrica@comcast.net <t.sarrica@comcast.net>

Thu, Aug 3, 2017 at 6:11 PM

To: zwood@alpinecountyca.gov, cbeatty@amadorgov.org, roger.trout@edcgov.us

TC-TAC Commissioners -

I understand you will be considering a Rezoning request from Kirkwood Village Development (KVR) to rezone the Community Park site to parking for day use visitors. This site is close to and highly visible from the meadow which is one of Kirkwood's most prized natural resources. It is my understanding that KVR will receive additional funds (beyond those from the sale of the resort) if they provide Vail with 100 additional parking spaces. There is land designated for parking in the approved plan, however KVR now wants to build housing on that site. KVR should not be allowed to financially benefit by rezoning a community park to a parking lot. Instead, what would be very beneficial to Vail, KVR, the skiers, and the homeowners would be to build the parking lot in the designated area in the approved plan and if KVR would build their condominium project on one of the unsightly, abandoned building starts that mar our beautiful valley.

Please exercise your support of overseeing the 2003 Kirkwood Community Specific Plan and recommend that the Amador County Planning Commission decline this request for rezoning.

Thank you, Toni Sarrica
East Meadows Homeowner



Chuck Beatty <cbeatty@amadorgov.org>

kirkwood rezoning request from community site to parking lot- august 11,2017 hearing

1 message

Don Nomura <dnomura@laxalt-nomura.com>

Thu, Aug 3, 2017 at 4:08 PM

To: "zwood@alpinecountyca.gov" <zwood@alpinecountyca.gov>, "cbeatty@amadorgov.org" <cbeatty@amadorgov.org>, "roger.trout@edcgov.us" <roger.trout@edcgov.us>

Gentlemen: please add my name as a kirkwood east meadows homeowner (152 east meadows) opposed to KVR proposal to rezone the community park site to a parking lot. The lot would be an environmental eyesore, and would necessitate removal of approximately 50 mature trees. The proposal contradicts the 2003 kirkwood specific plan which was arrived at after lengthy study and reasoned consideration. No legitimate basis exists for this amendment. Thank you for your consideration of one homeowner's input. The change would adversely impact the valley forever. I am sorry I cannot attend in person. Don Nomura, 775-742-0643

Don Nomura

Laxalt & Nomura Ltd.

9600 Gateway Drive

Reno, NV 89521

Office: (775) 322-1170

Fax: (775) 322-1865

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Chuck Beatty <cbeatty@amadorgov.org>

Proposed parking lot on Loop Road at Kirkwood

1 message

Sandy Sloan <sandy.sloan@gmail.com>

Fri, Jul 28, 2017 at 2:22 PM

To: Chuck Beatty <cbeatty@amadorgov.org>, Zach Wood <zwood@alpinecountyca.gov>, Roger Trout <roger.trout@edcgov.us>, Brian Peters <bpeters@alpinecountyca.gov>, Aaron Mount <aaron.mount@edcgov.us>

Cc: Michael Sharp <msharp@kmpud.com>, Tina Coleman <tinacoleman@gmail.com>, Melene and Geoff Smith <gmssmith@ix.netcom.com>

Dear TC-TAC Planners--

It has come to my attention that Kirkwood Village Development is once again proposing a new parking lot on Loop Road at Kirkwood. This proposal apparently has fewer spaces proposed than the original proposal and the PUD Board members have seen a drawing on paper of the proposal.

Given the many objections to a parking lot in this location, it is essential that the community understand the exact parameters of the proposal. I am writing you now to request that the applicant place orange tape around the perimeters of the proposed parking area so that the community members can understand the impact on views, trees, the watershed and traffic to and from the dumpsters and the PUD building. I suggest, at a minimum, that the orange tape be installed and remain up for at least 10 days before any meeting on the proposal. This will afford the community time to walk the site and assess the situation.

Thank you for your consideration,
Sandy Sloan
East Meadows, Kirkwood

Zach Wood

From: Melene Smith <gmssmith@ix.netcom.com>
Sent: Monday, July 10, 2017 4:44 PM
To: cbeatty@amadorgov.org; Zach Wood
Subject: Kirkwood School Site Parking Proposal
Attachments: TC-TAC Letter.pdf; ATT00001.txt

Dear Mr. Beatty and Mr. Wood,
Please find attached my letter to TC-TAC regarding the School Site Parking. Please carefully consider my comments when making your decision on the proposal by KVD.
Thank you,
Melene Smith

I am a long-time (since 1978) homeowner at Kirkwood and wish to register my opposition to the parking proposal submitted for consideration by Kirkwood Village Development (KVD) on behalf of itself and Vail Resorts. This is a short-sighted, ill-conceived project being forced on the Kirkwood community to satisfy conditions of the Resort sale. For the reasons cited below, the losers in this transaction are Kirkwood homeowners and resort visitors.

1. The subject parcel is the only land in Kirkwood specifically zoned for community recreational use. Homeowners are being asked to give-up future use of this parcel for no reason other than to satisfy the need for KVD to provide alternate parking spaces to Vail due to the loss of Chair 9/ Timber Creek parking to a town home development, at best a questionable decision made worse by this proposal.

2. The subject parcel is centrally located in the "Service Area" of the community, a location not suited or intended for use by resort visitors. Visitor parking at this location will impede homeowner access to trash dumpsters and Public Utility District offices. Our Public Utility District has already submitted comments highlighting the expected difficulty of emergency vehicle egress and access on Loop Road with additional visitor parking at the proposed site. Any response delay due to this proposed project is unacceptable.

3. The proposed Vail Operations Plan for controlling traffic on loop road is unrealistic in light of past performance. The proposed parking is in an already constricted area made worse by heavy snowfall, and equipment and visitor traffic. On peak visitor days, Vail's operations have been too often compromised by too few employees on site. Past experience tells us that it is unreasonable to expect that Vail's Operations Plan can or will be consistently implemented.

4. The proposed Vail snow removal/storage plan for the site is unrealistic. Trees surrounding the site form a visual buffer to screen the service yard from homesite and meadow views. Proposed snow removal and storage will inevitably damage trees and other visual screening.

5. Expansion of linear parking at the expense of meadow and trees should be discouraged by TC-TAC, as it is in the Specific Plan. The small number of useable (approx. 100) parking spaces proposed for this site in no way justifies the risk to the existing visual buffer, health of the meadow, and accessible services. There are other more suitable parking alternatives that could be pursued if the proponents applied a little imagination and vision to the parking problem, with focus on the long term health of the community and resort as opposed to short-term accommodation solutions. For instance, the abandoned project at the foot of Timber Creek would be an ideal site for temporary or permanent parking since any future project there would undoubtedly include underground parking. This approach would provide both a more convenient, larger parking option for Vail while eliminating a resort eyesore. And, consistent with its practice, Vail could charge VIP rates for this close-in parking. It may complicate the satisfaction of sale conditions between KVD and Vail, and perhaps require Vail to commit new investment, but it would be by far a better project for the community and resort visitors. And, ultimately, Vail might recoup its capital outlay through later sale of the property.

Thank you for your consideration of my comments.

Melene D. Smith
Kirkwood Homeowner
33921 Hawkweed Way

Zach Wood

From: Todd Oppenheimer <toddopsf@gmail.com>
Sent: Thursday, July 06, 2017 7:58 AM
To: Zach Wood; cbeatty@amadorgov.org
Cc: Judy Flinn; Geoff Smith
Subject: Kirkwood parking

Hello Mr. Wood & Mr. Beatty

I am a Kirkwood homeowner (33929 Kirkwood Meadows Dr., Lot 149 B), and I am very concerned about Vail's approach to providing additional parking for the resort.

Vail's current parking plan — to open up a small corner of the KMPUD maintenance yard — creates more negative than positive consequences on six fronts, in this order of priority (in my personal view):

1. It conflicts with the approved Kirkwood Master plan, which calls for expanding our parking facilities above and below ground, to avoid having to clear more land.
2. Given its location and layout, parking in this spot requires additional parking attendants from a company that has been unable to fulfill its staffing requirements for existing needs. (Witness Vail's inability to house bus drivers so that shuttles can run when off-site drivers are blocked from coming into work by heavy snows; and its inability to staff existing facilities such as the Kirkwood Inn.)
3. It would create unnecessary traffic jams, by placing cars and additional shuttle needs down the road, instead of concentrating them near the resort. (It should also be noted that this yard houses Kirkwood's emergency vehicles, whose fast use could be compromised by morning and afternoon traffic jams.)
4. It forces skiers and snowboarders to walk the Loop Road, adding further challenges to the quick entrance and exit of KMPUD and emergency vehicles, and potentially endangering pedestrians.
5. It requires the removal of yet more trees, which provide a necessary visual and noise berm for homeowners — both on the West and East sides.
6. Even in isolation, it lacks logic and efficiency, for this reason: If Vail insists on building more open-land parking (thereby violating a Master Plan the company should be obligated to follow), it has plenty of better options than this small site near the meadow — which, after the mountain, is arguably Kirkwood's most popular natural assets. Before Kirkwood is allowed to clear any more land, its owners should be compelled to efficiently use the land it has already cleared. And there is already plenty of open space at the KMPUD, especially in its SW corner, which is both nearer to Kirwood Meadows Drive and to the resort.

I hope your board will give ample consideration to these concerns, and those raised by many other Kirkwood homeowners. When Vail purchased Kirkwood, homeowners by and large welcomed their involvement, in the hope that intelligent additional investment would follow. Bit by bit, however, Vail has been proving to be uninterested in the welfare of the Kirkwood community, especially its homeowners, choosing instead to focus only on the immediate needs of skiers — i.e., the opportunities for its own income generation. While this might be a smart short-term strategy, it is a disaster for long-term planning.

As a commercial business, long-term planning will inherently not place high on Vail's priorities. For that, a community can only turn to its local government authorities — institutions such as yours. I hope you will do what you can to fulfill the obligations of your respective agencies, and protect the long-term interests of the asset that gave Kirkwood its tagline: "Rare Earth."

Thank you for listening.

Sincerely,

Todd Oppenheimer

Editor & Publisher

CRAFTSMANSHIP QUARTERLY: From Artisans to Innovators,
Tales of Extraordinary Quests

Executive Director

THE CRAFTSMANSHIP INITIATIVE: Create a World Built to Last

cc: Judy Flinn, Geoff Smith

APRIL 10, 2015

TC-TAC

MINUTES

**MINUTES
TRI-COUNTY TECHNICAL ADVISORY COMMITTEE**

April 10, 2015

MEMBERS PRESENT: Zach Wood Alpine County
Aaron Mount El Dorado County
Chuck Beatty Amador County

OTHERS PRESENT:

Judy Flinn	KMA
Don Erickson	Amador Co Resident
Allan Sapp	Unit #3
Nancy Trevett	KMA
Sandy Sloan	Resident
Jan Ibill	KMA
Gary Sargent	KMA
Standish O'Grady	KMPUD
Nate Whaley	Village East, LLC
Dolan Beckel	Palisades
Geoff Smith	KMA
Ailene Smith	KMA
Linda Drakulich	EMHOA
Vic Drakulich	EMHOA
Bertrand Perroud	KMA
Lynn Morgan	Amador Co Supervisor D3
Michael Sharp	KMPUD
Sandy McKay	KMPUD
Randy Hamann	Contractor
Brian Peters	Alpine Co
Bob Ende	KMPUD
Casey Blann	Vail Resorts

A. Call to Order:

The meeting was called to order by Aaron Mount at 10:04 am.

B. Approve Agenda:

Item 2 was moved to be considered before Item 1. The agenda was approved unanimously, 3-0.

portion of the Project site on APN 026-270-018 (approximately 1.98 acres) is proposed to be rezoned.

Item 1 was considered after Items 2. Nate Whaley described ongoing discussion with KMA about the parking lot proposal regarding details of screening and project footprint. Whaley noted that the existing S-P designation allows recreation use similar to KCA Rec Center or a ball field as examples. The historic and current use is not visually pristine as a lay down yard for utility equipment and snow storage for Loop Rd. An aerial view map describing the project location\Loop Rd vicinity was used to locate surrounding residences and existing trees. The project site has trees for visual screening and discussion are continuing regarding establishing trees on the north portion of the project for screening.

Lynn Morgan asked about the notification process for TC-TAC agenda items.

Bruce Lawler stated that there is concern about the visual impact to East Meadows subdivision. Revegetation in Kirkwood is difficult with limited success for visual screening for example the KMPUD screening which is more than 10 years established. Screening is best achieved by avoiding tree removal. Mr. Lawler noted that residences northwest of the site have

Don Erickson inquired about the purpose of the project and if the demand for parking required new parking lots.

Jan Hill described a need to have more details for comprehensive Kirkwood Valley parking plan.

Michael Sharp suggested that the 2001 Parking Master Plan should be amended prior to consideration of new parking lot projects.

Nancy Trevett asked about the relationship between the Parking Master Plan and the annual parking report mitigation.

Chuck Beatty stated that the Specific Plan requires a minimum of 2,500 parking spaces.

Sandy Sloan noted her involvement in the creation of the 2003 Specific Plan and that the intent of the restrictions on the school site property was to provide a service for Kirkwood residents rather than resort visitors. Sloan presented a letter submitted during consideration of the Specific Plan approval in May, 2002 which reiterates that parking is not an acceptable use of the property. Ms. Sloan described objection to the project based on the potential for impact to recreational trails, incompatibility with emergency services, and physical impacts to the site. The project may require additional environmental documentation due to incompatibility with the approved Specific Plan.

Chuck Beatty described the required project review process; application completeness, TC-TAC recommendation, TAC recommendation, PC recommendation, and Amador BOS decision. If BOS approval of the amendment the next review would be a design review of the parking lot by TC-TAC and Amador County TAC. Mr. Beatty noted that the requirements for review do not require property owner notification until a BOS public hearing. A notice would likely be sent to all property owners in Kirkwood. It has not been determined if or how public notification and land use decisions on a Specific Plan affect Alpine and El Dorado. Zach Wood noted that the most recent specific Plan amendment in Alpine County was language change within Multifamily Commercial for the East Village subdivision.

Michael Sharp stated concern about emergency services response times with guest parking accessing both sides of Loop Rd. Lower 7 parking area creates congestion which makes the north access of Loop Rd the fastest route for response during resort operation.

Chuck Beatty noted that project legal description was required to accompany existing maps. The proposed Plan amendment for the change to Meadow designation is not a formal application and won't be considered for discussion by TC-TAC without a submittal. Mr. Beatty noted that legislative actions including specific plan amendments are not subject to the Permit Streamlining Act.

Aaron Mount asked that the applicant provide an alternatives analysis and project justification to augment the application. The counties will follow up on the subject of processing Specific Plan amendments for Counties which are not the lead agency.

TC-TAC members agreed that May 8th would be the next meeting date.

Zach Wood moved to continue consideration of the Specific Plan Amendment and Rezone by TC-TAC until the applicant has provided the aerial map describing a larger vicinity, alternatives analysis, and a project justification. The motion was seconded by Chuck Beatty. The motion passed, 3-0.

ITEM 2- Review and possible approval of colors and materials for the re-siding of the Dekay residence, Lot 125, 50990 Wintergreen Ct.

Applicant: Peter and Jody Dekay

Agent: Randy T. Hamann

Assessor's Parcel Number: 026-182-009

Item 2 was considered prior to Item 1. Randy Hamann produced a color sample board and reported that no exterior alterations beyond the new siding are proposed.

Architectural review is scheduled for April 25.

Nancy Trevett asked about construction of a walkway within the building setback.

**2015
PUBLIC
COMMENTS**

KIRKWOOD MEADOWS PUBLIC UTILITY DISTRICT

KIRKWOOD SCHOOL SITE PARKING PLAN QUESTIONS FOR DISCUSSION AT TC-TAC MEETING – APRIL 10, 2015

1. What is the process of approval of this plan through Amador County?
2. Should the Kirkwood Master Parking Plan, referred to in the Specific Plan, be updated given the development of Chair 9 parking, the proposed expanded parking on Kirkwood Meadows Drive, and this new proposal? As an example, the Chair 9 lot capacity in the report shows 370-400 cars, way over the current estimate.
3. Parking Plan mentions that additional parking would come from multi-floor parking structures on the site of an existing surface parking area. Status of this plan?
4. What happened to the planned expansion of the Chair 7 parking lots to accommodate the lost spaces from the Chair 9 expansion?
5. Footnote #2 at the end of Section 4.9 of the Specific Plan reads:

"Six (6) acre site deeded by KMR to Alpine County Unified School District for school use only. This does not preclude the use of the existing school located in Sun Meadows 4. In the event that a school is not constructed on the dedicated parcel and the area reverts to KMR or its successor, the parcel is restricted from any use or uses except parks and recreation facilities." How is this addressed?
6. Will existing utility easements be abandoned and new ones formulated? Will new easements be needed for the BLA's?
7. What CEQA process will be required? An Environmental Impact Report? Who will be the lead agency?
8. Has a study been completed to measure the potential environmental impacts of the construction of this parking lot, including the potential impacts to the ground water supply and degradation of the meadow?
9. What studies will be performed to measure the impacts to water quality with the narrowing of the existing channel and the surface runoff from the parking area? Will a grease/oil interceptor be required?
10. Will an arborist be hired to forecast the impact of the proposed tree removal on the remaining trees?
11. Will this proposed lot be designed with or without curbs to collect water runoff?
12. How is snow storage addressed? Currently this lot is used for snow storage for Vail's Vehicle Maintenance Shop.

13. How will litter and restroom facilities be addressed?
14. How will skier traffic be routed from the parking lot to the ski slopes? Walkways considered? Additional security?
15. With this plan both sides of Loop Road will be impacted by heavy skier traffic – how will emergency vehicles gain unimpeded access in and out of the Fire House?
16. What provisions or planning steps have been made to protect the dangerous areas of the Vehicle Maintenance Shop, Wastewater Treatment Plant and the Propane Storage/Dispensing area from close skier traffic? Would fencing be required? No smoking area.
17. Has the proponent investigated redesigning the layout, moving the majority of the spaces to the south by continuing the drainage culvert? This could eliminate removing most of the trees to the north and south.

On Thu, Apr 9, 2015 at 6:36 AM, Melene Smith <gmssmith@ix.netcom.com> wrote:
Dear Julie,

I am a Kirkwood Meadow Association homeowner on the west side of the Kirkwood Meadow. I'm writing to express my opposition to KCP's proposed Specific Plan change and rezoning to build a parking lot for approximately 200 cars on the edge of the Kirkwood Meadow. Below are some concerns on which I have based my opposition and do not believe a recommendation by TCTAC to Amador Planning Commission to be warranted at this time.

1. The proponent stated the following on the Environmental Information Form dated 10/15/2014 that I believe to be inaccurate or undetermined statements.

Qt #18 - no change in scenic views or vistas

Qt #20 - no significant amounts of waste and litter

Qt #22 - no change in streams or ground water quality or alteration of existing drainage

2. A 200 car piecemeal parking lot involving SP changes is not a comprehensive and overall solution to the parking needs of the resort. What is the the overall parking plan for the resort and what additional land is available for parking.

3. Too many trees will be removed to facilitate the parking lot.

Sincerely,
Melene Smith
33921 Hawkweed Way
Kirkwood, California

On Thu, Apr 9, 2015 at 2:30 PM, Reid Bennett <reidbe@pacbell.net> wrote:
Subject: Proposed Parking Lot on the School Site -- comments for TC-TAC meeting

To: julie.saylor@edcgov.us

REID BENNETT
33940 DANGBERG DR.
KIRKWOOD, CA 95646

Dear Julie,

I request that my comments be read, and made available, during the TC-TAC meeting (Item G.1) on April 10th.

To Whom It May Concern:

I have owned a home, and adjacent lot, on Dangberg Dr. in Kirkwood since 1987 and am very opposed to the large parking lot being proposed. I am co-founder of The Friends of Kirkwood Association and spent several years, working more than full-time, on the Kirkwood Specific Plan and the Mountain Master Development Plan (MMDP) for the Kirkwood Ski Resort. During this time, I attended countless public meetings and became well versed in the public planning process, CEQA and the environmental review process for federal lands. Friends of Kirkwood Association has hundreds of members who support thoughtful development and preservation of Kirkwoods' natural environment. I am concerned, and I am certain that hundreds of other Kirkwood "regulars," are concerned about several aspects of this significant proposal, which would create long term, irreversible, negative impacts to the Kirkwood area.

Simply put, there is no good reason to allow a parking lot on the School Site. Saving (i.e. not cutting down) the large trees would still allow the area to effectively become solid pavement. Please let's not destroy the incomparable beauty of Kirkwood by believing the statement, set forth by the project proponent, that trees will be "saved."

The current plan for development in Kirkwood should be followed. This Specific Plan was put into place by the county Boards of Supervisors for the Kirkwood area after several public meetings seeking public input, hundreds of thoughtful letters from the public, a few rounds of CEQA reports, and dozens of other meetings. This occurred during a several year period.

The Kirkwood Specific Plan, if I correctly remember, specifically states that the School Site is to remain undisturbed if not used as a school. Further, the Kirkwood Specific Plan calls for Multi-level parking structures on existing parking lots. Therefore, this type of structure should be built before allowing a new parking lot to sprawl out onto a relatively undisturbed natural area.

Please remember that the CEQA review for Kirkwood involved several parking and traffic studies -- and that various parking options were considered. Many other environmental impacts were considered and reviewed including, but not limited to: water quality run-off from paved/developed areas, air quality, visual impacts to public lands, among many others.

The truth is that we (the public) were promised by the Kirkwood developer/ski resort that parking would be sufficient, when we raised traffic and parking concerns during the public planning process, about building Multi-family units on the then-existing Timber Creek parking lot. The Kirkwood ski resort ("Project Proponent") assured us there would be enough parking (and that traffic problems would be limited to a very few ski days). However, now that the Project Proponent has made profits (millions?) by selling the Timber Creek parking lot for development, it is asking to re-zone a couple acres to effectively replace the Timber Creek parking lot. Instead, the Kirkwood Specific Plan should be followed and the profits made by selling the Timber Creek parking lot should be used, if truly needed, to build Multi-level parking in existing parking lots. The public should not have to pay for this by enduring diminished environmental quality at Kirkwood.

Further, the need for additional parking should be firmly demonstrated by the Project Proponent, before **any** additional parking is approved, considering the well-known and documented down turn in skiers days, likely caused in part by record low snowfall the past several winters.

The piecemeal approach to planning is strictly forbidden by CEQA. Approving a zoning change for the School Site would definitely constitute such an approach. Let's not start down that path.

If additional parking is needed: it should be accomplished by Multi-level parking, thoughtfully done. More not-well-thought-out construction and "improvements" should not be allowed. Let's not allow, as the popular folk song by Joni Mitchell goes, "They paved over paradise, put up a parking lot!"

Sincerely,

Reid D. Bennett
President
Friends of Kirkwood Association

On Tue, Apr 7, 2015 at 11:27 AM, Sallie Tasto <sallietasto@gmail.com> wrote:

----- Forwarded message -----

From: **Sallie Tasto** <sallietasto@gmail.com>
Date: Tue, Apr 7, 2015 at 11:19 AM
Subject: The Proposed Parking Lot on Loop Road
To: julie.saylor@edgov.us

Hi Julie,

My husband and I ask that our comments be made available at the TR-TAC meeting on April 10th. They concern Item G.1.

To Whom It May Concern:

My husband, Bob, and I own a home on Hawkweed in Kirkwood and we are *very* opposed to the extremely large parking lot proposed for Loop Road. We are particularly worried about the views along Hawkweed, and the views from the meadow, both of which would be very negatively affected by such a lot.

Saving a few large trees is not enough to prevent this area from becoming denuded. Please let's not subtract from or damage the incomparable beauty of Kirkwood by proffering the argument that *some* trees will be saved!

In addition to diminishing the gift of nature we presently have in the meadow, for walking, cross-country skiing, hiking, and plain meandering, we are very concerned about the water quality in the meadow, if this plan should be effected.

Additional parking is needed: it should be accomplished by multi-level parking, done in the least visually disturbing manner. Scattering lots among the trees, and along Kirkwood Meadows Drive is absolutely not the answer, and would be a huge disservice to Kirkwood homeowners and visitors.

Sincerely,

Sallie Tasto

P.S. Unfortunately, I sent my first e-mail to the wrong address (forgot the "c" in edc). Thus the forward.

Louis Drapeau <lcdrapeau@gmail.com> 5:13 PM (14 hours ago)

to aaron.mount, zwood, me, Tim

Gentlemen,

I am a resident at Kirkwood in the East Meadows development approximately across the meadow from the proposed parking lot (322 East Meadows Drive). I have read the materials prepared by Tim Gonzales and I am stunned that this proposal has moved this far along without adequate notice to the residents of Kirkwood.

From my standpoint, the proposed parking lot is not needed to provide parking for the skiers and would create a visual blemish from the East Meadows development, particularly from my home.

At a minimum, I would suggest that more of the Kirkwood homeowners be allowed to comment on this proposal. At maximum, I would suggest that the proposed parking lot be rejected and the wooded area be left as it is now.

Thank you for your consideration.

Sincerely,

Louis Drapeau

TIMOTHY A. GONZALES
ATTORNEY AT LAW

6 VUELO DE LAS PALOMAS
CARMEL, CALIFORNIA 93923
(415) 706-1799

April 8, 2015

Chuck Beatty
Amador County Planning Dept.
810 Court Street
Jackson, Ca 95642

Zach Wood
Alpine County Planning Dept.
50 Diamond Valley Road
Markleeville, Ca 96120

Aaron Mount
El Dorado County Planning Dept.
2850 Fairlane Court
Placerville, Ca 95667

Re: Kirkwood Park to Parking Lot Rezone Proposal

Dear Planners:

I am submitting the present letter and accompanying report of Arborist John Kipping in connection with the April 10, 2014 Tri-County Technical Advisory Committee's meeting as it relates to Village East, LLC's October 15, 2014 "Application For Zone Change." I am a resident of Kirkwood and am opposed to the application. I am making this submission in writing as I may not be able to attend the meeting due to prior commitments.

It is very common for developers who seek approval of large or complex projects to dedicate land for public purposes and recreation as a part of an overall development plan. Few developers, however, have the nerve to turn around and try to escape that commitment after the project is approved. This, of course, is what Kirkwood is seeking to do here. (Unless otherwise stated, "Kirkwood" as used in this letter refers to Kirkwood Mountain Resort, LLC as it relates to its action prior to the Vail sale, Kirkwood Associates, Inc., Kirkwood Capital Partners, Village East, LLC, and the various other companies related to and controlled by the former companies and their principals.)

The proposed rezoning application should be rejected out of hand. This conclusion is inescapable. When Kirkwood drafted the Specific Plan it was fairly clear the school would not be built, and it stated in the plan that, "[i]n the event that a school is not constructed on the dedicated parcel and the area reverts to KMR or its successor, the parcel is restricted from any

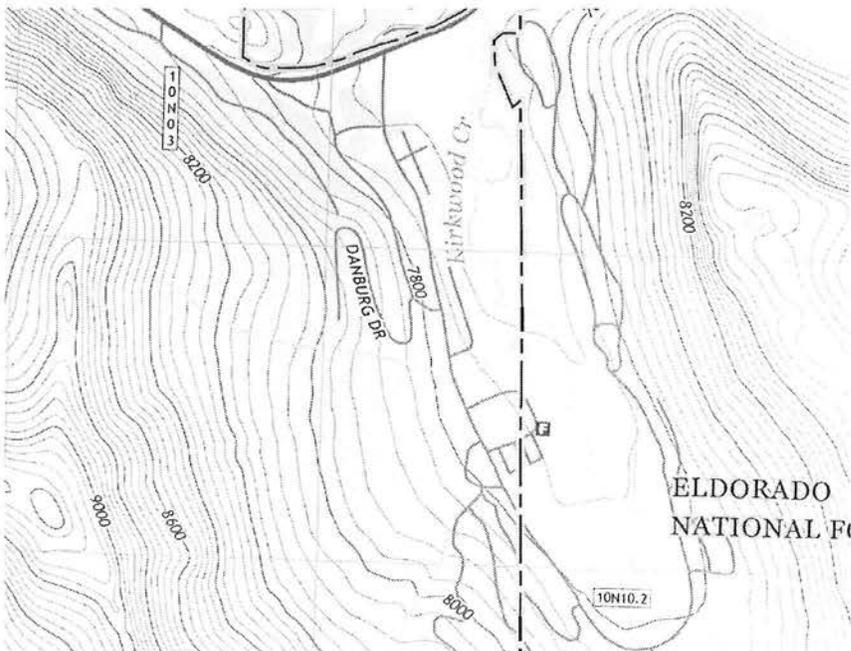
use or uses except parks and recreation facilities." (Specific Plan, p. 35, fn 2. to Table 4.3., Exhibit 1.) The Specific Plan also affirmatively states the School Site could not be used as a location for a surface parking lot or garage. (Specific Plan, p. 34, Table 4.3.) Kirkwood added the foregoing to the Specific Plan because it knew the site was an unsuitable location for a parking lot and the plan would not have been approved without such limiting language. Nothing has changed since that time except for that fact that now Kirkwood's actions are not being subjected to the same level of scrutiny.

1. The School Site

At the time the Specific Plan was adopted there were seven children in school at Kirkwood, taking classes in the basement of the Sun Meadows Condominium Project. Property was set aside to build a small elementary school. (Specific Plan, pp. 50-51.) The property was deeded to the Alpine County School District on April 12, 1992. The deed provided that the property would be deeded back in the event a school was not built. The property was deeded back to Kirkwood on August 18, 2006. The property was subsequently deeded to the applicant, Village East, LLC on December 12, 2013.

The school was to be accessed from the Loop Road. Presumably the school would have been built towards the North end of the six acre parcel, as the parcel is bisected by a major seasonal stream, two acres being on the south bank, i.e., the area of the proposed parking lot, and four acres being on the north bank.

The application does not mention the stream or show it on the maps. The USGS topographical map of the area shows the stream and appears to reflect the stream has a catchment area of over 200 acres.



It is difficult to decipher the staking Kirkwood placed around the site, but stakes appear on both sides of the stream bank.



April 8, 2015
Page 4

A conservative estimate of the flow of the stream is well over 100 million gallons a year. (In a normal year I estimate the stream flows at a rate of no less than 5 cubic feet a minute for at least a month. A similar minimum volume figure can be deduced by looking at the catchment area.)

The undeveloped land and plant life along the stream, which Kirkwood seeks to replace with asphalt, acts as an important riparian buffer, filtering out sediment before it reaches the stream and protecting the stream bank.

The undeveloped land also represents a corridor for wildlife to reach and transit the meadow. As will be noted by reviewing the USGS topographical map set forth above, the land north of the stream and south of Highway 88 is fully developed, and wildlife would need to cross as many as four roads to get to the meadow by a route other than following the stream. The land south of the stream is Timber Creek, the Loop Road area and the ski area. I have personally seen deer, bear, and coyote following the stream bed on the way to the meadow.

Just as important as the undeveloped land is for the environment, it serves its intended purposes as a visual buffer against the industrial area of the Loop Road. The photograph found immediately below was taken from next to the two massive propane tanks. It shows that even with the existing trees screening the loop, the meadow and houses in Alpine County situated in East Meadows, can clearly be seen, and by definition the industrial area of the loop can be seen from those locations. Clear cutting the two acres of trees would exacerbate this condition and create a visual blight.





The Specific Plan zones the property for recreational purposes. It would not be an understatement to say that it is likely that every resident of Kirkwood, and thousands of visitors, have used this site for recreation. The outer loop of the cross-country trail goes through what is to be the middle of the two proposed parking lots. What is left of the cross-country trail is shown in the photograph below. Notably, notwithstanding the narrow field of vision, five homes in Alpine County are clearly visible. Under Kirkwood's proposal these homes, and all who use the meadow, would not be looking out on a dense forest, but rather a parking lot and propane tanks. It should also be noted that the property is unique. It is the only place on the meadow where a person can cross-country ski through a dense stand of trees and only one of two places where there is a perceptible change in elevation.



The photograph below, taken last week after a few inches of fresh snow, shows the path of the cross-country trail through the proposed parking lot and Kirkwood's staking. (Due to lack of snow Vail stopped grooming the trail.)



2. Kirkwood's Application for Zone Change

On October 15, 2014, Kirkwood filed an "Application for Zone Change." In its application, Kirkwood states it "is proposing approval of a Specific Plan Amendment / Rezone for a parking lot at the currently zoned school site at Kirkwood." Kirkwood disingenuously fails to address the fact the Specific Plan expressly identifies the parcel in question by parcel number, and expressly states that it cannot be used for parking but rather only as a park and for recreational uses. Notably, the parcel in question is the only parcel expressly identified in the 160 page plan by its APN, and the only parcel that has this restriction.

On the "Project Description" page offered in support of its application Kirkwood states, "[t]he parking lot is necessary to provide parking spaces for Kirkwood skiers and this effort is an outstanding requirement of the sale to of Kirkwood Mountain Resort to Vail Resorts." Not a single fact is offered in support of the foregoing conclusory statements. More importantly, not a single fact is offered in support of the conclusion that the parcel is no longer needed or useful as presently zoned, i.e., useful for recreation purposes and a buffer.

Factual support is critical. The California Supreme Court made this clear long ago in *Topanga Assn. for a Scenic Community v. County of Los Angeles*, 11 Cal.3d 506, 515 (1974):

we hold that regardless of whether the local ordinance commands that the variance board set forth findings, that body must render findings sufficient both to enable the parties to determine whether and on what basis they should seek review and, in the event of review, to apprise a reviewing court of the basis for the board's action. We hold further that a reviewing court, before sustaining the grant of a variance, must scrutinize the record and determine whether substantial evidence supports the administrative agency's findings and whether these findings support the agency's decision.

The fact there may not be as many parking spaces as desired, or envisioned in the Special Plan does not establish need, the Special Plans sets forth aspirational goals, not mandates. Kirkwood, and now Vail, fall short in meeting countless goals set forth in the Special Plan.

I personally dispute the fact additional parking is needed. I have seen very few days over the last ten years when parking was full, and none during the last two years since Vail took over the resort and raised day ticket prices to \$92.

The Forest Services Environmental Impact Statement states that, "parking demand has not exceeded supply more than an average of two times per year." (Exhibit 2.) Meaning parking demand is met 99.5% of the time.

One of the mitigation measures Kirkwood was required to comply with as part of the EIS was to submit an annual report to TC-TAC regarding parking. (Exhibit 3.) Any discussion regarding the need for more parking should start with a review of these annual reports. If no reports have been filed recently it can be presumed there is no longer any parking shortages or a need to mitigate shortages by creating more spaces.

To the extent additional parking is needed, the Specific Plan, the EIS, and Master Parking Plan all indicate that Kirkwood would build parking structures:

If demand indicates the need, the greatest number of expansion spaces would come from the creation of one or more multi-floor parking lots on the site of existing surface parking areas. Although no design or detailed analysis has been done, the concept is to set a parking structure into a hillside, thus providing a minimalized visual impact., Half of the structure, more or less could be under the ground surface.

Kirkwood Master Parking Plan, Exhibit 4, p. 4.

In isolation, it may be difficult to rationalize the cost of a parking structure given the limited need for the spaces it would provide i.e., overflow parking two days a year. The appropriate

focus though is not on the value of the parking space itself, but its ancillary value, e.g., allowing Kirkwood to sell the resort to Vail for \$18 million, allowing Kirkwood to make millions of dollars of profit by building homes in the Timber Creek parking lot, etc.

Kirkwood states that one of the reasons it is seeking to convert the park land into a parking lot is an "outstanding requirement of the sale to of Kirkwood Mountain Resort to Vail Resorts." Any private contractual obligation is irrelevant. To the extent Kirkwood contends to the contrary it needs to support its application with a copies of the relevant contracts so the nature of that obligation can be determined. Is it an obligation to provide one additional parking spot or ten? What happens if it fails to do so? A cynical person might believe Kirkwood is merely trying to convert the park land into a parking lot so it can convert other parking lots into home sites.

3. Misstatements In The Environmental Information Form

Kirkwood has responded "no" to a number of the enumerated questions on the Environmental Information Form that makes up part of the Application for Zone Change. I strongly dispute the negative response given to a number of the questions posed by the form. Each of these questions will be discussed separately.

17. Change in existing features or any lakes or hills, or substantial alteration of ground contours.

Using the land for the proposed parking lot will greatly change the contour. The entry of the parking lot is on Loop Road. The opposite ends of the proposed lots are many feet lower. The November 5, 2014 drawing of the lot I reviewed contains contour lines, but does not provide a contour interval or otherwise label the contours. (Exhibit 5.) Constructing the parking lot may entail the placement many hundreds of yards of fill, or many thousands. That there will be a substantial amount of fill can be gleaned by looking at the many closely spaced contour lines surrounding the "Existing Tree to Remain" symbol found between the two parking lots.

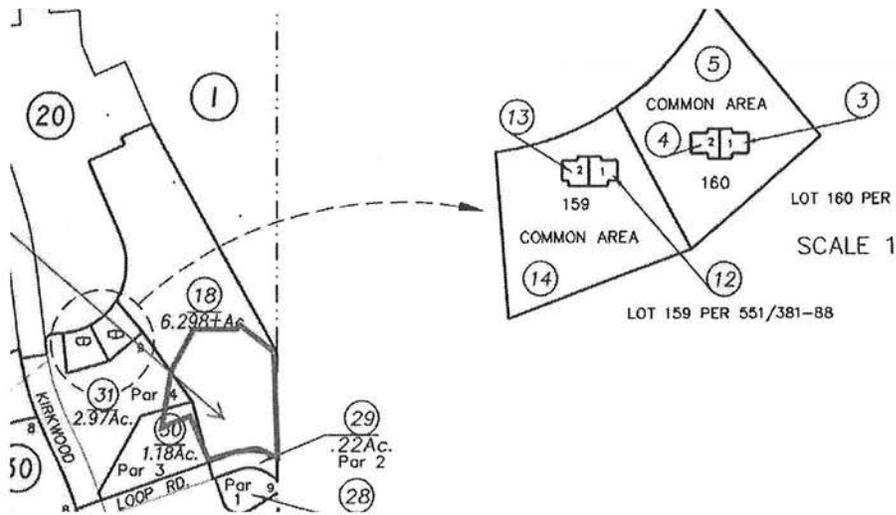
One thing the contour lines do show is that the proposed parking lot will lie at an oblique angle, thus giving residence of Alpine County and users of the meadow a broadside view of the asphalt.

The contour lines also show that cars are to be parked perpendicular to the fall line, which is not conducive to a parking lot covered with ice and snow. How often the cars slide into the side of each other when pulling in and out of the slots is any ones guess.

18. Change in scenic views or vistas from existing residential areas, public lands, or roads.

As discussed earlier in this letter, the proposed parking lot will result in a drastic change in scenic views for the people using the meadow and residents of Alpine County. Instead of viewing park land, they will view cars, asphalt, massive propane tanks, dumpsters and other industrial equipment stored around Loop Road.

An even greater change will be experienced by the four homes in Amador County that occupy the lots contiguous to the School Site. These homes, which are located in two duplexes, make up the "Unit 3 Owners Association." The close proximity of the home to the site can be seen on the following excerpt from the map submitted by Kirkwood in support of its application.



The photograph below shows the view of the homes are directed towards the proposed lot.

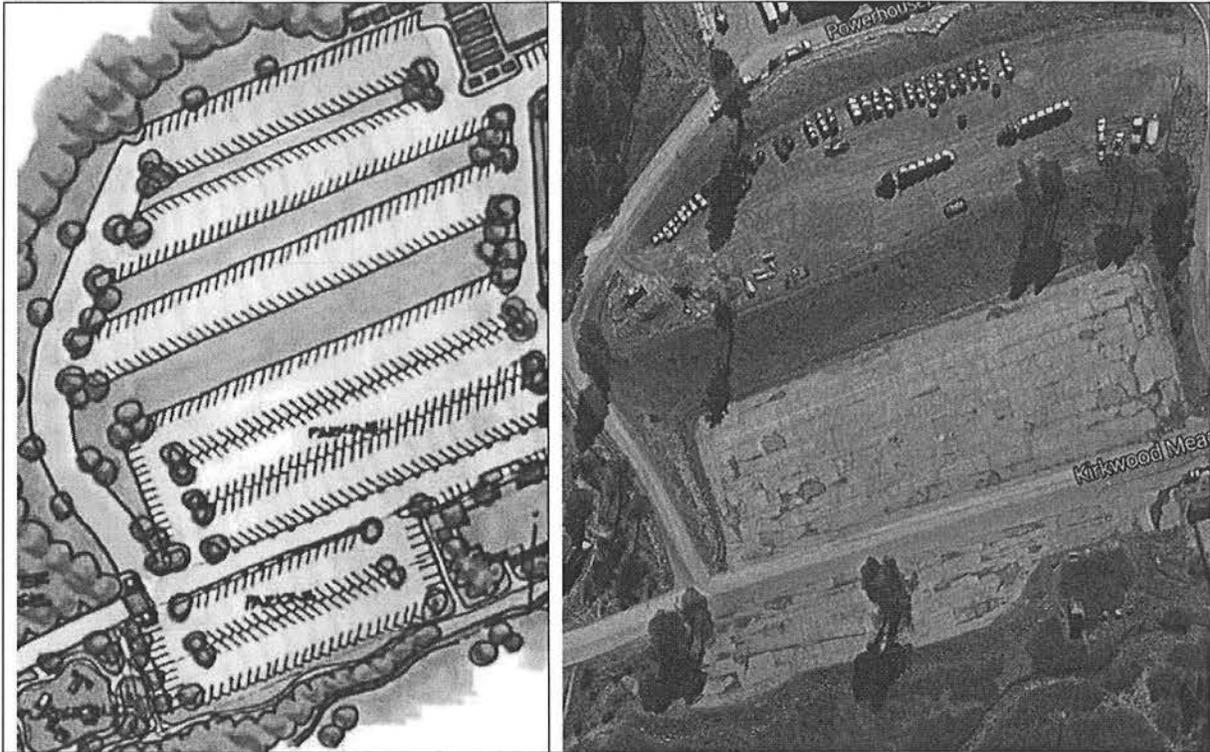


One of these homes is owned by my wife and myself. The view out of the front window of our house will be, under Kirkwood's proposal, a parking lot, not the current park land.

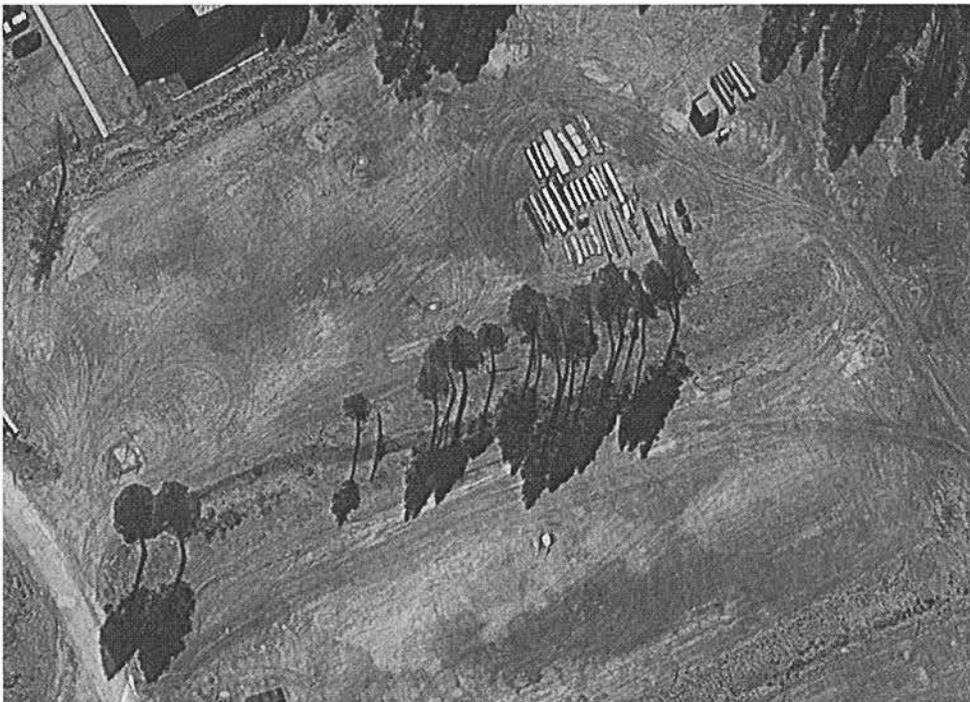


Given the presence of screening trees on the parking lot drawing, Kirkwood appears to recognize the parking lot will have a detrimental effect on scenic views, not only from the adjacent residences but also from the meadow and Alpine County. As discussed extensively in arborist John Kipping's report which accompanies this letter, any attempt to screen the parking lot and the propane tanks and other equipment on Loop Road would be futile. Not only would the screening trees not grow, the trees left in place may die, and even if they lived, would do little in the way of screening.

It is not difficult to draw screening trees on a plan, it is another thing to actually plant them and get them to grow. This is exemplified by Kirkwood's rendering of the Red Cliff's parking lot in the Specific Plan (below left) and a current aerial photo of the lot (below right). The only trees on or near the lot of any size are mature trees, and they have no branches on the first thirty feet or so of their trunks.



The trees left standing in the Timber Creek parking lot also have no branches for the first thirty feet.



If permission was granted to build the proposed parking lot it is unlikely that any trees still standing after five years would have any branches that would screen the parking lot.

The creation of the parking would be detrimental to all residents and visitors to Kirkwood as there would be a drastic change in scenic views or vistas.

The parking lot would be even more detrimental to the adjoining homes. At the time of purchasing our property Kirkwood expressly represented that it was unlikely the School would be built and if it was not, the parcel would be park land. This representation may become relevant at a later time in a different forum.

19. Change in pattern, scale, or character of general area of project.

The parcels fronting on Loop Road are of a fairly uniform depth. Kirkwood is proposing to, in essence double or triple the useable depth of the parcel compared to its neighbors and have the use intrude into a residential area. This expansion of the Loop Road area also changes the nature of the use of the area. Currently this area of Loop Road is used primarily by employees and residents, not hundreds of day visitors.

20. Significant amounts of solid waste or litter.

It is inevitable that the proposed parking lot is going to generate a substantial amount of litter. In its Master Parking Plan, Kirkwood estimates there are about 2.5 people per car. That means close to 500 people will be using the parking lot. Whatever litter they drop will either be blown by the wind into the stream bed or meadow, or shot into those areas by a snow blower.

21. Change in dust, ash, smoke, fumes, or odors in the vicinity.

By definition there will be a substantial change in the level of pollutants released on the parcel if its use is changed from a park to a parking lot. This will be in the form of noise, exhaust, and light associated with a parking lot. If the proposed parking lot is anything like other parking lots at Kirkwood, it will also be the source of tail gate parties, loud rap music blaring out of car stereos, the smells of barbecuing and marijuana, and copious amount of beer bottles.

22. Change in lake, stream, or ground water quality or quantity, or alteration of existing drainage patterns.

The proposed parking lot will have a substantial impact on water quality and the streams. As mentioned above, there is basically two places to dump the snow from the parking lot. To the north which is the stream bed, or to the east which is the meadow. Whatever litter or pollutants are left from the people and cars using the parking lot will quickly find their way into the stream and Kirkwood Creek.

The large amount of asphalt, the asphalt's slope towards the meadow and stream, coupled with the steep slope of the grading at the periphery of the asphalt will likely result, when it rains, in

surface water causing abnormal erosion of the both the fill soil supporting the parking lot and native soil.

4. Goals of the Specific Plan

A reading of the Specific Plan reflects an overriding goal of maintaining the beauty of Kirkwood, particularly as it relates to vistas from the meadow. Parking is also referenced in the specific plan, but the plans speaks of minimizing parking at adequate levels, i.e., levels far below the 99.5% demand level currently being met.

a. Specific Plan Provisions relating to Parking

Section 4.5.2 of the plan provides for, "Policies for the Service Facilities/Parking Areas." It states the policy is to "[p]rovide adequate parking for patrons, day skiers and employees." Section 5.2.1, "Objectives for Parking," again states, "[p]rovide adequate parking for residents and day visitors alike" and "[m]inimize large expanses of unnecessary surface parking."

Merriam-Webster's online dictionary defines adequate as, "good enough : of a quality that is good or acceptable : of a quality that is acceptable but not better than acceptable."

As previously referenced, the Forest Services Environmental Impact Statement states that, "parking demand has not exceeded supply more than an average of two times per year." (Exhibit 2.) Meaning parking demand is met 99.5% of the time. Clearly an acceptable level.

If a planner had to determine an "adequate" level of parking for a large retail store it would hardly be reasonable for him to conclude "adequate" meant enough parking spaces to accommodate every shopper who may want to shop at the store on Black Friday.

To the extent more parking is needed, then Kirkwood should construct a parking structure in Kirkwood Village as envisioned in the EIS, the Master Parking Plan and the Specific Plan:

Although the Snowkirk/Red Cliffs parking lot located northeast of the Village is zoned so that expansion may take place, the topography of the site does not readily lend itself to surface parking expansion. However, a parking garage may be well suited to this area due to the topography and the ability to top-load the garage from parking bays higher on the slope. This garage could be designed so that it blends into the mountain.

Specific Plan, 4.5.4 Proposals for Service Facilities/Parking Areas Development.

A structure would be consistent with the goal of ""[m]inimize large expanses of unnecessary surface parking." (5.2.1, Objectives for Parking.) It would also be consistent with the plan's goal or reducing in-valley traffic. (4.5.2, Policies for the Service Facilities/Parking Areas.)

b. Specific Plan Provisions relating to Maintaining Scenic Beauty

The objectives of the Specific Plan are 3.2.1:

1. To create a year-round destination resort with a diversity of residential, commercial, recreational, and cultural activities.
2. To balance Kirkwood development with the skiing capacity of the mountain while protecting the environmental and visual quality of the area.
3. To develop a full-service resort with lodging, restaurants, shops and attendant services to accommodate the summer and winter visitor, while paying particular attention to preservation of the natural beauty and mountain atmosphere that makes Kirkwood unique.
4. To develop Kirkwood in such a way as to emphasize the quality of the visitor/resident experience by the types and designs of buildings, the types of services offered and the protection of valuable open space.
5. To concentrate development at Kirkwood in the Village Center where residential, commercial and recreational uses are closely intermixed promoting a strong pedestrian
6. To enhance the quality of the skier experience by maintaining and improving mountain support facilities.

The sensitive nature of the view shed of the meadow and maintaining the natural beauty of Kirkwood is exemplified by the second item on the Committee's agenda for the April 10, 2015 meeting, "[r]eview and possible approval of colors and materials for the re-siding of the Dekay residence."

The meadow is surround by million dollar plus homes, and in each case they are screened by native trees in order to not degrade the vista. The Kirkwood Tree Ordinance requires a hearing if a resident seeks to cut down a single tree. Yet here, Kirkwood seeks to clear cut two acres of forest that screen the industrial area it created on the Loop Road and to shoe horn in two sloped, awkwardly conceived slabs of asphalt which will be seen by all users of the meadow and many of the residents of Alpine County.

The introduction to the plan's "Chapter 7 - Natural Resource Conservation And Visual Sensitivity Introduction", rightly states that, "[a]s a mountain resort, KMR's success is largely dependent upon protection of the natural resources that make Kirkwood a unique area." The chapter goes on to stated that an objective of the plan is to "[m]aintain and protect the riparian corridor of Kirkwood Creek, both within and outside Kirkwood Meadow and to "[m]inimize unnecessary tree removal." Neither objective is furthered by turning the park into a parking lot.

The Specific Plan also identifies the School Site as a visually sensitive area, specifically Midground, Zone B. (Exhibit 6.) The most appropriate place for more parking, if needed, under the Specific Plan is in the Background, Zone C, e.g., a parking structure in the Red Cliff parking area. This would be consistent with paragraph 6., cited above, " to concentrate development at Kirkwood in the Village Center."

As rezoning the park land would not be consistent with the objectives of the plan, Kirkwood's application must be denied. The plan provides:

3.10 PROJECTS REQUIRED TO BE CONSISTENT WITH THE KIRKWOOD SPECIFIC PLAN

Rezoning, Tentative and Final subdivision maps and public works projects within Kirkwood are required by law to be consistent with the Plan. All residential, commercial, mixed-use, public works, recreation and conservation projects must comply and be consistent with polices of the Plan and implementation of those projects must comply with the Ordinances of the Plan.

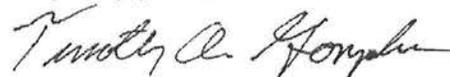
As discussed above, the plan specifies that only adequate levels of parking should be provided and that unnecessary surface parking should be minimized. There is more than adequate parking at Kirkwood as demand is met 99.5% of the time. This in itself forms a sufficient basis to deny the request to rezone the property.

The most obvious basis for denying the application though is that the overriding objective of the plan is to protect the beauty of Kirkwood and protect the water flowing into the meadow and that policy would be inconsistent with clear cutting a two acre forest and putting in parking lot adjacent to a major stream. As discussed in Arborist Kipping's report, what trees left after clear cutting will likely die, and any planted would not provided screening in our life time. No measure is sufficient to cure or mitigate the environmental effects of the proposed parking lot.

An additional ground for denying the zoning change is estoppel. A developer should not be allowed to dedicate a parcel of land for public purposes in order to obtain development rights for other parcels and then turn around and seek to renege on the commitment to the public. The deed Kirkwood prepared conveying the property back to itself from the Alpine County School District should have had an appropriate restrictive covenant in it, but as it was prepared by Kirkwood, did not. (Copies of the deeds conveying the property, to the School District, back to Kirkwood, and then to Village East, LLC are attached respectively as Exhibits, 7, 8 and 9.)

If you have any questions, or comments, or would like further input, please contact me at your convenience.

Very truly yours,



Timothy A. Gonzales

1

S-P	Service Facilities and parking	<ul style="list-style-type: none"> * Sheriff Substation * Fire Station (with employee housing) * Day Care * Parks and Recreation Facilities * Wastewater Treatment and Distribution Facilities * Water Production, Treatment and Distribution Facilities * School (Amador Co APN# 026-270-018-000) (2) * Snow-making Facilities * Road and Slope (grooming) Maintenance Equipment and Facilities (ski mountain operations) * Telephone/Communication Facility * Power Generation/Conveyance Facilities * Construction-related Facility * Waste transit/storage * Library * Propane/Natural Gas Facilities * Cable Television Facilities * Transportation Facilities * Surface parking lots (does not include 6 acre school site) * Areas for Short Term recreational vehicle parking * Parking garages(does not include 6 acres school site) * Appropriately located effluent absorption beds
M	Meadow	<ul style="list-style-type: none"> * No development of permanent above-ground structures, excluding utility enclosures such as well pump enclosures and creek crossings (bridges) * Temporary structures on skids for winter activities * Maintenance of existing utility facilities * Maintenance of winter uses (trail grooming) * Trailhead markers
OS-R	Open Space and Recreation	<ul style="list-style-type: none"> * Outdoor recreational facilities (e.g., tennis courts, playing fields, playgrounds, park & recreational facilities)
OS	Open Space	<ul style="list-style-type: none"> * Recreational trails * Trailhead Markers * Outdoor recreational activities that do not lead to the degradation of the environment * Recreational trail development and use * Ski mountain operations and equipment (i.e., ski lifts) * Appropriately located effluent absorption beds

Notes to Table 4.3

(1) Typical "home occupations" are allowed. Should the occupation be a true 'business out of the home', such as a dentist's office, and not simply a telecommuter, then approval must be obtained from the appropriate County.

(2) Six (6) acre site deeded by KMR to Alpine County Unified School District for school use only. This does not preclude the use of the existing school located in Sun Meadows 4. In the event that a school is not constructed on the dedicated parcel and the area reverts to KMR or its successor, the parcel is restricted from any use or uses except parks and recreation facilities.

4.10 DEVELOPMENT CONTROLS

A variety of development controls are part of the Plan. First, a population estimate based on unit count and type and the associated land use designations, as shown in Table 4.2, is employed to control density. Second, mapped building envelopes are utilized to dictate the area suitable for development within a particular parcel. Third, to aid in minimizing negative visual effects, building heights are restricted for all structures. These items are reviewed for general architectural and site design elements by various design review and architectural control entities and other appropriate local, State, and Federal agencies. All controls are discussed in more detail below.

4.10.1 Population Estimate By Unit Type and Land Use

By the assignment of a population density by unit type, the developer will have flexibility to provide a mixture of residential unit types and sizes while staying within the allowable 6,558 population limit. At Kirkwood, density within particular parcels is considered as population potential and not necessarily a limit to a number of units per acre, thereby reducing the focus on maximizing the number of units that can be constructed on a site.

Kirkwood retained the services of RRC Associates, a firm experienced in the study and prediction of population trends in resort areas. RRC has analyzed Kirkwood's plan and from surveys and experience developed a methodology to estimate population in the resort at buildout. The following factors are RRC's recommendation to estimate ultimate population, based on unit type, size and assuming 100% pillow occupancy.

Single-family homes are counted at 5.8 persons per household.

The following population assignment calculations are for multi-family projects. A population count is assigned to the bedroom count for residential units as follows:

<u>Studio:</u>	<u>2.2</u>	<u>people per occupied unit</u>
<u>1 bedroom:</u>	<u>2.2</u>	<u>people per occupied unit</u>
<u>2-bedroom:</u>	<u>4.3</u>	<u>people per occupied unit</u>
<u>3-bedroom:</u>	<u>6.5</u>	<u>people per occupied unit</u>
<u>4-bedroom:</u>	<u>8.6</u>	<u>people per occupied unit</u>
<u>service</u>	<u>2.2</u>	<u>People per occupied unit</u>

(Factors developed by RRC Associates)

4.10.2 Building Envelopes

Building envelopes are identified at the time of the subdivision requests. For each single-family lot, building envelopes will outline the area that can be occupied by residential uses. Driveways are not included in building envelopes. The identification of

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F. TRAFFIC, PARKING AND SKI AREA ACCESS

SCOPE OF THE ANALYSIS

The scope of this analysis is limited to State Road (SR) 88 (in Amador and northern Alpine counties), Kirkwood Meadows Drive and Kirkwood's parking facilities are located on private land.

EXISTING CONDITIONS

This analysis of traffic conditions on SR 88 and Kirkwood Meadows Drive incorporates by reference the 2002 EIR Traffic and Circulation analysis (Section 4.7 of the 2002 EIR).²²³ At the request of Kirkwood, the 2002 EIR Traffic and Circulation analysis was reviewed by LSC Transportation Consultants, Inc. (LSC).²²⁴ Therefore, the Final EIS also incorporates the conclusions of the LCS review by reference.

Ski Area Access

Kirkwood is accessed via SR 88, which is the principal east-west arterial in Amador County and northern Alpine County, and the only through-road in the project vicinity. SR 88 is a major trans-Sierra route from the town of Stockton through the Sierra Nevada Mountains, ending at the border with Nevada. SR 88 is a year-round, two-lane, designated State Scenic Highway and National Forest Scenic Byway. SR 88 is kept open year-round, with the California Department of Transportation (Caltrans) taking responsibility for highway snow removal, highway sanding, and the snow safety/avalanche control programs associated with the Carson Pass and Carson Spur areas. Although a year-round highway, it can be temporarily closed during major winter storms. At its intersection with Kirkwood Meadows Drive, SR 88 has an eastbound auxiliary lane for traffic turning right into Kirkwood, and a left turn lane for westbound traffic turning into Kirkwood.

Kirkwood Meadows Drive is a two-lane paved roadway, providing the only access from SR 88 to the ski area base facilities and residential areas within Kirkwood. An emergency access road connects East Meadows Drive to SR 88, but it is not open to the public during normal conditions.

Parking

As indicated in the 2003 Kirkwood Specific Plan, parking demand at Kirkwood is highest during winter months when skiing activity is at its peak.²²⁵ For this reason, Kirkwood has developed a number of surface parking areas that are in the vicinity of the skiing facilities. All of Kirkwood's parking facilities are located on private lands in the base area. On-site, day parking is available in four major surface parking areas – one at the Red Cliffs portal, one at the Village, and two at the Timber Creek portal – plus parking on the shoulder of Kirkwood Meadows Drive.

²²³ Cirrus Ecological Solutions, Inc. 2002c

²²⁴ Shaw, 2003

²²⁵ Kirkwood Mountain Resort, 2003 p 41-44

Currently there are approximately 2,500 parking spaces available on a daily basis for day visitors, and approximately 10 percent more during the summer when snow storage is not required. At an average of approximately 2.5 guests per vehicle, these 2,500 spaces provide parking for approximately 6,250 guests.²²⁶ Kirkwood estimates that the ratio of day to destination skiers is in the approximate 60 percent to 40 percent (respectively) range. Therefore, under the current CCC of 6,460, day skiers are estimated to account for approximately 3,876 guests, or 1,550 vehicles.

Destination skier parking for individual residences and condominium buildings is not included in the 2,500 spaces previously mentioned. Through the 2003 Kirkwood Specific Plan, Kirkwood strives to provide adequate parking for both residents and destination/day visitors.

Heavy snow loads, combined with sometimes disorderly parking, can lead to a decrease in the total number of vehicles that can be parked, particularly on busy weekends or after big storms. As detailed in the 2002 EIR, the Kirkwood Master Parking Plan outlines parking procedures at Kirkwood. Kirkwood has a policy that, should the number of vehicles entering Kirkwood exceed the number of available parking spaces, visitors are turned away. Historically, lots do not approach capacity more than ten times throughout the ski season (e.g., popular weekends and holidays) and parking demand has not exceeded supply more than an average of two times per year.

The Cross Country Day Lodge parking lot contributes approximately 105 vehicles (the surface parking lot on the north side of SR 88) and another 25 spaces are available at the Schneider trailhead.

Kirkwood issued approximately 315 employee parking passes for the 2005/06 season. It is estimated that employees consume approximately 200 parking spaces on weekends and considerably less on mid-week days. Kirkwood designates some areas for employee parking, including middle #7 lot, middle Snowkirk lot, as well as other areas near employee housing.

Traffic on SR 88 & Kirkwood Meadows Drive

Caltrans records traffic volumes on state highways. Traffic volumes are expressed in terms of Average Daily Traffic (ADT) and Average Annual Daily Traffic (AADT). ADT is the number of vehicles passing a count location in both directions in a 24-hour period. The peak month ADT is the average daily traffic for the month of heaviest traffic flow; peak-hour traffic is also measured to show how near capacity the highway operates at peak-hour conditions. Raw data is processed and converted to AADT volumes. AADT is defined as the total volume of traffic on a road segment for one year, divided by 365 days. Both directions of traffic volumes are reported. AADT can be adjusted to compensate for monthly and daily fluctuations in traffic; the basic intent being to provide traffic volumes which best approximate the use of a given highway section for a typical day of the year.

Traffic congestion is typically described using the concept of Level of Service (LOS), in which a letter grade from 'A' (completely free flow) to 'F' (forced flow, roadway service breaks down)

²²⁶ Based on surveys conducted between 1998 and 2000.

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fee system would be based on a similar mitigation fee program already in place within Amador County, which is applicable to development at Kirkwood within Amador County.

Status of Compliance

Both Alpine and Amador County are now collecting traffic impact mitigation fees. Three of the target highway widening projects in Amador County were completed in the summer of 2006 and these fees made important contributions to these projects.

ADEQUACY OF PARKING

Mitigation Measure 4.7 (d)

Kirkwood will prepare an annual report that includes a detailed analysis of day-visitor parking during peak periods such as the Christmas holiday, Presidents 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 Kirkwood 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 programs 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.
- Implementation of the actions under this mitigation measure will result in adequate day-visitor parking capacity for the expected day-visitor demand at the resort in a manner that does not result in potentially significant adverse environmental effects that have not been identified and evaluated in the EIR.

Status of Compliance

In the summer of 2006, Kirkwood conducted a full engineering field study of its main parking lots. The study recommended a four-phase parking lot improvement plan to improve the efficiency and therefore capacity of Kirkwood's largest parking lots. The eventual goal is a 10 to

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KIRKWOOD MASTER PARKING PLAN 2001

The following plan and description is best understood by reference to the attached figure 1. and associated detailed site maps.

Within Kirkwood there are six major areas to park guests. Four major areas have been designated and developed with guest ability and guest services as initial criteria. The fifth is designated entirely for cross country skiing and related activity along hwy 88 east and west of the Kirkwood Inn. The sixth is resident parking. The major parking are identified as follows:

- Red Cliffs Parking (day use for intermediate to advanced)
- Village Parking (village use, paid parking and overnight guests)
- Timber Creek Parking (day use for intermediate skiers, beginners and children.)
- Kirkwood Meadows Drive Parking (overflow)
- North of Hwy 88 parking for cross country skiers, stables and the Kirkwood Inn
- Resident Parking associated with the various multi-family and condo units

Parking Procedures at Kirkwood:

Entry signage along Kirkwood Meadows Drive greets day visitors and informs guests to park by ability and services. The directional signs continue along Kirkwood Drive giving more details and direction. In addition to the signage there are strategic points where parking attendants are located to give direction and information for parking purposes. Parking attendants valley wide are connected via radio communications.

The typical parking procedure is as follows:

The parking attendants begin by directing the efficient and compact filling of the parking areas closest to the appropriate guest services and/or lifts. The parking attendants encourage the guest to park first by ability and proximity to the guest services and/or lifts they need, then by parking availability.

When the southern parking areas fill up, (Red Cliffs & Village) the parking attendants begin directing the guests to park in the next available parking along Kirkwood Meadows Drive proceeding northward toward Timber Creek.

When parking in Red Cliffs and the Village is full, a control station is set up at the junction of Kirkwood Meadows Drive and the Loop Road from which attendants direct traffic into the Timber Creek area lots.

If the Timber Creek lots become full, the attendants begin parking guests along the east side of Kirkwood Meadows Drive towards Highway 88.

On the rare occasion when the shoulders of Kirkwood Drive become full and there are no more approved parking spaces available, the guest is intercepted at the entrance to Kirkwood and politely told that the resort is full and there is no admittance.

In times of high traffic and large numbers of vehicles entering Kirkwood, vehicles entering are grouped in a quantity of 25-50 and directed by group the four major areas by parking attendants. The concept is to avoid backup by splitting the traffic to spread the flow to all of Kirkwood parking areas. Higher traffic days require a greater number of parking attendants to maintain traffic flow and to ensure that guests park at maximum density.

Red Cliffs Parking

Red Cliffs Parking includes all areas that are North of the Red Cliffs Lodge and before the entrance to the East Meadows subdivision. This area has three basic sections for guest parking and one that is specifically for buses. The guest parking sections within the Red Cliffs Parking Area are divided into three bays with lower, middle and upper divisions. The operation plan provides for the parking attendants to fill the lower parking bay first, then the middle and finally the upper bay.

The Village Parking

The Village Parking at Kirkwood has four major components; Preferred Parking, Guest Parking, resident parking and Limited Time Zone Parking. The Preferred Parking (for guests) has two sections, one adjacent to The Lodge (VIP Parking) and one in front of the Snowcrest development at the base of Chair Lift #6 (Preferred Parking). VIP and preferred parking charge a fee, all other areas are free. Resident parking is located under and adjoining the various multi-family and condominium units within the village development. The Limited Time Zone Area is located around the General Store and Post Office to allow non-skiing guests short term access to retail and service areas. The Guest Parking is located on the north and east side of the preferred parking near the base of Chair #6. Limited time parking is not included in the totals indicated for day skier or event parking.

Timber Creek Parking

The Timber Creek Parking Area has two main sections, one is on the mountain side of Kirkwood Meadows Drive (Chair #9 Lot) and the other is located on the meadow side of Kirkwood Meadows Drive (The Chair 7 Lots). The Chair 9 lot is designated for the beginners, ski school participants and children. The Chair 7 lots are designated for all skiers and also serve to accommodate overflow parking on higher demand days.

Kirkwood Meadows Drive Parking

Kirkwood Meadows Drive Parking is restricted to the east side of the road and guest vehicles are parked in a south to north direction by filling the closest spots first. On low traffic days cars are parked parallel; on higher traffic days diagonal parking is used for more space availability.

Shuttle System

In order to transport guests throughout the valley at Kirkwood there is a transportation system provided. There are six 14-passenger vans, three 28-passenger trailers and a bus which holds about 35 passengers. The shuttle system operates along Kirkwood Meadows Drive and completes constant loops, running until shortly after the lifts shut down.

Parking Area Capacity (March 31, 2001)

The range of cars accommodated as shown is due to individual daily conditions, which include snow removal conditions, icy or bare ground in the areas, and the ability of staff to facilitate maximum or minimum car density.

Red Cliffs	780-850
Kirkwood Meadows Drive	500-700
VIP	30-40
Preferred Parking	140-150
Village parking	75-80
The 7 Lots	450-580
Chair 9 Lots	370-400
Cross Country N of Hwy 88	125-175
Totals: Minimum	2470; maximum 2975

On average, 2500 day visitor cars can be parked without problem.

Persons per vehicle / Parking Capacity in Persons

Over the winters of 1998/1999 and 1999/2000, observed persons per vehicle from surveys ranged from 2.1 to 2.9 persons per vehicle, averaging approximately 2.5 overall.

Therefore, considering the 2.5 average occupancy per vehicle, the parking plan provides for between 6175 and 7437 guests considering only current parking areas. This range does not take into consideration guests who come by bus, therefore is biased on the low side. Four to eight busses per day, carrying an average of 50 people each are usual. The effective occupancy per vehicle is higher than 2.5 due to the effect of the 200 to 400 bus transported guests. With average bus traffic of 6, the number of day skiers capable of being accommodated is 6475 to 7737..

Accommodation for Special Events

Special events of short duration have the potential to reach the upper limits of existing parking capacity. Most Special events will be of 1 to 3 day duration in warm seasons, where ski traffic is not a factor. In the warmer seasons, the absence of snow allows snow storage areas in existing parking lots to be utilized for vehicle parking. This marginal increase is estimated at 10 percent of the total, or approximately 275 additional spaces, valley wide.

Parking Area capacity, at Buildout

The EIR and Draft Specific Plan estimates that at buildout, 6647 day skiers will need to be accommodated. This will require 2659 parking spaces at the 2.5 persons per vehicle rate, which is within the range of spaces available under this plan.

If skier capacity increases, or if day use vs residential/destination skiers grows, a need for additional parking capacity may be experienced.

Alternate Plans

Past practice has, by special arrangement, used areas not normally considered for guest parking. These included the use of both sides of portions of Kirkwood Meadows Drive, along Fremont Street at its lower extremes, and the Juniper Ridge lower areas. This Master Parking Plan does not depend on or plan to use these areas for guest parking.

Planned Changes in Parking Capacity

There are planned changes in parking areas that will increase capacity slightly. These changes are in connection with proposed development under both the 1988 existing master plan and the proposed Specific Plan. Specifically, abandonment of the chair 9 lot to development is planned, with the transfer of these spaces to an expansion of the lower 7 lots across Kirkwood Meadows Drive. This expansion of the chair 7 lots is already approved.

Additionally, the ongoing development of the Village will provide additional parking up hill to the east from East Meadows drive, along the access road to Whiskey Towers. As many as 100 new spaces are possible in this area with minimal grading .

Future Additional Capacity If Needed

The future parking expansion needs, if required, have several options.

Additional parking on an opportunistic basis can be created by dressing the edges of the main access roads to be wider and thus accommodate additional cars.

If demand indicates the need, the greatest number of expansion spaces would come from the creation of one or more multi-floor parking lots on the site of existing surface parking areas. Although no design or detailed analysis has been done, the concept is to set a parking structure into a hillside, thus providing a minimalized visual impact., Half of the structure, more or less could be under the ground surface. This design can provide for multi level ramp access, and reduced snow removal requirements in addition to possibly providing areas for comercila or residential development on the top of the structure.

Parking associated with Development

Local regulations provide that parking must be furnished for single and multifamily development within Kirkwood. For greater clarity, and for full understanding of this plan, it should be noted that the parking requirements for development, present or planned, are not included in the parking capacity outlined in this parking plan. At buildout, conservatively estimating an average of 1.5 parking space per unit, there will be in excess of 2200 spaces connected with the various single, multi-family , commercial and employee housing units projected at buildout.

Parking appurtenant to development is in excess of the parking that is the subject of this plan and not included in the totals described as available for the day use visitor.

5

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5. Residents shall be informed of the Landscape Guidelines so that new landscaping is compatible with existing landscaping and is appropriate for the climate, elevation and other conditions at Kirkwood.
6. Lighting of public areas (including recreational facilities, commercial plazas, and parking areas) shall avoid light and glare impacts to nearby residents by incorporating shielding and other means to direct lighting to specific target areas.
7. New signs shall comply with the Kirkwood Sign Ordinance in effect at the time of sign construction.
8. Short-term, special events to be held at Kirkwood shall follow Use Permit regulations from the appropriate agency and shall not result in visual degradation. Such special events shall include programs for litter control and monitoring of cleanup.
9. All new development shall comply with the Kirkwood Tree Ordinance to prevent unnecessary tree removal.

7.6.3 Kirkwood Meadow

Preservation of the Kirkwood Meadow and the viewshed corridor from State Route 88 are important issues to KMR and the U.S. Forest Service. A Scenic Agreement has been adopted as part of the Special Use Permit that KMR has with the U.S. Forest Service (Ref. FSM 2710, dated 12/29/94). This agreement identifies the boundaries of the meadow where no new development shall be allowed. In addition, the Scenic Agreement identifies a second scenic zone, which is the balance of the private land forming part of the scenic backdrop to the meadow and visible from State Route 88.

7.6.4 Visually Sensitive Areas

This Plan identifies "visually-sensitive areas", defined as "foreground", "midground" and "background" and shown in Figure 7.1:

Foreground. Most highly visible and most sensitive area from State Route 88. Extends from State Route 88 to the first major promontory on the west.

Midground. Has moderate visibility and sensitivity. Extends from the promontory (edge of foreground) to naturally-occurring "neck down" in the meadow.

Background. Least visible from State Route 88. Extends from the meadow "neck down" to the ski slopes south of the Village Center.

As can be seen by comparing Figure 4.1 with Figure 7.1, most of the new development proposed for Kirkwood is planned for the "background" area.

7.6.5 Landscape Zones

Three landscape zones have been identified within the valley to determine the amount and type of modification or development as related to visual sensitivity and revegetation. These areas are based primarily on predominant vegetation types, topographic relief and soil type, as illustrated in Figure 7.2. Zone A consists of the stream, riparian edge condition, willows and flat grasslands. Zone B is the transition zone from meadow/willow/grass edge to dryer soils, predominately sagebrush and isolated clusters of conifers. Zone C is similar to Zone B except rockier and dominated by heavy tree cover and steeper slopes.

Although all three zones are found in each of the visually sensitive areas, they will be treated differently in each area based on their visual sensitivity from Highway 88. No development, except as previously described and exempted from this condition, will occur throughout Zone A.

Some parts of Zone B, when found in the foreground area, will be visible from Highway 88, while other areas will not be as visible. Care in siting, construction and revegetation will be necessary to develop this area. However, Zone B in the middle and background areas will be less visible from Highway 88, which will allow for more development flexibility.

Heavily forested Zone C is the most amenable zone for development in terms of modifying visual impacts in all three areas. Again, care in building siting and retention of vegetation will be maximized in all visually sensitive areas.

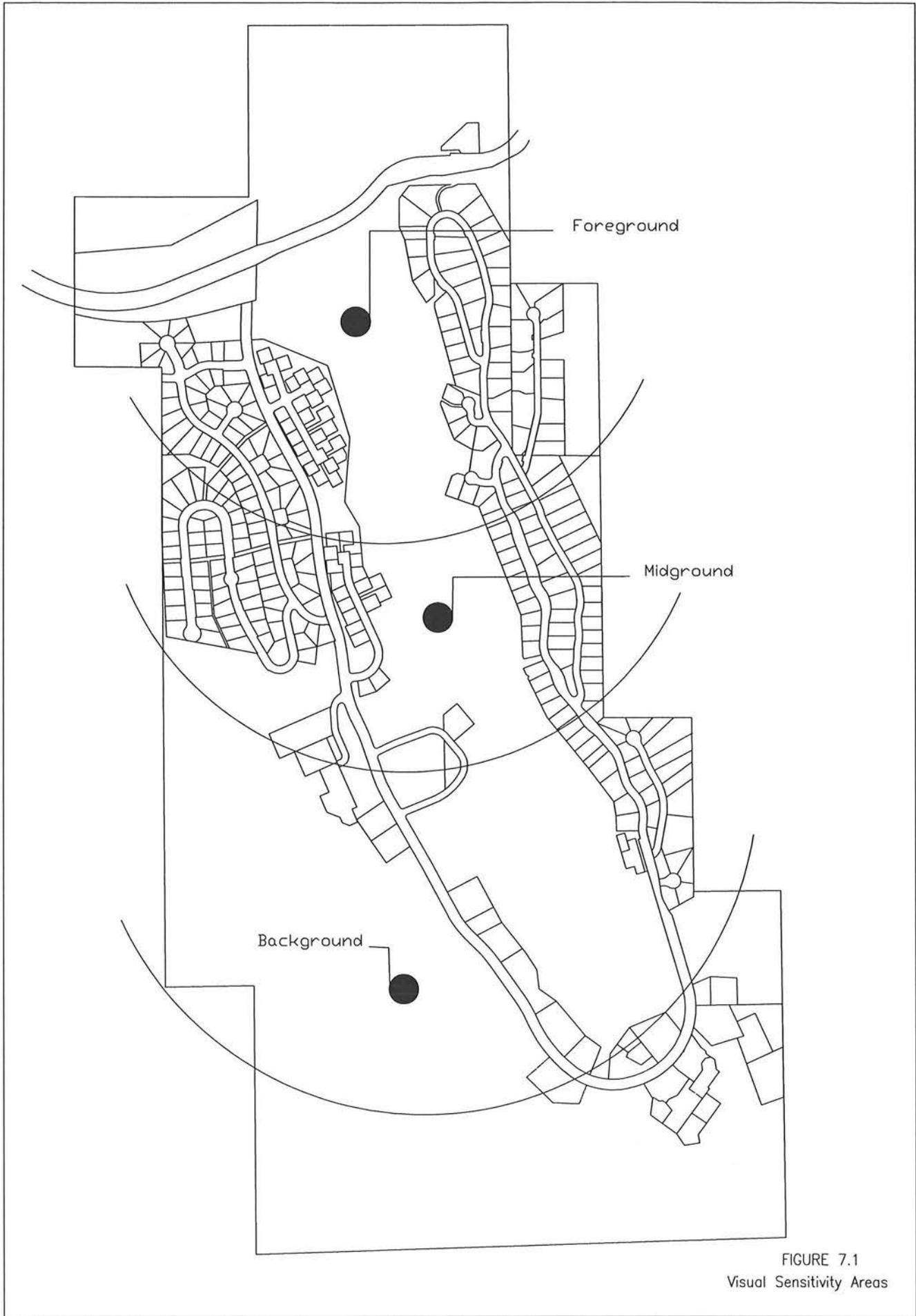
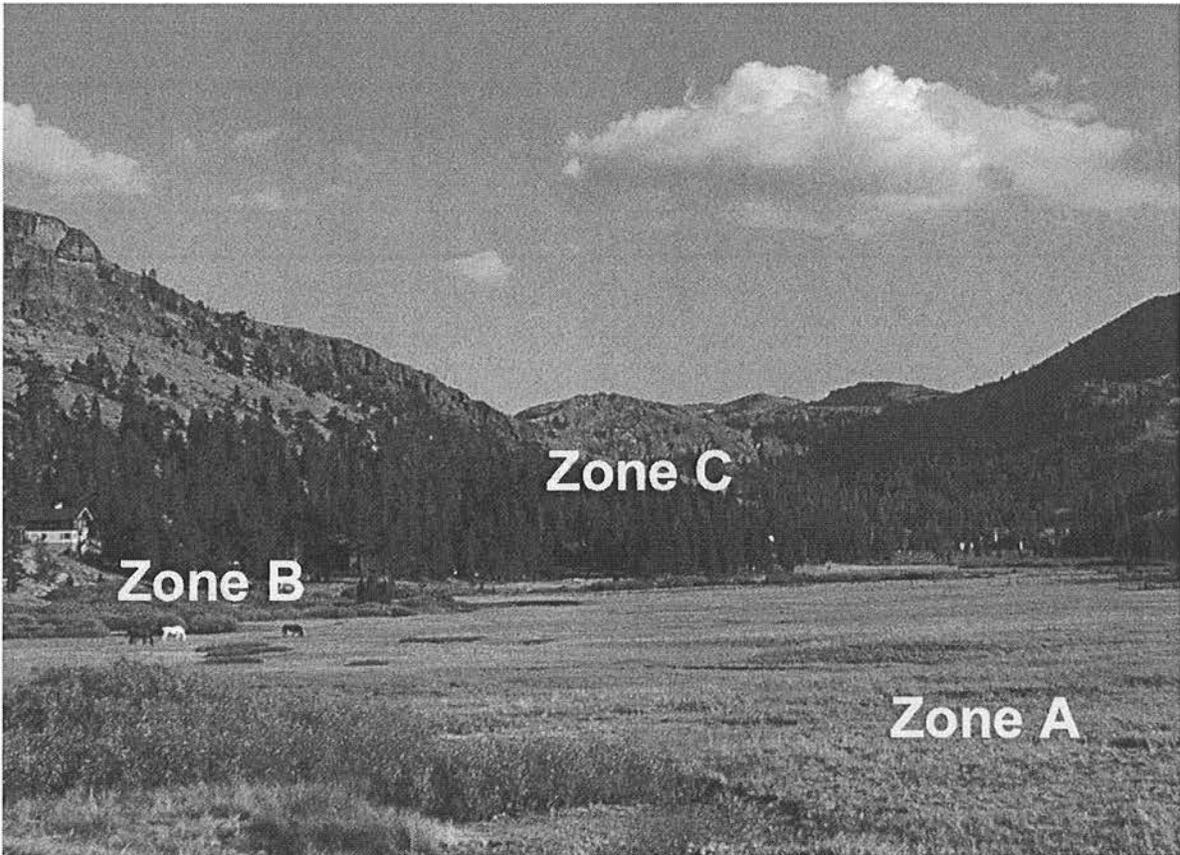


FIGURE 7.1
Visual Sensitivity Areas



Zone A: stream, riparian edge, willows, flat grasslands
Zone B: transition zone, sagebrush, isolated conifers
Zone C: heavy tree cover, steep side slopes

Figure 7.2
Landscape Zones

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ALPINE COUNTY 1993 007796
AT 35 MIN PAST 1 P M
OFFICIAL RECORDS NO 237-
237
ALPINE COUNTY, CALIFORNIA
BARNARA L RYAN
County Recorder
DOCS 285 PTE 26

Recording requested by
P.P.M. Unified School District

When recorded mail to:
Allan R. Vinson, Esq.
Girard & Griffin
3478 Buskirk Avenue, Suite 220
Pleasant Hill, California 94523

Space above this line for recorder's use

Mail tax statements to:
Alpine County Unified
School District
43 Hawkside Drive
Markleeville, California 96120
Attention:

Change of Ownership Statement
Accepted? Yes No N/A

GRANT DEED
(Subject to Conditions Subsequent and a Retained Right of Termination in Favor of the Grantor)

FOR GOOD AND VALUABLE CONSIDERATION, KIRKWOOD ASSOCIATES, INC., a California corporation, and ALPINE COUNTY UNIFIED SCHOOL DISTRICT, a political subdivision of the State of California, agree as follows:

1. **Definitions.** As used herein, the terms set forth below shall have the meanings set forth below:
 - (a) "KAI" shall mean Kirkwood Associates, Inc. and its successors and assignees with respect to the rights retained or granted herein.
 - (b) "District" shall mean Alpine County Unified School District and its successors and assignees with respect to any part or all of the Property.
 - (c) "Property" shall mean that certain unimproved real property located in Amador County, California, and which is described more fully in Exhibit 1 attached hereto and incorporated herein by this reference.
 - (d) "Kirkwood Area" shall mean the unincorporated area commonly referred to as "Kirkwood, California" or "Kirkwood Meadows, California," which is located in portions of the Counties

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6/16/92

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DOCUMENTARY TRANSFER TAX \$
COMPUTED ON FULL VALUE OF PROPERTY CONVEYED
ON CURRENT OF 1% RATE FROM 1984 AND
RECALCULATED AT TIME OF SALE.
Signature of Recorder or Agent Recording Tax, Fee Waiver

RECORDED AT REQUEST OF
Alpine County
at 22 Min. Past 11 A M

AUG - 3 1993

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Official Records
Amador County, California

[Signature]
Recorder
\$ NO FEE

1993 007796

This is certified to be a correct copy of the original record if it bears the seal, signature and date of the date of issuance and on the original record.



JUL 29 1993

Barbara J. Ryan, Recorder
Alpine County, California

By *[Signature]* Deputy

AMADOR COUNTY

of Alpine, Amador and El Dorado, California, and which is shown in Exhibit A to the Kirkwood Master Plan (as defined below).

(e) "Kirkwood Master Plan" shall mean the Kirkwood Master Plan Amended 1988, as approved by ordinances adopted by the Counties of Alpine, Amador and El Dorado, California.

(f) "Public School Use" shall mean the use of the Property as a site for a permanent, temporary, or portable structure which is used for elementary and/or secondary classroom educational purposes.

(g) "90% Completion Date" shall mean the date on which at least ninety percent of the "units" anticipated under the Kirkwood Master Plan have been constructed and completed. A "unit" shall be deemed constructed and completed on the date on which a certificate of occupancy for such "unit" has been issued by the appropriate governmental agency.

2. Grant of Property. Subject to the terms and conditions set forth herein (and subject to the retained power of termination in favor of KAI as set forth below), KAI hereby grants and conveys the Property to the District.

3. Uses and Development of the Property.

(a) Pursuant to the Kirkwood Master Plan, the Property has been designated as a site for the future construction of a school for the Kirkwood Area.

(b) The conveyance of the Property pursuant to this Grant Deed is made on the condition that the Property be used solely and exclusively for the following purposes:

(i) Public School Use, and

(ii) any community related use for which public school are customarily made available (e.g., community meetings, cub scout meetings, girl scout meetings, etc.) or for which public school must be made available under applicable law.

(c) The conveyance of the Property pursuant to this Grant Deed is made on the condition that, prior to locating any improvements on the Property, the District shall first hold a hearing and determine, based on the evidence presented at the hearing, that the construction and location of the proposed improvement is necessary for school purposes and serves the public interest of the District and of the residents and property owners of the Kirkwood Area. Prior to the approval of the construction and location of any improvements on the Property, the District

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4/10/88

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shall also determine that the proposed approval complies with the California Environmental Quality Act, as applicable. This condition is made for the benefit of the residents and property owners of the Kirkwood Area and may be enforced by any interested party.

4. Construction and Installation of the School and Approvals for the School.

(a) The public school to be operated on the Property (as well as any access road and other improvements to be installed on the Property) shall be constructed and installed by, and at the expense of, the District.

(b) The District acknowledges that it will be required to obtain all necessary permits, authorizations and approvals required in connection with the development of the Property and that such permits, authorizations and approvals will require compliance with the following:

(i) the Kirkwood Master Plan, as amended from time to time;

(ii) the Final Environmental Impact Report, Kirkwood Meadows Ski Development - SCH 74052032; and

(iii) the Final Environmental Statement, Kirkwood Winter Sports Development, USDA Forest Service, California Region (State Clearinghouse No. 72100913).

(c) The District acknowledges and agrees that the location of any improvements on the Property will be reviewed in a public hearing by the Tri-County Technical Advisory Committee established by Alpine, Amador, and El Dorado Counties, prior to the commencement of the installation thereof.

5. Condition Subsequent No. 1. In the event that, within two (2) calendar years of the 90% Completion Date, the District has not installed a permanent, temporary or portable school on the Property and commenced classroom instruction therein, then KAI shall have the right to exercise the power of termination provisions set forth in Section 8, below.

6. Condition Subsequent No. 2. In the event that, at any time the District makes a formal determination not to use the Property for Public School Use, then KAI shall have the right to exercise the power of termination provisions set forth in Section 8, below.

7. Condition Subsequent No. 3. In the event that, at any time after the date which is two (2) years after the 90%

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4/11/93

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Completion Date, the District ceases to conduct public school instructional activities on the Property substantially in accordance with the public school instructional calendar utilized by the District for its other schools, then KAI shall have the right to exercise the power of termination provisions set forth in Section 8, below.

8. Power of Termination: Reversion to KAI.

(a) Upon the occurrence of any one or more of the conditions subsequent set forth above in Sections 5, 6 and 7 (a "Condition Subsequent"), KAI shall have the right, power and option to terminate all right, title, and interest in the Property granted by this Grant Deed to the District in the manner provided by law for the exercise of such a power of termination (the "Termination Right").

(b) The Termination Right may be exercised by KAI without paying the District any compensation for any buildings or other temporary or permanent improvements on the Property and without making any compensation to the District or incurring any liability to the District for damages or losses of any kind.

(c) Immediately on exercise of the Termination Right, by KAI, the District shall surrender all rights and title to the Property, and legal and beneficial title to the Property (as well as the exclusive right to occupancy and possession of the Property) shall revert to KAI. Upon request of KAI made on or after the occurrence of a Condition Subsequent, the District shall duly execute and acknowledge an appropriate deed, in recordable form, conveying the Property to KAI.

(d) The Termination Right shall survive for the longest period permitted under applicable California law. Upon request of KAI, the District shall execute, acknowledge and deliver to KAI such instruments as may be necessary or helpful to renew, extend or continue the effectiveness of the Termination Right.

9. School Site Approvals. At such time as the District makes a decision to construct or install a school building on the Property, the District shall use its best efforts to obtain all approvals necessary for the development of the Property as a public school site.

10. Non-Waiver. The failure of KAI to enforce any of its rights hereunder upon the occurrence of any Condition Subsequent shall not preclude KAI from enforcing such rights during any continuance of such Condition Subsequent or upon the occurrence of any other Condition Subsequent.

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AMADOR COUNTY

11. Amendment. The provisions of this Grant Deed may be amended or modified only by a written instruments signed by KAI and the District.

12. Removal of Personal Property and Fixtures. At any time during the ninety (90) day period following the exercise by KAI of the Termination Right under Section 2, above, the District shall have the right to remove from the Property any and all personal property and fixtures on the Property, including, without limitation, any portable or temporary classrooms installed or placed upon the Property; provided, however, in the event that access to the Property is impeded by snow or other weather conditions to the extent that removal of any of the District's property becomes impossible or unreasonably difficult or costly, the foregoing ninety (90) day period shall be extended to the date which is ninety (90) days after which such snow or other weather condition no longer exists.

13. Attorney Fees. If any litigation is commenced by KAI or the District to enforce or interpret the provisions of this Grant Deed, the prevailing party in such litigation (as determined by the Court in such litigation or in a separate proceeding brought for such purpose) shall be entitled to recover from the other, in addition to any judgement or award, all costs and expenses incurred in such litigation, including, without limitation, reasonable attorneys' fees.

14. Entire Understanding. The entire understanding of KAI and the District as to the subject matter hereof is set forth in this Grant Deed.

15. Time. Time is of the essence in each and every provision of this Grant Deed.

16. Successors and Assignees. The provisions set forth in this Grant Deed shall be binding upon KAI, the District and their run with the Property and shall be binding upon any successors in ownership of any part or all of the Property.

17. Liens and Encumbrances. The conveyance of the Property pursuant to this Grant Deed is made subject to all matters of record against the Property or any portion thereof as of the date of the recording of this Grant Deed in the Official Records of the Recorder for Amador County, California.

18. Partial Validity. In the event that any provision of this Grant Deed is ruled unenforceable, invalid, void or illegal by a Court of competent jurisdiction, such ruling shall in no way affect, impair or invalidate any other provisions of this Grant Deed and such other provisions shall remain in full force

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AMADOR COUNTY

and effect and shall be enforced to the fullest extent possible so as to carry out the purpose and intent of this Grant Deed.

Executed on 4/12, 1992, at Kirkwood California.

KIRKWOOD ASSOCIATES, INC.,
a California corporation

By: [Signature]
Its: [Signature]

ACCEPTANCE OF THE DISTRICT

ALPINE COUNTY UNIFIED SCHOOL DISTRICT hereby accepts the foregoing Grant Deed and agrees to be bound by, and to comply with, all of the terms and provisions set forth therein.

ALPINE COUNTY UNIFIED
SCHOOL DISTRICT

By: [Signature]
Its: [Signature]

[ATTACH NOTARIAL ACKNOWLEDGMENTS FOR KIRKWOOD AND THE DISTRICT.]

[ATTACH AS EXHIBIT 1, THE LEGAL DESCRIPTION OF THE PROPERTY.]

CERTIFICATE OF ACKNOWLEDGMENT

State of California

County of ALPINE

On 4/12/92 before me, Nina Bergner
(notary)

MICHAEL BERGNER, personally appeared



personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) are subscribed to the within instrument and acknowledged to me that he/she/they executed the same for the purposes and capacity(ies) stated, and that he/she/they signed the instrument in the presence of me, or the duly authorized signatory(ies) of the instrument, or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Nina Bergner
Notary's Signature

3470/Not-Book
4/18/92

-8-

BOOK 28 PAGE 235

AMADOR COUNTY

ALL-PURPOSE ACKNOWLEDGMENT

State of California
 County of Alpine

On May-13, 1992 before me, [Signature]
Notary Public in and for the State of California

personally appeared James W. Brown
Individual

personally known to me - OR - proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

Witness my hand and official seal.

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL(S)
 CORPORATE OFFICER(S)
 PARTNER(S)
 ATTORNEY-IN-FACT
 TRUSTEES
 SUBSCRIBER WITNESS
 GUARDIAN/CONSERVATOR
 Other Superintendent

SIGNER IS REPRESENTING:
 Name of person(s) or entity
James W. Brown
James W. Brown

NOTARY PUBLIC
 DORANNA TOGNOTTI
 NOTARY PUBLIC - CALIFORNIA
 ALPINE COUNTY
 My Comm. Expires FEB 7, 1994

ATTENTION NOTARY: Although the information reported herein is truthful, it could present fraudulent statements of the validity of unperfected interests.

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED AT RIGHT:

Title or Type of Document _____
 Number of Pages _____ Date of Deposit _____
 Signer(s) Other Than Named Above _____

AMADOR COUNTY

BOOK 28 PAGE 236

EXHIBIT 1

LEGAL DESCRIPTION OF THE PROPERTY

That certain real property situated in Amador County, California and which is described as follows:

All that portion of the east half of the northwest quarter and the west half of the northeast quarter of Section 27, T. 10 N., R. 17 E., MDBM, more particularly described as follows:

Beginning at the Southwest corner of Lot 157 as shown on the Final Map titled Kirkwood Meadows Unit #2 recorded on October 11, 1972 in Book 3 of Subdivision Maps at page 91, in the Office of the Recorder of Amador County, California;

thence N 66°24' 09" E, 119.53 feet;

thence N 25° 35' 51" W, 25.00 feet;

thence N 66° 24' 09" E, 100.00 feet;

thence S 28° 58' 55" E, 761.07 feet;

thence S 00° 00' 40" W, 338.99 feet to the beginning of a non-tangent 145.00 foot radius curve to the left;

thence along the arc of said curve from a tangent bearing of N 54° 27' 35" W through a central angle of 53°27' 25", a distance of 135.29 feet.

thence S 72° 05' W, 79.21 feet;

thence N 14° 00' W, 198.72 feet;

thence N 34° 59' 27" W, 254.39 feet;

thence N 38° 54' 00" W, 124.06 feet to the beginning of a non-tangent 205.00 foot radius curve to the left;

thence along the arc of said curve from a tangent bearing of N 31° 30' E through a central angle of 55° 05' 51", a distance of 197.14 feet;

thence N 23° 35' 51" W, 244.89 feet to the Point of Beginning.

Containing an area of 6.298 acres of land, more or less.

BOOK 78 PAGE 237

RECORDER'S MEMO: Legibility of writing, Typing or Printing UNSATISFACTORY in Portions of this document when received.

"END OF DOCUMENT"

AMADOR COUNTY



Amador County Recorder
Sheldon D. Johnson
DOC- 2006-0013060-00

Check Number 839
REQD BY NATE WHALEY
Tuesday, NOV 07, 2006 08:55:00
Ttl Pd \$12.00 Nbr-0000137672
SDJ/R1/1-3

GRANT DEED

Recording Requested by,
When Recorded Return to and
Mail Tax Statements to:

Kirkwood Mountain Resort
Attn.: Dave Likins
P.O. Box 1
Kirkwood, CA 95646

SPACE ABOVE THIS LINE FOR RECORDING USE

GRANT DEED

THE DOCUMENTARY TRANSFER TAX IS NOT FOR PUBLIC RECORD.

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, Alpine County Unified School District, ("ACUSD"), hereby grants to Kirkwood Mountain Resort, LLC, ("KMR"), that certain real property located in the County of ~~Alpine~~^{Amador}, State of California, more particularly described in Exhibit "1" attached hereto (the "Land"), together with all right, title and interest in and to all buildings and improvements now located or hereafter constructed on the Land, subject to all liens, encumbrances, easements, covenants, conditions and restrictions of record.

Grantor hereby further grants to Grantee all of Grantor's right, title and interest in and to all easements, privileges and rights appurtenant to the Land and pertaining or held and enjoyed in connection therewith.

IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of 8-18, 2006.

GRANTOR:
ALPINE COUNTY UNIFIED SCHOOL DISTRICT

By: James Walter Parsons
James Walter Parsons, Ed.D., Its Superintendent

ACKNOWLEDGMENT

State of California
County of Alpine

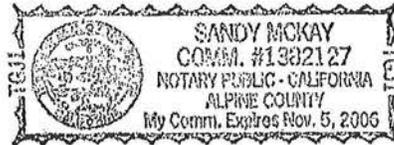
On Aug 18, 2006 before me, SANDY MCKAY, NOTARY PUBLIC
(here insert name and title of the officer)

personally appeared James Walter Parsons

personally known to me (or proved to me on the basis of satisfactory evidence) to be
the person(s) whose name(s) is/are subscribed to the within instrument and
acknowledged to me that he/she/they executed the same in his/her/their authorized
capacity(ies), and that by his/her/their signature(s) on the instrument the person(s),
or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Sandy McKay



(Seal)

EXHIBIT 1

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Containing an area of 6.29B acres of land, more or less.

8



Amador County Recorder
Sheldon D. Johnson
DOC- 2006-0013060-00

Check Number 839
REQD BY NATE WHALEY
Tuesday, NOV 07, 2006 08:55:00
Ttl Pd \$12.00 Nbr-0000137672
SDJ/R1/1-3

GRANT DEED

Recording Requested by,
When Recorded Return to and
Mail Tax Statements to:

Kirkwood Mountain Resort
Attn.: Dave Likins
P.O. Box 1
Kirkwood, CA 95646

SPACE ABOVE THIS LINE FOR RECORDING USE

GRANT DEED

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IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of 8-18, 2006.

GRANTOR:
ALPINE COUNTY UNIFIED SCHOOL DISTRICT

By: James Walter Parsons
James Walter Parsons, Ed.D., Its Superintendent

ACKNOWLEDGMENT

State of California
County of Alpine

On Aug 18, 2006 before me, SANDY MCKAY, NOTARY PUBLIC,
(here insert name and title of the officer)

personally appeared James Walter Parsons

personally known to me (or proved to me on the basis of satisfactory evidence) to be
the person(s) whose name(s) is/are subscribed to the within instrument and
acknowledged to me that he/she/they executed the same in his/her/their authorized
capacity(ies), and that by his/her/their signature(s) on the instrument the person(s),
or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Sandy McKay



(Seal)

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thence N 66° 24' 09" E, 100.00 feet;

thence S 28° 58' 55" E, 761.07 feet;

thence S 00° 00' 49" W, 338.99 feet to the beginning of a non-tangent 145.00 foot radius curve to the left;

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thence N 34° 59' 27" W, 254.39 feet;

thence N 39° 54' 00" W, 124.06 feet to the beginning of a non-tangent 205.00 foot radius curve to the left;

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thence N 23° 35' 51" W, 244.89 feet to the Point of Beginning.

Containing an area of 6.29B acres of land, more or less.

9



Amador County Recorder
Kimberly L. Grady
DOC- 2013-0010914-00

Check Number 1046
REGD BY VILLAGE EAST LLC
Friday, DEC 27, 2013 10:30
Ttl Pd \$13.00 Nbr-0000248641
CT1/R1/1-3

Recording Requested by
and when Recorded Mail Documents to:

Village East LLC
Attn: Nate Whaley, CFO
Post Office Box 2
Kirkwood, California 95646

SPACE ABOVE THIS LINE FOR RECORDING USE

GRANT DEED

The undersigned Grantor declares:

- Documentary transfer tax is \$ 0.
- () computed on full value of property conveyed, or
- () computed on full value of liens and encumbrances remaining at time of sale
- (x) Unincorporated area [Kirkwood] () City of _____

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Kirkwood Capital Partners, LLC, a Delaware limited liability company
(formerly known as Kirkwood Mountain Resort LLC)

hereby grants to

Village East, a California limited liability company

that certain real property located in the County of Amador, State of California, more particularly described Exhibit "A" attached hereto (the "Land"), together with all right, title and interest in and to all buildings and improvements now located or hereafter constructed on the Land, subject to all liens, encumbrances, easements, covenants, conditions and restrictions of record.

Grantor hereby further grants to Grantee all of Grantor's right, title and interest in and to all easements, privileges and rights appurtenant to the Land and pertaining or held and enjoyed in connection therewith.

IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of December 12, 2013.

GRANTOR:
KIRKWOOD CAPITAL PARTNERS, LLC
(f.k.a. KIRKWOOD MOUNTAIN RESORT, LLC)

By: Nathan S. Whaley
Nathan S. Whaley, its Chief Financial Officer

STATE OF California

COUNTY OF Alpine

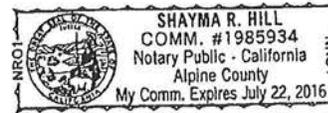
On December 12, 2013 before me, Shayma R. Hill,

Notary Public, personally appeared Nathan S. Whaley, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is are subscribed to the within instrument and acknowledged to me that he she/they executed the same in his her/their authorized capacity(ies), and that by his her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: [Handwritten Signature]



On Tue, Apr 7, 2015 at 8:43 AM, Janice Holland-Hill <redhill12345@gmail.com> wrote:
Julie,

The community would also benefit from a clearer understanding of what the Conservation Easement as it relates to these and adjoining properties means. Is it revokable? On which parcels does it exist?

Thanks.

Jan and Jim Hill



JOHN KIPPING, MA.

CERTIFIED ARBORIST WC-0205

6 April 2015

Mr. Timothy A. Gonzales
6 Vuelo de las Palomas
Carmel, CA 93923

RE: Loop Road North Parking Lot Project, Kirkwood

Dear Mr. Gonzales:

I am a Consulting and Certified Arborist, as well as a Certified Tree Risk Assessor, field biologist, and naturalist. You contacted me for assistance in addressing your concerns about the proposed parking lot project at Kirkwood. At your request, on 31 March 2015, I met with your neighbor Mr. Alan Sapp and Mr. Michael Sharp of Kirkwood Meadows Public Utility District. We walked the site with the Kirkwood Parking Lot Expansion map in hand. My observations and concerns are as follow:

1. Although the Application for Zone Change to Amador County describes the site as "lightly treed," inferring that tree loss would be minimal, I observed numerous large red fir and lodgepole pines (see photographs 1 and 2). Most development plans show the locations, species, and sizes of all trees on site, but this proposal lists only four trees proposed for preservation, as well as two other old-growth trees to be removed. This lack of data makes total loss of canopy cover difficult to assess.
2. Deforestation of these two acres will expose neighboring properties and roads to views of the KMPUD facilities, such as buildings and large propane tanks, existing parking lots, and employee housing (see photograph 3). The applicant seeks to mitigate the loss of screening by retaining four mature lodgepole pines on site and installing new landscape trees on the north and northeast edges of the project.
3. I have concerns regarding these mitigation measures. One tree to be spared is listed as a 48" diameter breast height (dbh) specimen located in a drainage swale (photograph 4). This specimen has twin trunks growing parallel to each other with bark included between their union and no common band of wood connecting them. Structurally, this union is very weak, and such trees are at great risk of failure. As a professional tree risk assessor, I would advise its removal as it is not compatible with a high-use area. There would then only remain three large trees on the lots, providing very little screen.
4. Altering a forested stand by radical thinning exposes the remaining trees to forces to which they are unaccustomed. Strong wind loads can uproot or break trunks. Isolated trees and those with high canopy distribution and poor trunk taper (such as occur in denser stands) are especially vulnerable to wind throw. Some of the large lodgepoles on site show evidence of surviving past fire events: seams in the bark,



5520 Five Spot Road, Pollock Pines, CA 95726

phone/fax: (530) 644-5929

mobile: (530) 957-0726

Contractor Lic. #652923



open hollows bounded by wound-wood, and carbonized wood. Fire-wounding of the trunk usually results in heart decay, reducing tree strength, and increased risk of breakage.

I noted on nearby lot 160 a recently fallen, large lodgepole that has extensive basal heart rot at the failure site (see photograph 5). This tree missed a nearby dwelling, but a failure in a crowded parking lot can have severe consequences.

5. Two trees proposed for retention in the west lot are marked 42" dbh. The plan shows very little space being reserved for the tree roots, with encroachment within six feet of the trunks. One doesn't require a chainsaw to kill a tree; destroying the rooting area is also effective. Most governing bodies realize that trees need healthy root systems and try to ensure this by requiring that the rooting zone beneath the canopy is protected from construction activities, such as compaction, grade cuts or fills, trenching, and paving. This is known as the Tree Protection Zone and is often defined as a circle whose radius is scribed by the length of the longest limb. Kirkwood Specific Plan 7.1.1 calls for tree root protection by ensuring adequate setbacks during construction, but does not define "adequate." My opinion is that too much encroachment of the remaining trees by proposed fill and paving will terminally affect them.

5. The applicant proposes to mitigate visual and sound impacts of this project by planting trees to replace the natural screen. Revegetation has been a difficult task at Kirkwood. KMPUD manager Michael Sharp showed me a group of spruce planted 15 years ago to replace screening lost during building construction. The trees shown in photograph 6 have fared poorly and have lost their tops in winter storms. Despite good care and one-and-a-half decades, they have not yet provided effective screening. Kirkwood resident Alan Sapp drove me to some buildings at Kirkwood that he had constructed more than a decade ago; his landscaping with new trees was not successful, despite professional care. The current drought makes mestablishment even more doubtful.

While examining the parking site, I noted numerous signs of active pocket gophers. These voracious rodents are major predators of newly planted conifers and have caused failure of numerous red fir plantations on the nearby El Dorado National Forest.

Natural revegetation of conifers seems more successful than traditional landscape endeavors here, but the time frame is quite slow. I doubt that present Kirkwood residents and visitors will live long enough to enjoy the screenings promised by the applicant.

6. The 2003 Kirkwood Specific Plan Section 7.2.2 refers to wetland and riparian protections. I note that the stream that bounds the northern side of the proposal is not located on the site map, making comments about impacts difficult. However, photograph 7 shows some newly placed red survey stakes near and in the creek bed that seem to approximate locations of proposed screening trees as shown on the project map.

7. The stream, and hence meadow, will be impacted by pollutants, such as petroleum products, coolants, and brake dust from parked vehicles. Snow removal operations can harm surrounding woody vegetation by flinging snow, ice, and sand/gravel against green leaves and branches and bark. This occurs at the present parking lot where most lower branches of surrounding trees are dead. I believe that this activity will impact the success of the proposed screening trees as well as possibly harming the four retained large trees.

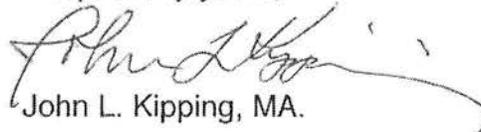
8. In the Application for Zoning Change contained in the Environmental Information Form, page 2 Additional Information items have all been checked "No" except the last item. I dispute numbers 17, 18, 19, and 23. Number 17 denies that the project changes existing features; I believe that a two-acre stand of trees constitutes a feature. Number 18 relates to views from neighboring properties; most of the screen will be eliminated with no realistic replacement for decades, if ever. Number 19 says that there will be no change in character at this site. Number 23 covers noise levels; removal of the evergreen forest will certainly bring the noise of hundreds of additional vehicles, as well as sounds from the PUD and housing areas.

In summation, I believe that this proposal has serious consequences for the neighboring residents. The trees provide visual and auditory screening. The mitigation measures proposed in the zoning application of installing new, small trees are inadequate to ensure timely effectiveness. Leaving a handful of old trees as visual buffers is quite inadequate. They may be exposed to extreme winds in a high target area, and this creates a risky scenario, especially if support roots are compromised by cutting, compaction, fill, and paving. Loss of the conifer stand also increases exposure of down-wind trees on neighboring properties.

This very sensitive riparian area is a tributary to Kirkwood Creek and thence Caples Creek, which eventually provides El Dorado County with precious water.

If I may be of further assistance, please do contact me.

Respectfully yours,

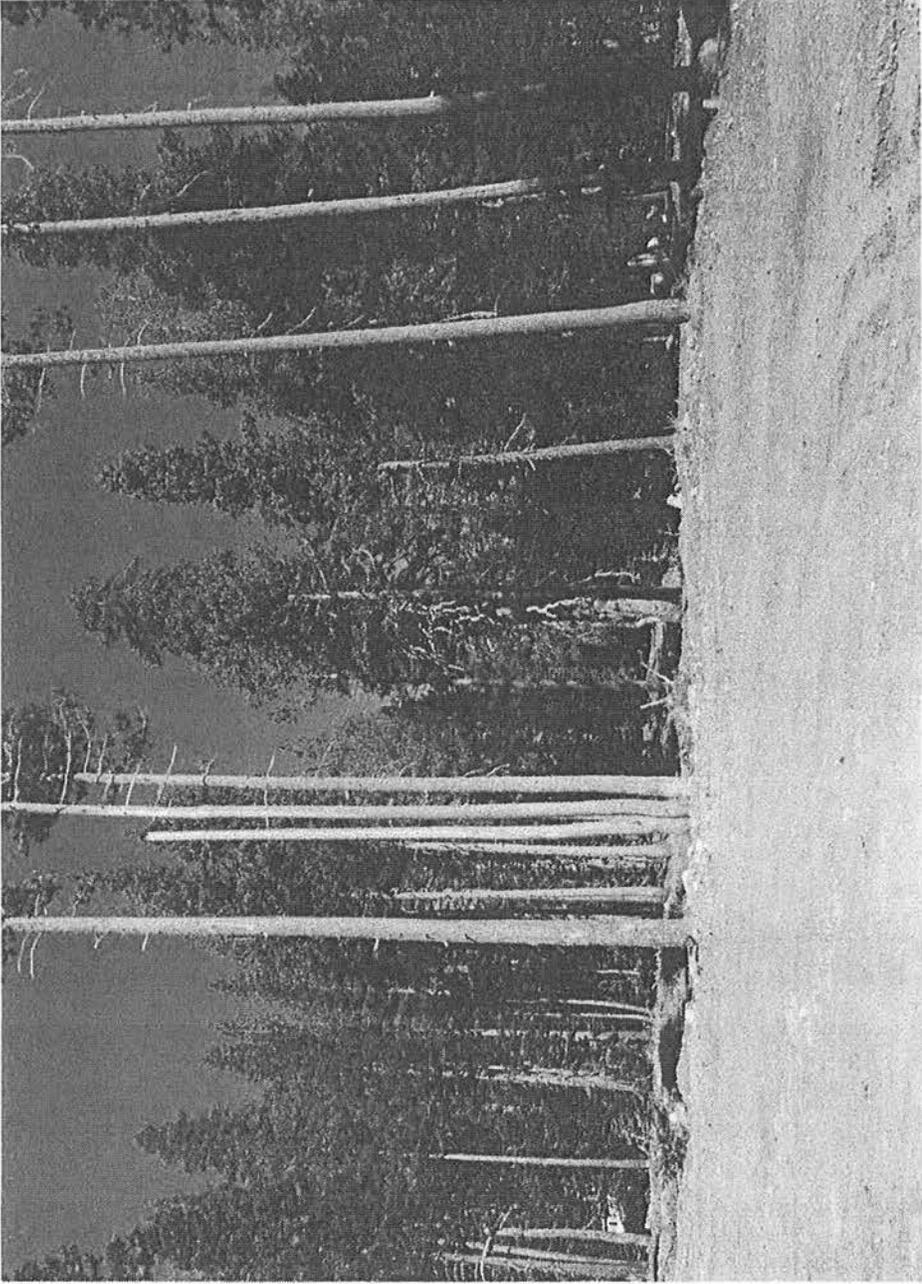


John L. Kipping, MA.

ISA Certified Arborist # WE- 205
Member, American Society of Consulting Arborists
Certified Tree Risk Assessor #1850 PNW ISA



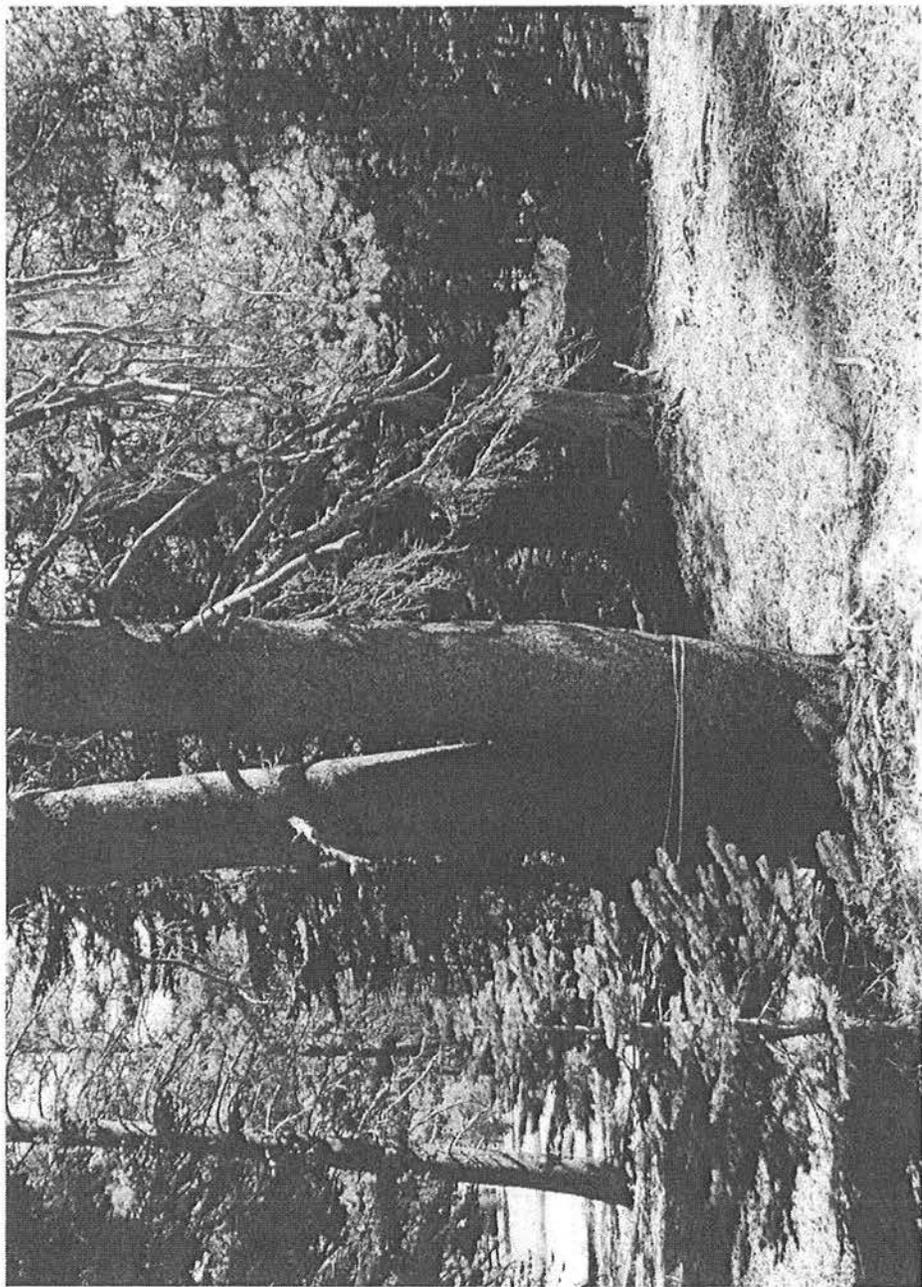
Photograph 1. View of "lightly treed" project site, view looking south from Lot 159. Note stream bordering proposed project.



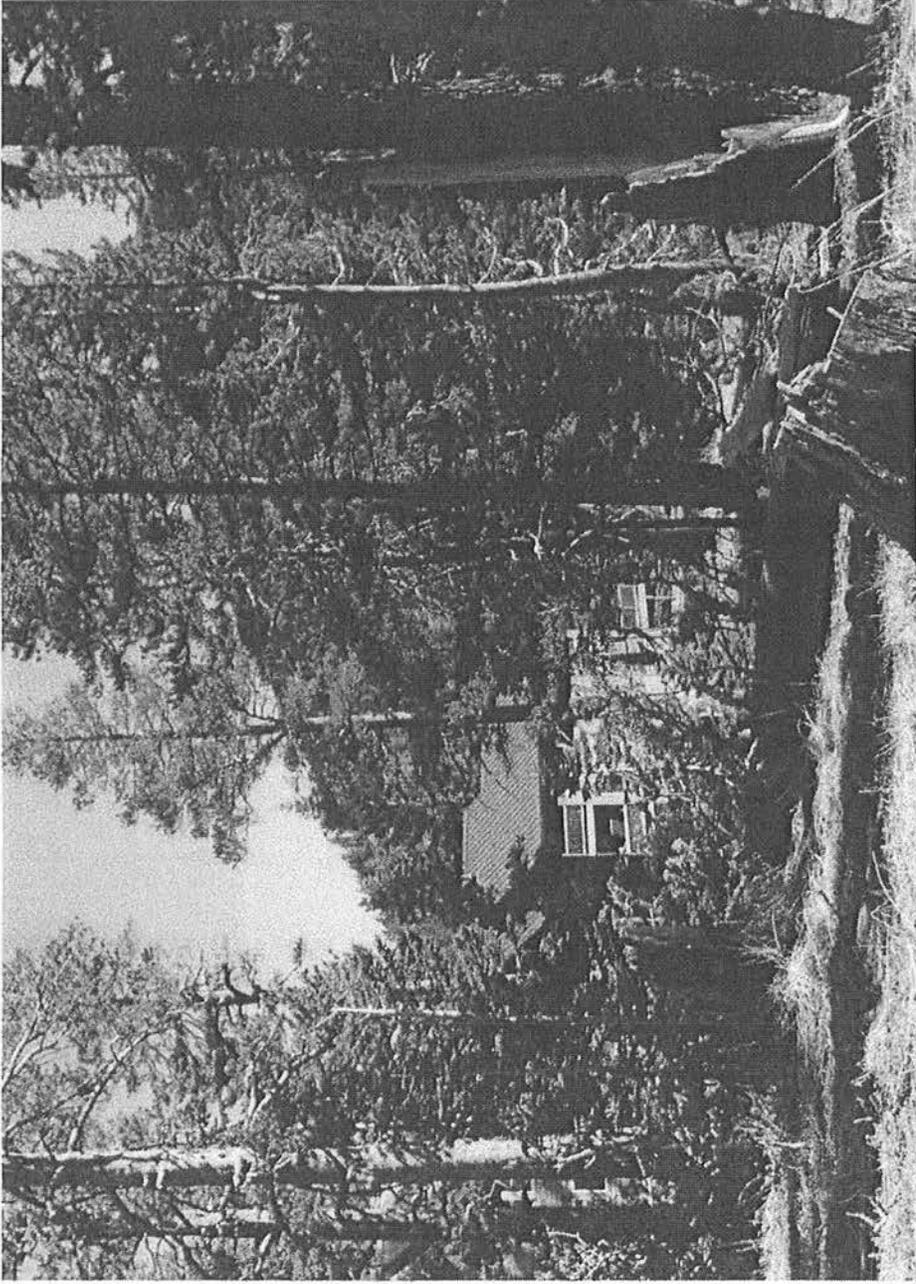
Photograph 2. View of project site looking north from Loop Road.



Photograph 3. KMPUD facility viewed through lodgepole pines from proposed parking lot.



Photograph 4. View of proposed retention tree with co-dominant weak union.



Photograph 5. Storm-broken mature lodgepole pine which snapped off 3 to five feet above grade at decayed bole. Decay was result of old fire injury; trees of similar size and age on the proposed project also bear sign of fire injury to trunks.



Photograph 6. Mr. Michael Sharp of WMPUD stands next to trees he planted fifteen years ago to provide visual screening. Despite professional care, they have grown very little.



Photograph 7. Creek flowing along northern boundary of proposed project. Note several dark red stakes, perhaps denoting locations of proposed landscape replacement trees.

----- Forwarded message -----

From: **Janice Holland-Hill** <redhill12345@gmail.com>

Date: Mon, Apr 6, 2015 at 6:52 PM

Subject: Tri Tac public comments

To: "julie.saylor@edcgov.us" <julie.saylor@edcgov.us>

Cc: Melene Smith <gmssmith@ix.netcom.com>

Dear Julie,

I am a homeowner on the west side of Kirkwood. Parking is an important subject as it relates to our valley, and future growth of the ski resort depends upon it. Property values also tie into it.

As a community member, I have been following KCP's rezoning/development requests of the old school site with much interest, and have attended and participated in this subject in several KMA meetings over the last year and a half. I recognize that expanded parking is important to Vail, and that by the sale contract that KCP must deliver additional parking. Unfortunately, there has not been adequate transparency on the part of KCP so that the community can understand the full intentions of their rezoning requests and plans as they go forward on the old school site.

I would like to know several things before any decision is made:

1. What is their master plan for parking as it relates to the entire Kirkwood Valley? What other options exist for parking?
2. What happens to the other 2/3 of the school site? What exactly is KCP/Vail's plan for the adjoining parcels, access to the meadow, parking, toilets, etc.?

We should not make decisions on this one area without knowing more about their plans and intents for development on the contiguous areas. The visual impact alone of putting a parking lot at this location is significant...many huge trees have to come down, there is significant creek impact, and the parking lot will be in plain view across the valley from east valley homeowners...not to mention the visual impact it will have right next to the meadow. Is this a good thing or bad?...more information on the overall master valley plan for parking is warranted.

Kindly add my email address to your list so that I am notified when meetings come up regarding this topic. Thank you.

Sincerely,

Jan and Jim Hill
33961 Dangberg Dr
Kirkwood , CA

Redhill12345@gmail.com

**ORIGINAL
APPLICATION
MATERIALS**

KIRKWOOD

RESORT DEVELOPMENT

17 September 2014

Amador County Planning
Attn: Mr. Chuck Beatty
810 Court Street
Jackson, CA 95642

RECEIVED
Amador County
OCT 15 2014
PLANNING DEPARTMENT

Subject: Letter of Authorization

To whom it may concern:

I declare under penalty of perjury that I/ we am/ are the legal owner(s) of the property described below and I hereby authorize the following person(s) / firm to act as my agent(s) to apply for, sign and file the documents related to the following Project:

Owner Info:

Owner Name: Village East, LLC
Contact Name / Title: Nathan Whaley
Address: PO Box 2, Kirkwood, CA 95646
Phone Number: (209) 258-7291

Project Info:

Project Name: Loop Road North Parking Lot
Address / Location: North of Loop Road
Assessor Parcel Number(s): Portion of 26-270-018

Authorized Person / Firm:

Company Name: Cunningham Engineering Corporation
Address: 2940 Spafford Street, Suite 200, Davis, CA 95618
Phone: (530) 758-2026

Sincerely,

VILLAGE EAST LLC



Nathan Whaley
President & Chief Financial Officer

OCT 15 2014

PLANNING DEPARTMENT

APPLICATION FOR ZONE CHANGE

Application for a zoning change shall include the following:

- ___ 1. A. Name of Property Owner Village East LLC; Nathan Whaley
Mailing Address PO Box 2, Kirkwood, CA 95646

Phone Number (209) 210-7225
- B. Name of Applicant Same as Owner
Mailing Address _____

Phone Number _____
- C. Name of Representative Cunningham Engineering; Andi Panagopoulos
Mailing Address 2120 20th Street, Suite 3, Sacramento, CA 95818

Phone Number (916) 455-2026 ext. 151
- ___ 2. Assessor Parcel Number(s)
- ___ 3. Letter of application explaining purpose of request, description of proposed uses, and other pertinent information. **Note: It is to your benefit to be as specific as possible with your application information.**
- ___ 4. Letter of authorization if landowner is being represented by another party.
- ___ 5. Submit a plot plan of parcel showing location of project in relation to property lines and any existing structures/improvements (roads, parking areas, etc.) on the property as well as all proposed structures/improvements (may wish to make separate maps). NOTE: An Assessor Plat Map can be obtained from the Surveying and Engineering Department (500 Argonaut Lane, Jackson, CA) for the purpose of aiding in drawing of the plot plan.
- ___ 6. Copy of deed(s) to property.
- ___ 7. Completed Environmental Information Form and Indemnification Agreement.
- ___ 8. Filing fee of \$_____ (see attached schedule of fees).
- ___ 9. Application Form to be signed at the time of project presentation in the Planning Department.

OCT 15 2014

PROJECT DESCRIPTION

PLANNING DEPARTMENT

Loop Road North Parking Area Kirkwood, California

Village East, LLC is proposing approval of a Specific Plan Amendment / Rezone for a parking lot at the currently zoned school site at Kirkwood. The site is located north of Loop Road and is a portion of the assessor parcel number 26-270-018.

Existing Zoning / Land Use Designation

The project site is part of the Kirkwood Specific Plan and is currently zoned Service / Utilities and Parking Zone (S-P) with parks and recreation / school overlay. The proposed zoning remains Service / Utilities and Parking Zone (S-P), but removes the limitation for surface parking, but adding a prohibition of development of above-ground structures (excluding utility enclosures, similar to the "Meadow" designation). This would eliminate potential uses identified in Table 4.3 including Sheriff Substation, Fire Facility, Equipment Maintenance Facility, Day Care, School and Library and continue to prohibit parking garages.

Project Design

The total site area of the proposed parking lot is approximately 8.4 acres will include approximately 216 parking spaces. The portion of the site that requires the rezone is approximately 2 acres. The parking lot is necessary to provide parking spaces for Kirkwood skiers and this effort is an outstanding requirement of the sale to of Kirkwood Mountain Resort to Vail Resorts. The parking lot may also include some landscape buffer areas (berms and/or trees) along the west portion of the site.

Construction Schedule

The anticipated construction schedule is summer of 2015.

Existing Site Conditions

The existing site is vacant, undeveloped land historically used as the "boneyard" for Mountain Utilities and Resort maintenance parts and equipment storage. There are no known mine shafts, tunnels, air shafts, open hazardous excavations, etc. Refer to the enclosed site photos.

Surrounding Site Conditions

The project site is along Loop Road in Kirkwood, the industrial and parking core of the Kirkwood Valley, and is adjacent to the Kirkwood Mountain Resort Maintenance Shop and resort Chair 7 parking lots and KMPUD wastewater treatment plant, maintenance shop, fire station and administration building to the south, employee housing to the west, Kirkwood Meadow Conservation Easement to the east, undeveloped land to the north.

The site is lightly treed, relatively flat and is not within 1000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resource Code and within an urbanized area as defined in Section 65944. Refer to enclosed copies of recent biological studies indicating no sensitive biological species are present.

ENVIRONMENTAL INFORMATION FORM

OCT 15 2014

(To be completed by applicant; use additional sheets as necessary.)
Attach plans, diagrams, etc. as appropriate.

PLANNING DEPARTMENT

GENERAL INFORMATION

Project Name: Loop Road North Parking Area

Date Filed: _____ File No. _____

Applicant/ Developer	<u>Village East, LLC</u>	Landowner	<u>Same as Applicant</u>
Address	<u>PO Box 2, Kirkwood, CA 95646</u>	Address	_____
	<u>Attn: Nate Whaley</u>		_____
Phone No.	<u>(209) 210-7225</u>	Phone No.	_____

Assessor Parcel Number(s) Portion of 26-270-018

Existing Zoning District Service / Utilities and Parking Zone (S-P)

Existing General Plan Kirkwood Specific Plan

List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state, and federal agencies: _____

None

WRITTEN PROJECT DESCRIPTION (Include the following information where applicable, as well as any other pertinent information to describe the proposed project):

1. Site Size
2. Square Footage of Existing/Proposed Structures
3. Number of Floors of Construction
4. Amount of Off-street Parking Provided (provide accurate detailed parking plan)
5. Source of Water
6. Method of Sewage Disposal
7. Attach Plans
8. Proposed Scheduling of Project Construction
9. If project to be developed in phases, describe anticipated incremental development.
10. Associated Projects
11. Subdivision/Land Division Projects: Tentative map will be sufficient unless you feel additional information is needed or the County requests further details.
12. Residential Projects: Include the number of units, schedule of unit sizes, range of sale prices or rents and type of household size expected.
13. Commercial Projects: Indicate the type of business, number of employees, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities.

14. Industrial Projects: Indicate type, estimated employment per shift, and loading facilities.
15. Institutional Projects: Indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.
16. If the project involves a variance, conditional use permit, or rezoning application, state this and indicate clearly why the application is required.

Environmental Information Form

Page 2

ADDITIONAL INFORMATION Are the following items applicable to the project or its effects? Discuss below all items checked "yes" (attach additional sheets as necessary).

- | YES | NO | |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 17. Change in existing features or any lakes or hills, or substantial alteration of ground contours. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 18. Change in scenic views or vistas from existing residential areas, public lands, or roads. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 19. Change in pattern, scale, or character of general area of project. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 20. Significant amounts of solid waste or litter. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 21. Change in dust, ash, smoke, fumes, or odors in the vicinity. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 22. Change in lake, stream, or ground water quality or quantity, or alteration of existing drainage patterns. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 23. Substantial change in existing noise or vibration levels in the vicinity. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 24. Site on filled land or has slopes of 10 percent or more. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 25. Use or disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 26. Substantial change in demand for municipal services (police, fire, water, sewage, etc.). |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 27. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.). |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 28. Does this project have a relationship to a larger project or series of projects?
Part of Specific Plan |

RECEIVED
Amador County

OCT 15 2014

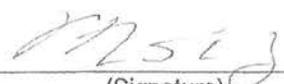
PLANNING DEPARTMENT

ENVIRONMENTAL SETTING

- 29. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site (cannot be returned).
- 30. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity (cannot be returned).
- 31. Describe any known mine shafts, tunnels, air shafts, open hazardous excavations, etc. Attach photographs of any of these known features (cannot be returned).

Certification: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date 9/17/2014


(Signature)

For VILLAGE EAST LLC

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OCT 15 2014
PLANNING DEPARTMENT

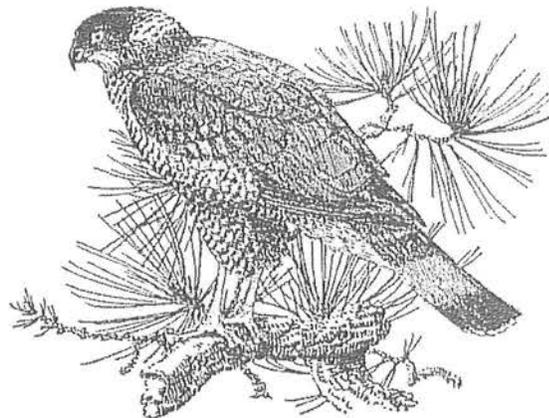
Dale Keyser

Biological & Environmental Consulting
397 East Bald Mountain Road
Sonora, CA 95370
(209) 532-4852

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OCT 15 2014

PLANNING DEPARTMENT



WILDLIFE SURVEYS FOR MARTIN POINT, KIRKWOOD NORTH,
NORTHWEST PARCEL, EAST VILLAGE AND SCHOOL SITE ON LOOP
ROAD
AT THE
KIRKWOOD MOUNTAIN RESORT
KIRKWOOD, CALIFORNIA

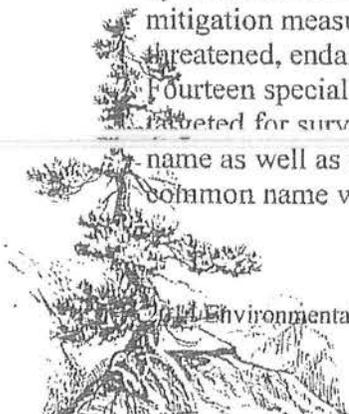
August 14, 2014

Prepared for: Nate Whaley, President and Chief Financial Officer
Kirkwood Mountain Development
1499 Kirkwood Meadows Drive
P.O. Box 2
Kirkwood, CA 95646

Prepared by: Dale Keyser, Wildlife Biologist
397 East Bald Mountain Road
Sonora, CA 95370
(209) 532 4852

Project MARTIN POINT, KIRKWOOD NORTH, NORTHWEST PARCEL, EAST
VILLAGE AND SCHOOL SITE ON LOOP ROAD

Purpose of Surveys: Mitigation requirements for protection of wildlife species were established by the Kirkwood Mountain Resort Final Environmental Impact Report and are identified in mitigation measure 4.3.2 (h) (see attached). This measure requires surveys to be conducted for threatened, endangered, and sensitive wildlife species prior to any individual project construction. Fourteen special status animals listed on Table 4.13 of the Kirkwood EIR (see attached) were targeted for surveys. The animal species listed on this table are identified by both the common name as well as its scientific name. Each is addressed individually in this report but only the common name will be used in the body of the report.



Please note: The Mountain Yellow-legged Frog, *Rana muscosa*, had a name change to Sierra Nevada Yellow-legged Frog, *Rana sierrae*.

Survey Methods: The area was surveyed to identify the location of any habitat appropriate to the fourteen species mentioned above and were subjected to ground surveys by two observers on foot. Observations focused on any evidence that would confirm presence of special status wildlife species. Evidence of presence would be established by visual sighting, acoustical evidence, tracks, scats, feathers, eggs or larvae. Survey dates for ground surveys were June 28, July 5, July 12, July 19, July 28 & Aug. 11, 2014

Surveys for the Great Gray Owl were conducted using *Survey Protocol for the Great Gray Owl in the Sierra Nevada of California, May 2000*, by Jon Winter and Thomas Beck. This consisted of five surveys using an MP3 player and broadcast calling technique. Five calling visits were implemented on the following dates: June 28, July 5, July 12, July 19, & July 28. A pellet meadow search was conducted on August 11 in accordance with protocol.

Northern Goshawk surveys were conducted in the Martin Point, Northwest Parcel and Kirkwood North areas on June 28 & July 28 broadcasting the primary call throughout a 300 meter walking transect as allowed by *Survey Methodology for Northern Goshawks in the Pacific Southwest Region, U.S. Forest Service, May 2002*. The survey was conducted by three persons walking through appropriate habitat.

To determine presence of the California Wolverine, Pacific Fisher, Pine Marten and Sierra Nevada Red Fox, remote camera/bait stations were established in the Martin Pt. area, East Village, Kirkwood North and School Site on Loop Road. Bait was replenished weekly for four weeks and lure scent was applied during the last two weeks. Camera cards were exchanged on each of these occasions. Additionally, ground surveys focused on any other evidence of presence of these species.

Surveys for the three amphibian species listed on table 4.13 were conducted wherever appropriate or likely habitat was present. The three species included the Sierra Nevada Yellow-legged Frog, Yosemite Toad, and the Mount Lyle Salamander. Surveys for the Yosemite Toad and Mount Lyle Salamander were conducted by this writer in the year 2008 and no individuals of the target species were observed. Likely habitat did exist in the year 2008 in that winter snow depths were substantial and runoff with rapidly moving streams, water spray from waterfalls and splatter provided the preferred habitat for the salamander and snow melt pools for the toad. The 2014 year survey period was extremely dry due to the light winter snowfall and warm springtime temperatures. At the time of the June 28 survey, all streams flowing into Kirkwood meadow creek were dry.

Field surveys were conducted throughout the Martin Point parcel including the parcel known as the Northwest Parcel, to evaluate likely habitat for the Spotted bat, Peregrine falcon, Bald eagle, Sierra Nevada Snowshoe Hare and the Willow Flycatcher. No likely habitat was found for any of these species.

In addition to the above field activities literature related to the survey requirements, as well as detailed biological information for each target species was reviewed and professional specialists were contacted for comments.

Results of Surveys:

Great Gray Owl: There were no responses to calling activity and no evidence of pellets were observed during the meadow pellet search.

The pellet meadow search was conducted by Brian Harasha and his findings are herein reported:
8/11/2014

Surveyors: Brian Harasha, Megan Harasha

Time: 1330 – 1530

Weather: Partly Cloudy, Calm Wind. 75 Degrees

Kirkwood Meadow North Site:

- The general area between Highway 88 and the forested parcel north of the road near an old corral area was searched for pellets. The area starts about 100 feet west of the west entry to the corral and ends about 75 feet east of the east entry to the corral. A two person team walked north/south transects side by side at arms length back and forth until the area was covered entirely. No evidence of GGOW was observed (pellets, feathers).

Merriel/Freemont Road Site:

- The shoulders of Kirkwood Meadow Drive between Merriel and Freemont Roads were searched for GGOW pellets. A zigzag pattern was walked along both the shoulders of the road until the length of this segment of road was covered entirely. No evidence of GGOW was observed.
- In addition to the Kirkwood Meadow Drive shoulders, the shoulders of Merriel and Freemont Roads were also searched in the same fashion, but also with no positive findings. I decided to survey these shoulders as well, because it seemed like they would still be in the same flight path between the meadow and the fir stand to the west.

The searches shall be repeated in 2015 to fulfill protocol requirements

Northern Goshawk: This species was not found to be present as a result of the broadcast calling survey.

Forest Carnivores: None of the target species were identified by the motion sensor bait /camera stations.

Amphibians: There was no evidence of presence of the Yosemite Toad, the Mount Lyle Salamander or Sierra Nevada Yellow-legged Frog.

Willow Flycatcher: The required willow or alder component necessary for this species is absent on the project site.

Peregrine Falcon: Vertical cliffs represent the relatively strict nesting requirement for Peregrine Falcons. Nesting habitat is not present on the project site.

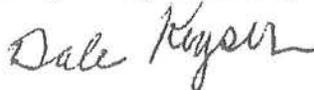
Spotted Bat: Appropriate habitat is not found on the project site. Distribution in the Sierra is patchy with most locations in restrictive habitat. The Spotted Bat is a nearly obligate cliff roosting species which requires vertical unvegetated cliffs composed of fractured rock > 30 meters high. Foraging is primarily over open meadows. (Pierson pers. con.).

Bald Eagle: There was no evidence of nesting observed in any of the trees on the Martin Point parcel for this species. The Bald Eagle typically nests on cliffs or tall trees where it builds extremely large stick nests. One such nest has been active for several years near Red Lake, approximately three miles east of Kirkwood Meadow.

Snowshoe Hare: No hares were found during the surveys and no evidence of their presence was detected.

Comments: The results of this survey are considered valid for two breeding seasons in compliance with the Kirkwood Mountain Resort Environmental Impact Report. This includes the breeding seasons of the years 2014 and 2015.

Respectfully submitted,



Dale Keyser, Wildlife Biologist

References:

Beck, Thomas, & Winter, Jon co-authors, *Great gray owl survey protocol*, 2000

~~Bradford, David, *Journal of Herpetology* Vol. 25, no. 2, pp.177-178, 1991.~~

Crother, Brian, "Scientific and Standard English Names of Amphibians and Reptiles of North America North of Mexico" in *Herpetological Circular* no. 37, 2008.

ECORP Consulting, Inc. *Special Status Amphibian Surveys for EID Project 184 El Dorado County, CA.* 2002.

Fellers, Gary & Kathleen Freel, *Standardized Protocol for Surveying Aquatic Amphibians* Technical Report NPS/WRUC/BRTR-95-01, United States Department of the Interior.

Fowler, C., B. Valentine, S. Sanders, M. Stafford. 1991. *Habitat Suitability Index Model: Willow Flycatcher Empidonax trailii*. USDA Forest Service, Tahoe National Forest.

Habitat Mapping (Draft) for El Dorado National Forest. Appendix A.

Jennings, M.R. & M.P. Hayes, *Amphibian & Reptile Species of Special Concern in California.* Prepared for California Department of Fish & Game 1994 Rancho Cordova, CA 1994.

Karlstrom, Ernest, PhD. *The Toad Genus Bufo in the Sierra Nevada.* Museum of Vertebrate Zoology, University of California, Berkeley, CA.

Keyser, Dale, *Raptor Surveys on the Kirkwood Mountain Resort*, Unpublished Report 1994.

Keyser, Dale, *Raptor Surveys on the Martin Point Area of Kirkwood Valley*, Unpublished Report 2000.

Keyser, Dale, *Willow Flycatcher Survey on the Ski In/Ski Out Subdivision of Kirkwood Resort.* Unpublished Report 1999.

Moore Biological Consultants, *Survey for Mountain Yellow-legged Frog in the Ski In Ski Out Subdivision Project, Kirkwood Ski Resort, Kirkwood, CA.* Unpublished Report 1999.

Pierson, Elizabeth, PhD. *Distribution of the Spotted Bat in California.* Journal of Mammology 79(4):1296-1305, 1998

Stebbins, Robert C., *Field Guide to Western Reptiles and Amphibians.* Houghton Mifflin Co. Boston 1985.

US Forest Service, *Survey Methodology for Northern Goshawks in the Pacific Southwest Region, May 2002*

Personal Contact:

Basey, Harold, retired professor and author of books dealing with Sierra Nevada natural history. 209-962-5845. Harold Basey and I have worked together as research field biologists throughout much of the Sierra Nevada range for nearly fifty years and he has intimate knowledge of my ability to evaluate the wildlife species and their environment.

cc: JoAnne Michael, RCI

2001a). The habitat requirements and known distribution of sensitive species identified as threatened, endangered, or included in the CNDDDB were reviewed. Species identified as threatened, endangered, or sensitive which have a reasonable probability of occurrence within the project area (Simpson 1995) listed in Table 4.13 and discussed in the succeeding text. Additional species identified by the agencies as the greater western mastiff bat (*Eumops perotis californicus*), Pacific western big-eared bat (*Plecotus townsendii townsendii*), and the California spotted owl (*Strix occidentalis occidentalis*) are not addressed as the project area is above the elevational range of these species and/or does not contain suitable habitat.

Table 4.13. Special status wildlife species potentially occurring in the Kirkwood project area

Common name	Scientific name	Federal Status ¹	State Status ²	Forest Ser Status
Spotted bat	<i>Euderma maculatum</i>	SC	CSC	--
Sierra Nevada snowshoe hare	<i>Lepus americanus tahoensis</i>	SC	CSC	--
Sierra Nevada red fox	<i>Vulpes vulpes necator</i>	SC	ST	S
Pine marten	<i>Martes americana</i>	SC	--	S
Pacific fisher	<i>Martes pennanti pacifica</i>	SC	CSC	S
California wolverine	<i>Gulo gulo</i>	SC	ST	S
Bald eagle	<i>Haliaeetus leucocephalus</i>	T	SE	--
Northern goshawk	<i>Accipiter gentilis</i>	SC	CSC	S
Peregrine falcon	<i>Falco peregrinus anatum</i>	D/FT	SE	S
Great gray owl	<i>Strix nebulosa</i>	--	SE	S
Willow Flycatcher	<i>Empidonax traillii</i>	--	SE	S
Mount Lyell Salamander	<i>Hydromantes platycephalus</i>	SC	CSC	--
Yosemite toad	<i>Bufo canorus</i>	SC	CSC	S
Mountain yellow-legged frog ⁴	<i>Rana muscosa</i>	SC	CSC	S

¹E=Endangered; T=Threatened; D=Delisted; FT=Formerly Threatened; SC=Other species of concern to the Sacramento Fish and Wildlife Office. This is an informal term used by some USFWS offices. These species receive no legal protection.
²SE=State of California Endangered; ST=State of California Threatened; CSC=State of California Species of Special Concern. These have no legal status; this category is intended for use as a management tool.
³S=FS Sensitive
⁴Proposed Endangered only for the southern population in the San Gabriel, San Jacinto, and San Bernardino Mountains.

The USFWS identified two listed or formerly listed wildlife species, the bald eagle and peregrine falcon, with the potential to occur in the project area or be affected by the Proposed Project (USFWS 1999, 2001). The federally threatened bald eagle has been observed foraging at Caples Lake and Caple

Table 4.11. State and federal statutes considered in the impact analysis.

Regulated Activity and Resource	Implementing Agency	Regulatory Authority
Activities affecting species listed as Endangered or Threatened.	U.S. Fish and Wildlife Service	Sections 7 & 9, Endangered Species Act (16 USC 1536).
	California Dept. Fish & Game	California Endangered Species Act (Calif Fish and Game Code, Section 2081).
Activities affecting general fish and wildlife concerns.	U.S. Fish & Wildlife Service California Dept. of Fish & Game	Fish and Wildlife Coordination Act (16 USC 661-666); California Environmental Quality Act; National Environmental Policy Act.
Discharge of dredged or fill material into waters of the United States or construction within a floodplain.	U.S. Army Corps of Engineers	Section 404, Clean Water Act (33 USC 1344); Section 10, Rivers and harbors Act of 1899 (33 USC 403).
	U.S. Forest Service	Executive Order 11990, Protection of Wetlands. Executive Order 11988, Floodplain Management.
	California Dept. Fish & Game	Streambed Alteration Agreement (Calif Fish & Game Code, Section 1603).
Activities affecting designated wilderness areas.	U.S. Forest Service	Wilderness Act of 1964 (16 USC 1131).
	California Resources Agency	California Wilderness Act (California Public Resources Code, Section 5093.30 et seq.).
Activities involving timber harvests on private land.	California Dept. Forestry and Fire Protection	Z' Berg-Nejedly Forest Practice Act (Calif Public Resources Code, Section 4511 et seq.).

Source: Bass et al. 1996.

4.3.2.2.4 Existing Studies and Information

Because the long-term fate of the wildlife resource is closely linked to habitat quality, this analysis heavily on a habitat-based approach to assess development impacts. As a consequence, there is substantial overlap in source materials for this section and the vegetation and wetland impact analyses.

Primary source material for the wildlife analysis includes the following documents:

- California Department of Fish and Game (CDFG) Natural Diversity Data Base (CDFG 1990)
- Special animals. California Natural Diversity Data Base (CDFG 2001a).
- California species of special concern. Habitat Conservation Planning Branch (CDFG 2001b)

August 17, 2017



Zach Wood
Planner III
Alpine County
50 Diamond Valley Road
Markleeville, CA 96120

Dear Mr. Wood:

2016-17 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 of the allocated and proposed deed restrictions required since the first employee housing requirement was adopted in 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 November 25, 2016 and closed on April 16, 2017. The data are presented for that time period.

The attached table shows that an average of approximately 425 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 2016/17, this equals 127 employees. The average occupancy during the winter season was 133 employees which is greater than the 30% average of 127 employees.

The employees are housed in 176 units of employer-owned housing which includes Red Cliffs, Renwick and The Pine Lodge (formerly The Hostel).

Please place this on an upcoming TC-TAC agenda for formal review and acceptance if necessary. Feel free to contact me with any questions or comments.

Sincerely,

A handwritten signature in black ink that reads "ANDREW STRAIN". The letters are slightly slanted and connected, with a prominent "A" and "S".

Andrew Strain
Vice President of Planning & Governmental Affairs

C; Doug Pierini, Kirkwood Mountain Resort
Brian Bigley, Kirkwood Mountain Resort
Greg Carlson, Kirkwood Mountain Resort
Nate Whaley, Kirkwood Capital Partners
Michael Sharp, Kirkwood Meadows PUD

KIRKWOOD MOUNTAIN RESORT 2016/17 WINTER SEASON EMPLOYMENT AND HOUSING

Season Opening Date: November 25, 2016

Season Closing Date: April 16, 2017

Pay Period Ending	Full Time Employees (>30hrs/wk)	Part Time Employees (<30hrs/wk)*	Total Gross Employees	Total FTEs	Employees Housed
11/19/2017	306	81	387	347	95
12/3/2017	353	112	465	409	111
12/17/2017	392	120	512	452	152
12/31/2017	418	133	551	485	152
1/14/2017	418	133	551	485	153
1/28/2017	431	131	562	497	158
2/11/2017	421	130	551	486	154
2/25/2017	419	135	554	487	152
3/11/2017	399	133	532	466	152
3/25/2017	378	133	511	445	140
4/8/2017	360	122	482	421	124
4/22/2017	118	7	125	122	53
Average	368	114	482	425	133

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

SUMMARY

Total Employees	482
Total FTEs	425
FTE per Ordinance	127