

# **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

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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:

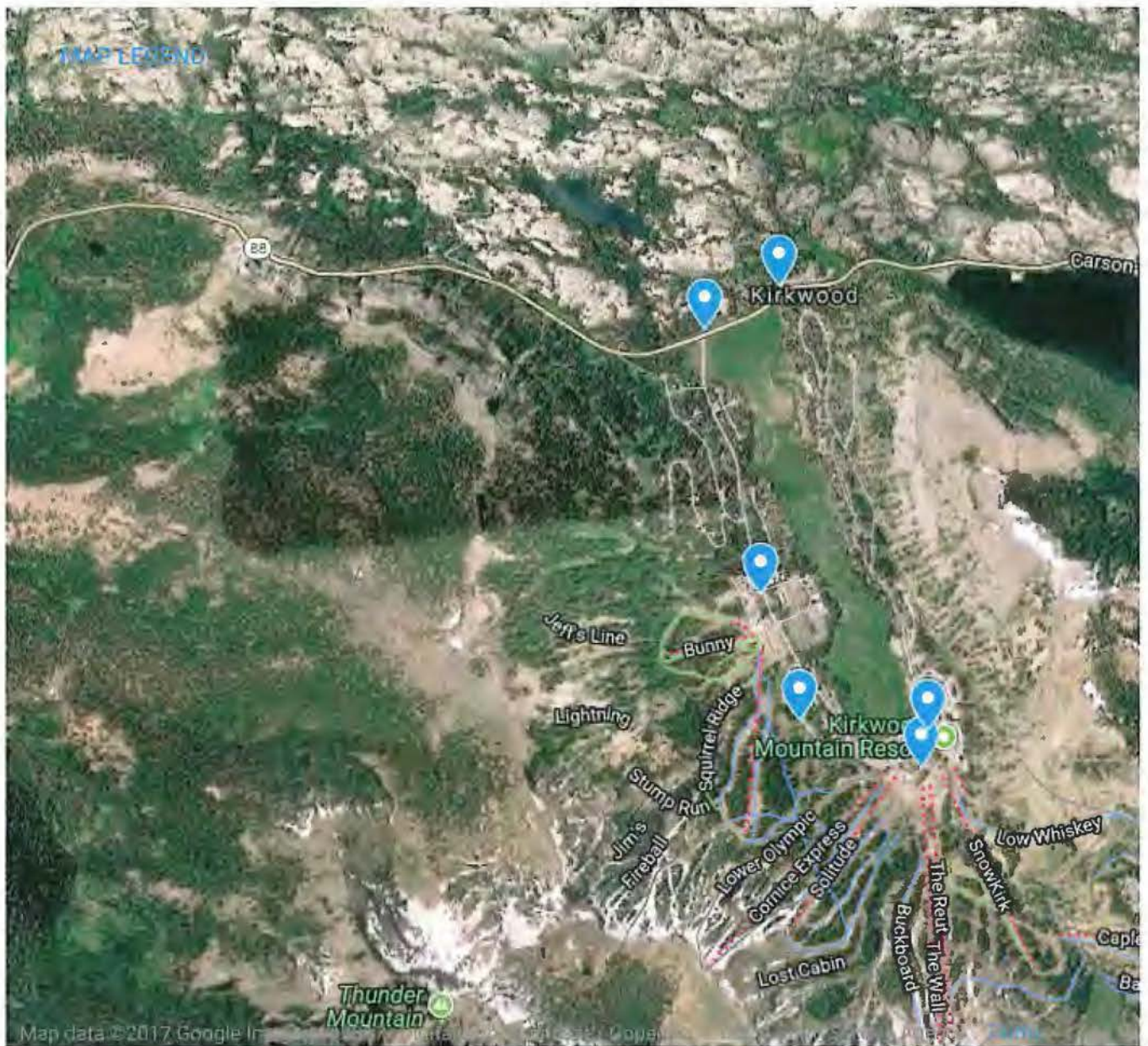
- Proof of signs
- Aerial view site plan depicting proposed locations of the signs
- Specific Plan sign ordinance

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](mailto: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



[www.LiveKirkwood.com/Expedition-Lodge](http://www.LiveKirkwood.com/Expedition-Lodge)

**(209) 258-8869**



[www.LiveKirkwood.com/East-Village](http://www.LiveKirkwood.com/East-Village)

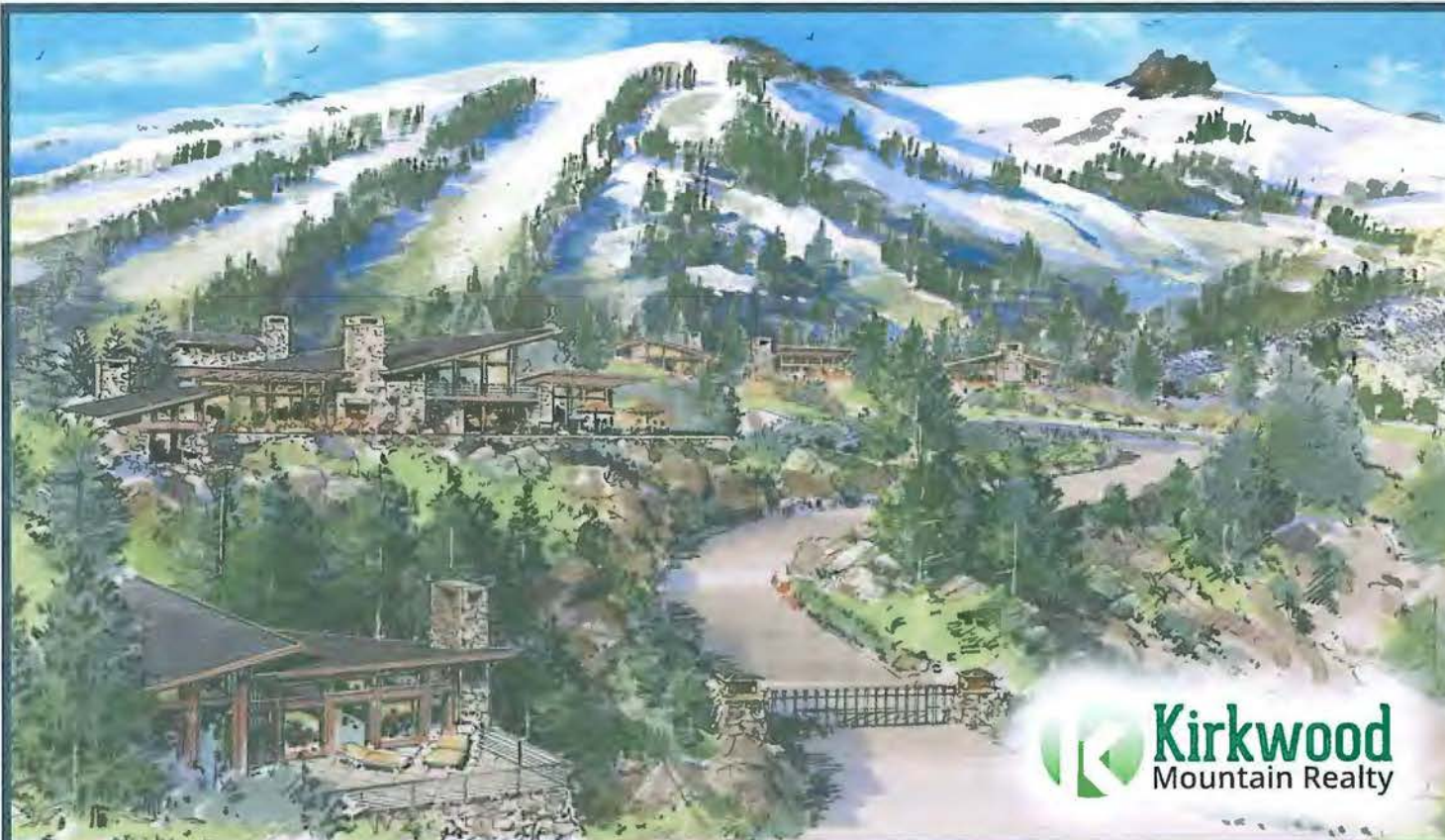
## EAST VILLAGE

### DEVELOPMENT PARCEL

*available for :  
sale  
partnership  
joint venture*

**13 Acres  
200+ Units**  
Plus Commercial &  
Club Space

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## FAMILY ESTATE SITE

AVAILABLE FOR SALE  
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Ultimate  
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13 Acres of  
Endless Possibilities

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# Kirkwood Station

**AVAILABLE FOR SALE**  
**\$1,500,000**

**65 Acres**  
**40+ Units**

Plus Inn/Lodge/B&B Facility

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**(209) 258-8869**

[www.LiveKirkwood.com/Kirkwood-Station](http://www.LiveKirkwood.com/Kirkwood-Station)



[www.LiveKirkwood.com/Martin-Point](http://www.LiveKirkwood.com/Martin-Point)

## TIMBER CREEK & MARTIN POINT

### DEVELOPMENT PARCELS

*available for :*  
*sale*  
*partnership*  
*joint venture*

18 Acres  
72 Units

**(209) 258-8869**

# 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 inviable 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.

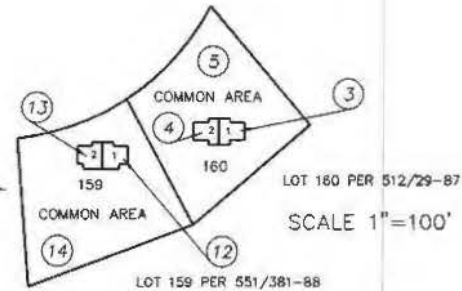
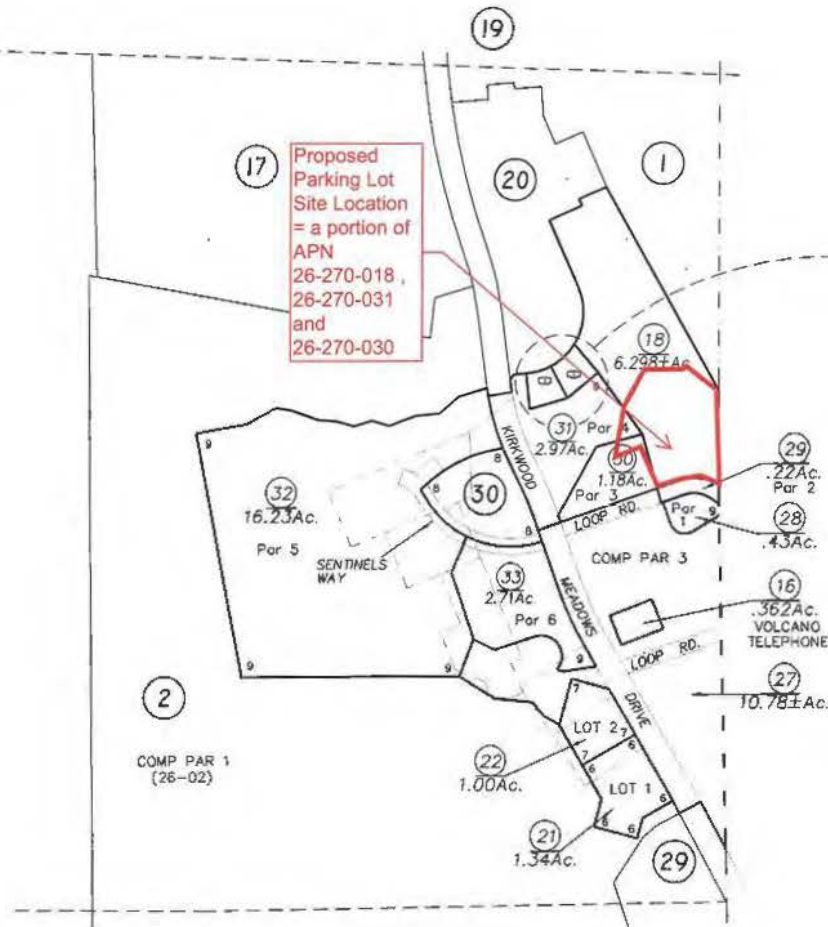
*END*

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

26-27

FROM: 26-02

21/22  
28 27



- 1 - P.M. Bk. 27, Pg. 43  
P.M. Bk. 32, Pg. 79
- 2 - P.M. Bk. 5, Sub. Pg. 24
- 3 - P.M. Bk. 5, Sub. Pg. 52
- 4 - P.M. Bk. 5, Sub. Pg. 54
- 5 - P.M. Bk. 5, Sub. Pg. 56
- 6 - P.M. Bk. 8, Sub. Pg. 74 (Timber Creek Village, Unit 1 Phase 2, 12/21/2005)
- 7 - P.M. Bk. 8, Sub. Pg. 77 (Timber Creek Village, Unit 1 Phase 3, 12/21/2005)
- 8 - P.M. Bk. 8, Sub. Pg. 100 (Timber Creek Village, Unit 1 Phase 1, 09/25/2005)
- 9 - P.M. Bk. 62, Pg. 89 (12/29/2010)

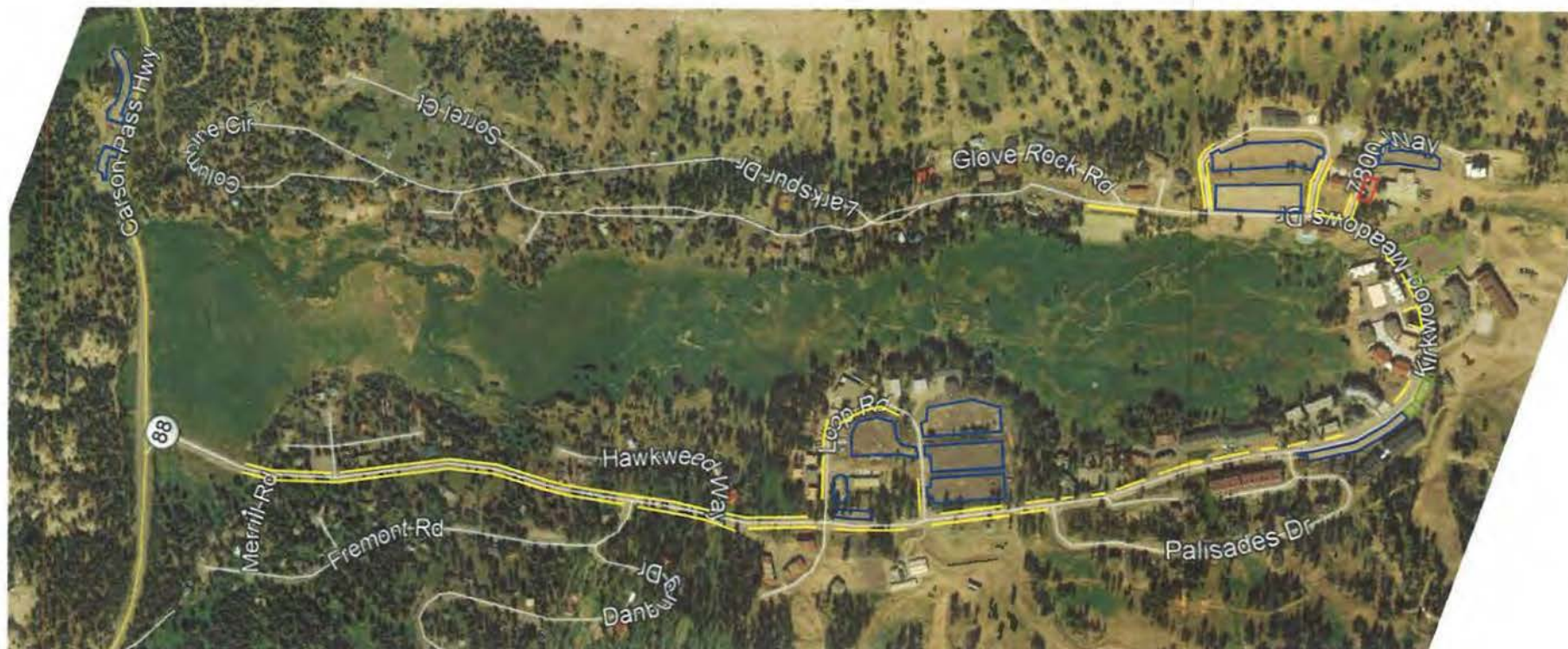
IMPORTANT NOTE: This map was prepared for property tax assessment purposes only. It is assumed that the property, as described in it's deed, is the property being assessed. No liability is assumed for the accuracy of the data delineated herein.

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.

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

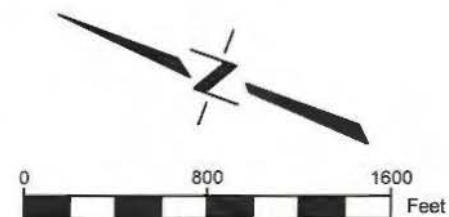
33

Assessor's Map Bk. 26, Pg. 27  
County of Amador, Calif.



## LEGEND

- PUBLIC PARKING LOT
- VIP PARKING LOT
- 15 MINUTE PARKING LOT
- STREET PARKING



DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: JR  
 CHECKED BY: \_\_\_\_\_

SCALE  
**1" = 800'**



Project Planning • Civil Engineering • Landscape Architecture

Sacramento Office • Davis Office •  
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 Sacramento, CA 95818 • Davis, CA 95618  
 (916) 455-2026 • (530) 750-2026

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# EXHIBIT KIRKWOOD - AERIAL PARKING MAP

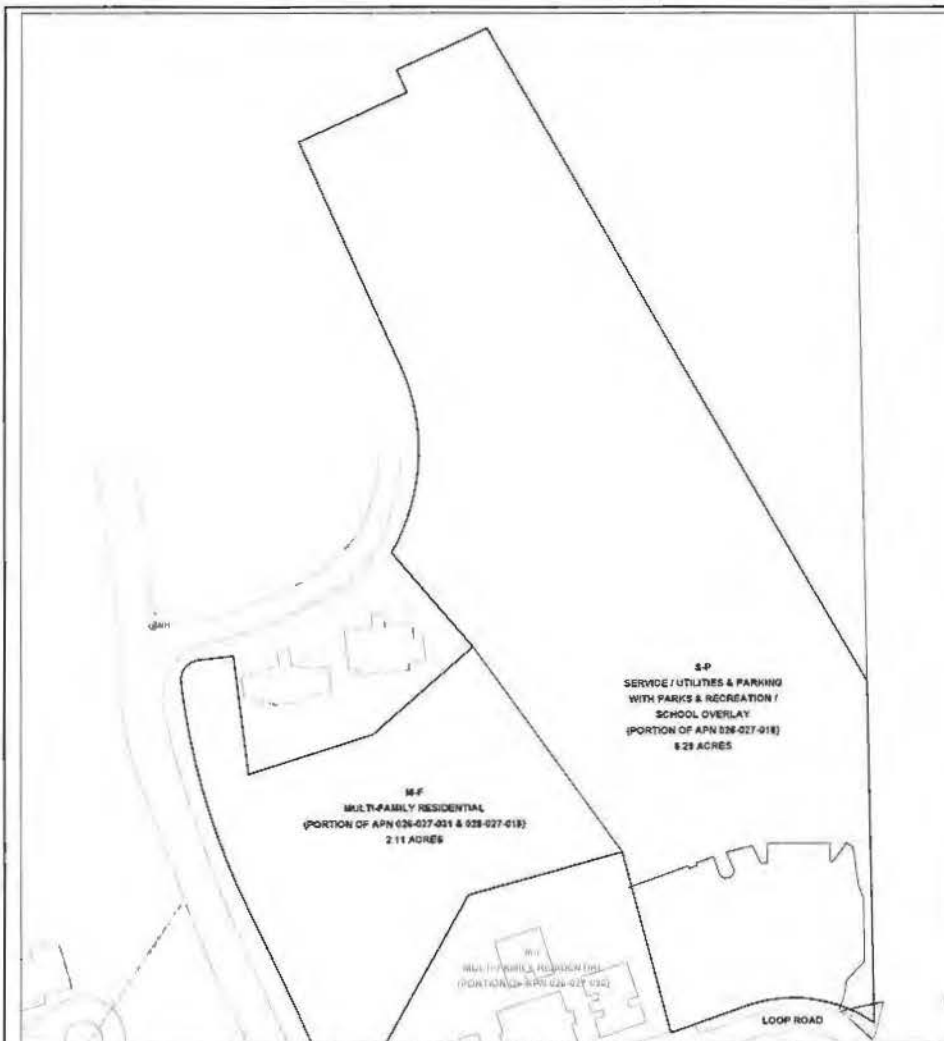
KIRKWOOD

CALIFORNIA

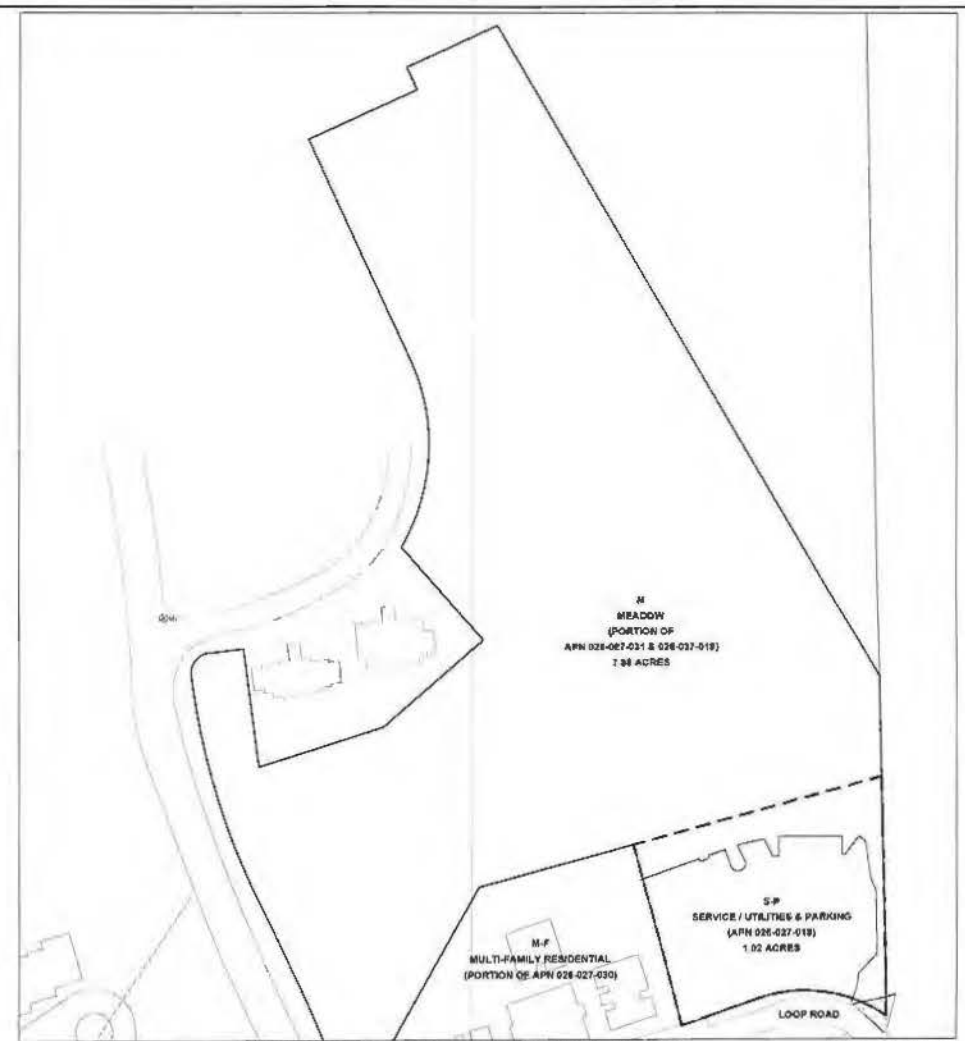
SHEET

**1**  
 OF  
**1**

DATE: 8/15/17  
 JOB NO: 1280.02



**EXISTING ZONING DESIGNATIONS**



**PROPOSED ZONING DESIGNATIONS**

**VICINITY MAP**

SUMMARY TABLE			
ZONING	EXISTING	PROPOSED	DIFFERENCE
SERVICE / UTILITIES & PARKING ZONE (S-P) WITH PARKS & RECREATION / SCHOOL OVERLAY	8.29 AC ±	0.00 AC ±	-8.29 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 ±	



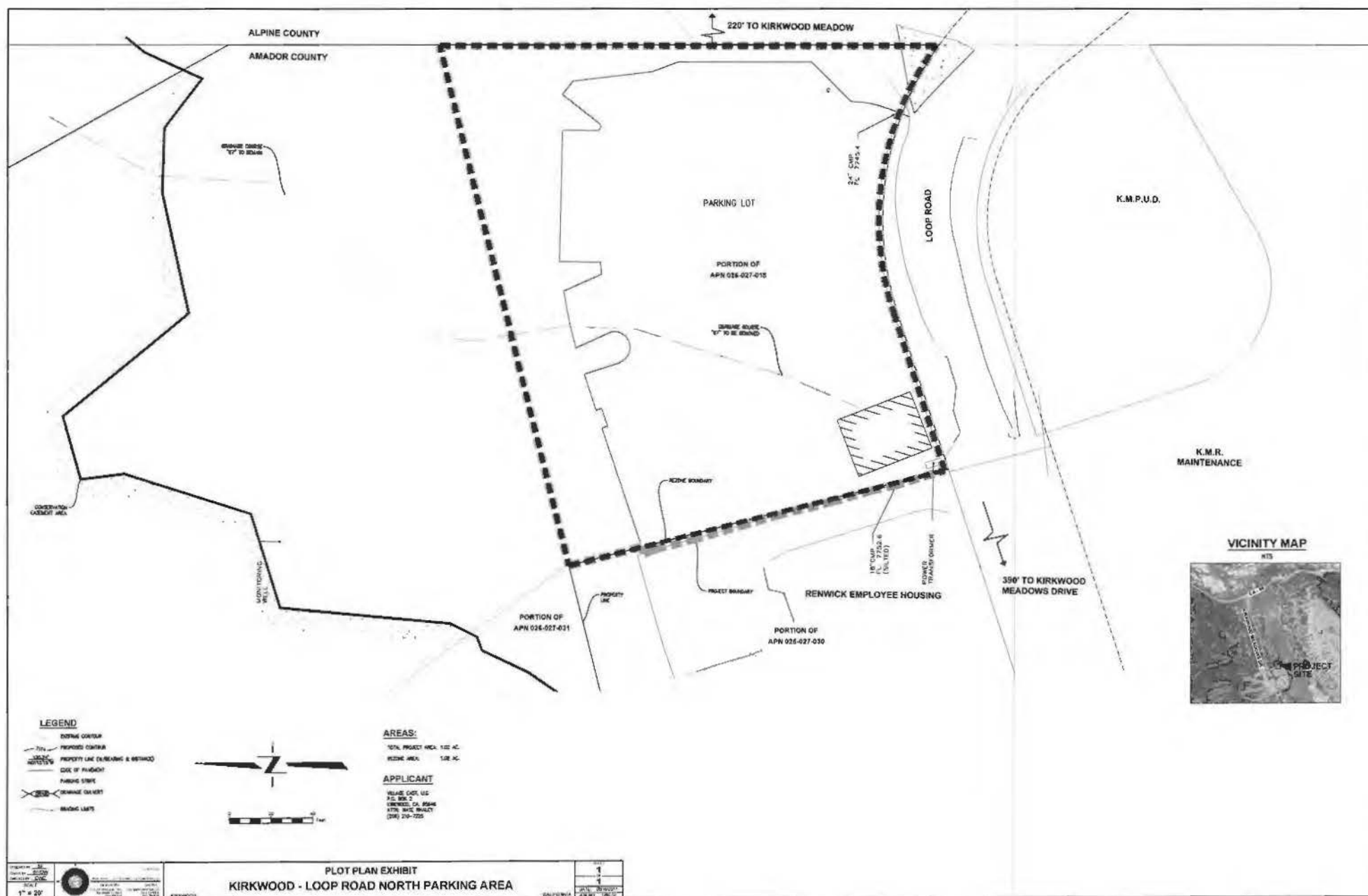




EXHIBIT 1

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 &lt;cbeatty@amadorgov.org&gt;

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**Kirkwood Village Rezoning**1 message

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**William Buckingham** <billbuckingham@comcast.net>

Mon, Aug 21, 2017 at 10:20 AM

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

Cc: Josefa Buckingham &lt;josefabuckingham@comcast.net&gt;

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>

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## Rezoning Request from Community Site to Parking Lot at Kirkwood

1 message

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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>

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

1 message

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**peterluxen@comcast.net** <peterluxen@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 &lt;cbeatty@amadorgov.org&gt;

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**Proposed new parking lot at Kirkwood**1 message

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**Walter Sujansky** <wsujansky@sujansky.com>

Sat, Aug 12, 2017 at 11:34 AM

To: "cbeatty@amadorgov.org" &lt;cbeatty@amadorgov.org&gt;

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 &lt;cbeatty@amadorgov.org&gt;

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**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 &lt;cbeatty@amadorgov.org&gt;

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**Kirkwood Village rezoning**1 message

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**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>

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## FW: Loop Road Parking Proposal

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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

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**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

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### 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 EMHIOA 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*







Chuck Beatty <cbeatty@amadorgov.org>

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## Proposed parking lot on Loop Road at Kirkwood

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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.gov, 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>

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

1 message

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

Tue, Aug 8, 2017 at 9:35 AM

To: cbeatty@amadorgov.org

Cc: Alisa Van Disen <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 Disen



Chuck Beatty <cbeatty@amadorgov.org>

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## Rezoning Request from Community Site to a Parking Lot

1 message

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Louis Drapeau <ldrapeau@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 <gijik@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@icl.com" <lisa@icl.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@ograde.us" <abo@ograde.us>, "sograde@granitevc.com" <sograde@granitevc.com>, "bilolin@aol.com" <bilolin@aol.com>, "skirk@hotmail.com" <skirk@hotmail.com>, "pat@mackpatt.com" <pat@mackpatt.com>, "geir@ramieth.com" <geir@ramieth.com>, "freicheljr@charter.net" <freicheljr@charter.net>, "ericsandy@msn.com" <ericsandy@msn.com>, "xrobin902000@yahoo.com" <xrobin902000@yahoo.com>, "lrobinson@verizon.net" <lrobinson@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', with a large loop at the start and a trailing flourish.

**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 &lt;cbeatty@amadorgov.org&gt;

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**TC-TAC meeting 8/11/17, Kirkwood parking lot proposal**1 message

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**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 Sheeline205 Sorrel Court  
Kirkwood

mobile 650-888-1650



Chuck Beatty &lt;cbeatty@amadorgov.org&gt;

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**Proposed Kirkwood parking**

1 message

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**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 &lt;cbeatty@amadorgov.org&gt;

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**Rezoning request of community site to parking lot**1 message

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Vic Drakulich &lt;3rdman@charter.net&gt;

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 meeting to be held on August 11. I am required to be in Houston, Texas for necessary medical treatment.

Sincerely,

Victor Drakulich



Chuck Beatty &lt;cbeatty@amadorgov.org&gt;

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**Support for Parking Lot**

1 message

**Dolan** <dolan.beckel@gmail.com>

Sun, Aug 6, 2017 at 3:34 PM

To: cbeatty@amadorgov.org

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 waking thru mud.

Dolan Beckel  
310 Palisades Dr  
Kirkwood, CA 95646

Sent from my iPhone



image1.PNG  
192K



Chuck Beatty <cbeatty@amadorgov.org>

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## Proposed parking lot on Loop Road at Kirkwood

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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>

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

1 message

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**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@alpinecountycal.gov" <zwood@alpinecountycal.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 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>

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

1 message

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**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

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



Chuck Beatty <cbeatty@amadorgov.org>

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## 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 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:

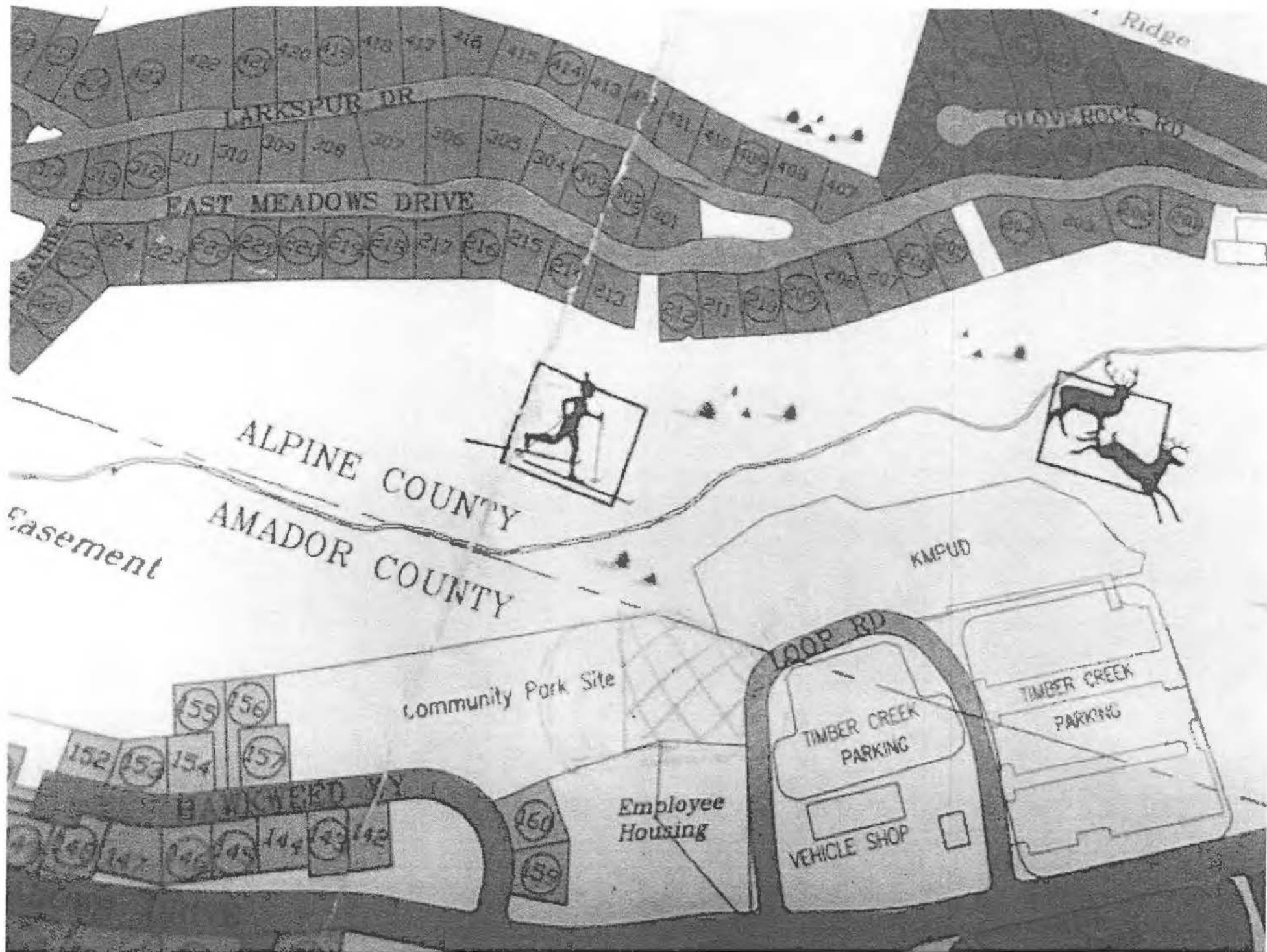
**2 attachments**

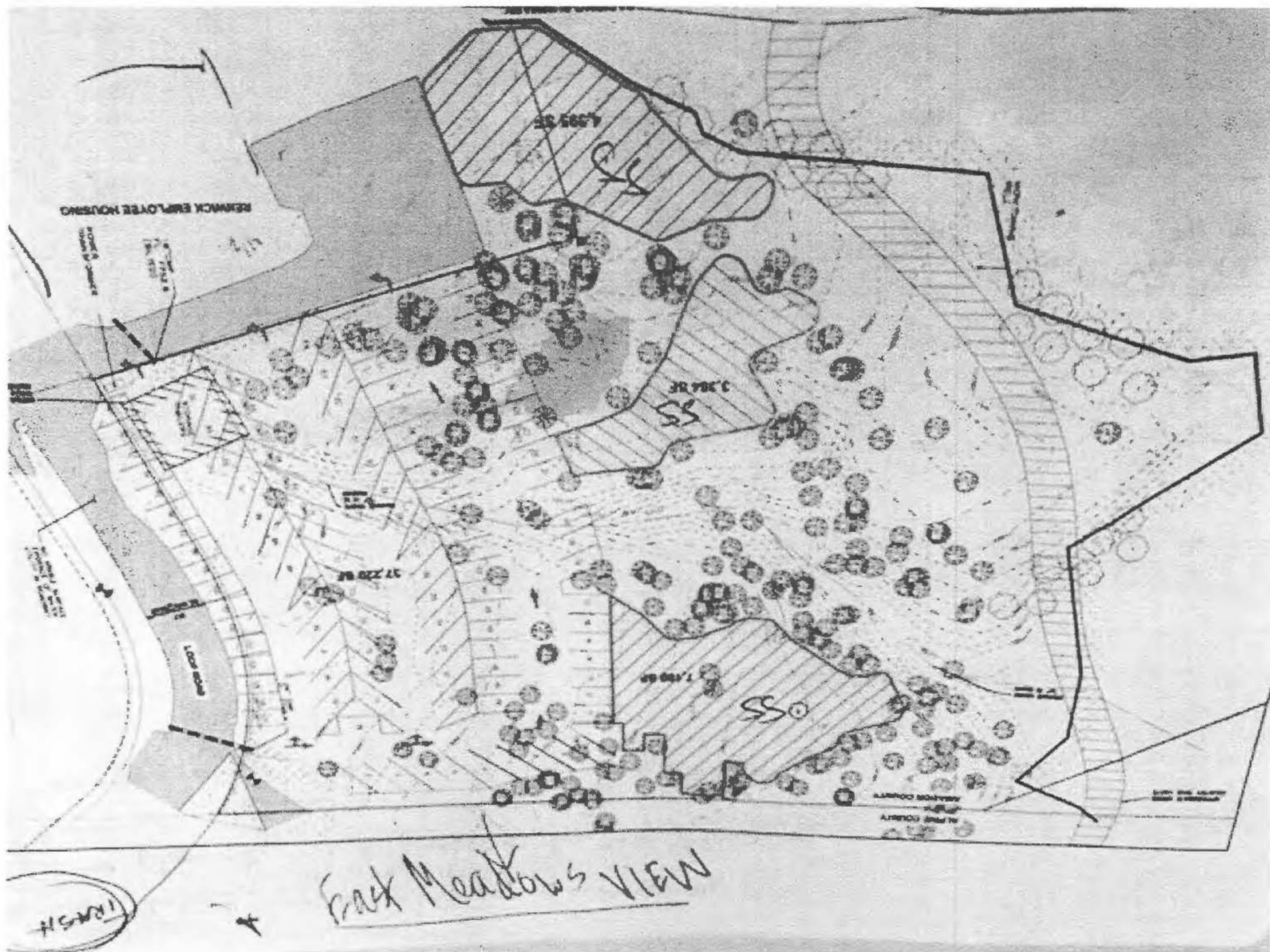


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755K



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1355K







Chuck Beatty <cbeatty@amadorgov.org>

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

1 message

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**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

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

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](mailto:zwood@alpinecountyca.gov)  
Chuck Beatty, Amador County Planning - [cbeatty@amadorgov.org](mailto:cbeatty@amadorgov.org)  
Roger Trout, El Dorado County - [roger.trout@edcgov.us](mailto: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

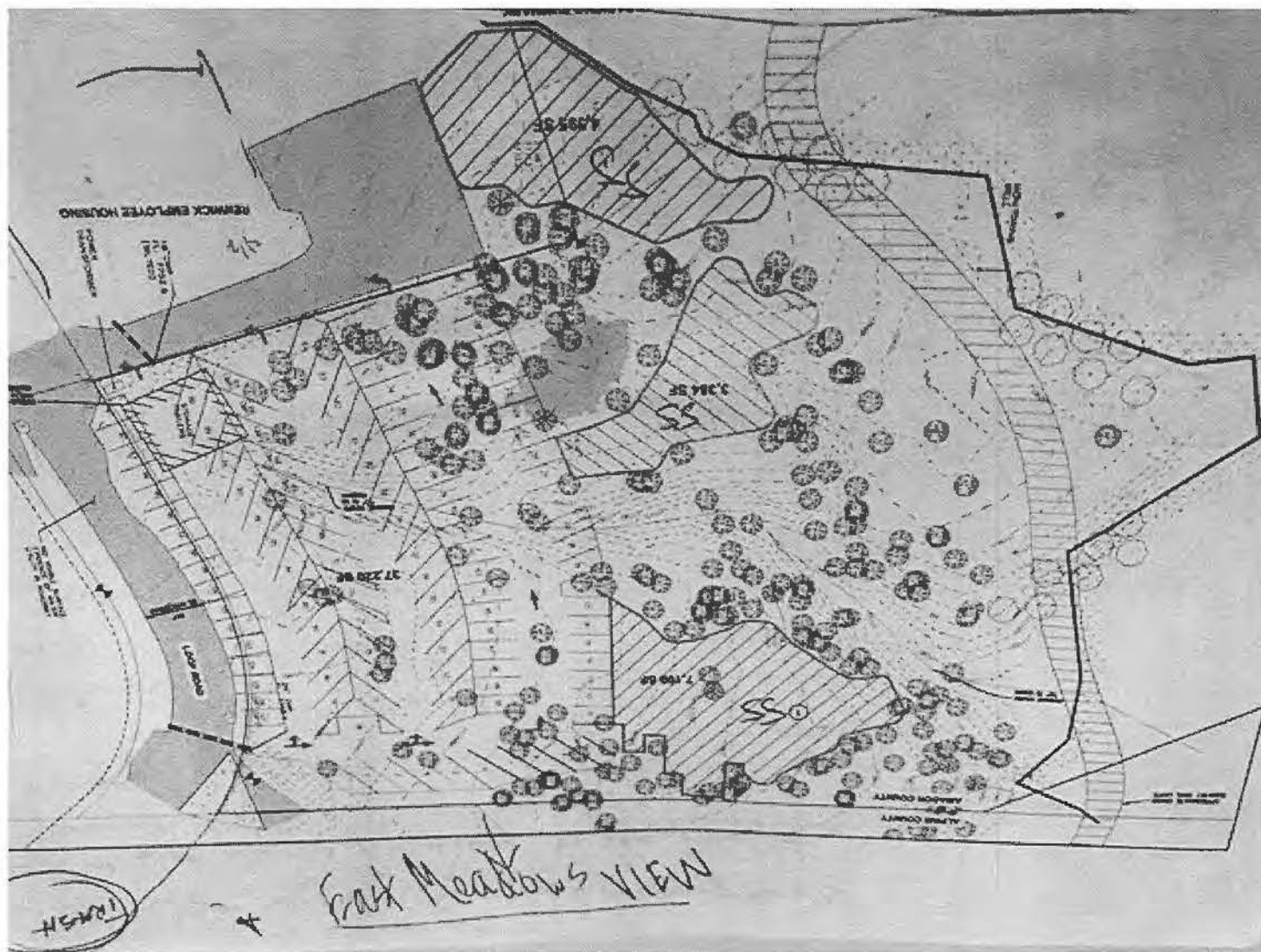
community more if resources were directed to more employee housing so employees were available at the Resort when snow closed the spur and the Pass.

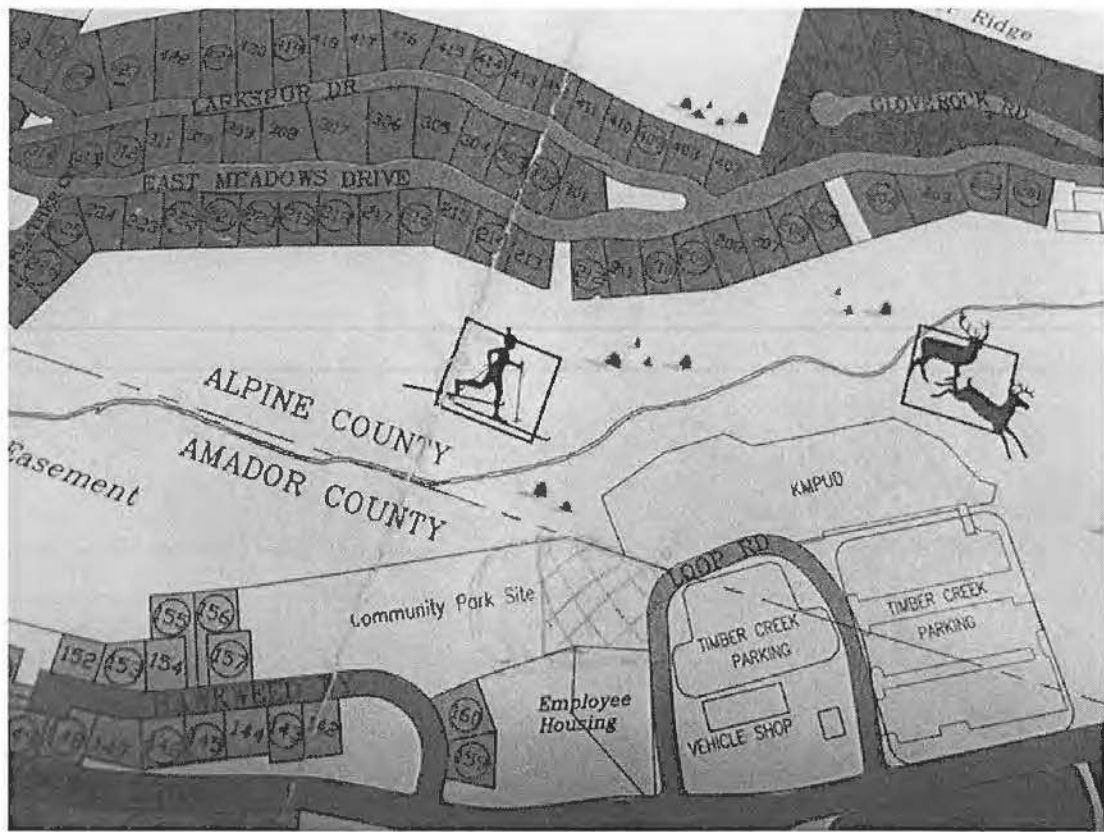
8. The Resort also proposes one-way traffic on Loop Road to handle the bottleneck in this area when people are trying to park. Such one-way traffic will greatly inconvenience the residents and PUD employees. Waiting in line to get in Loop Road on the north end will delay employees getting to work and 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>

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## East Meadows concerns on rezoning Community Site to Parking Lot

1 message

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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>

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

1 message

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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>

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

1 message

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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>

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## Proposed parking lot on Loop Road at Kirkwood

1 message

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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**

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**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

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**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 Kirkwood 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**

<b>MEMBERS PRESENT:</b>	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 8<sup>th</sup> 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](mailto: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](mailto:reidbe@pacbell.net)> wrote:  
Subject: Proposed Parking Lot on the School Site -- comments for TC-TAC meeting

To: [julie.saylor@edcgov.us](mailto: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](mailto:sallietasto@gmail.com)> wrote:

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

From: **Sallie Tasto** <[sallietasto@gmail.com](mailto: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](mailto: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

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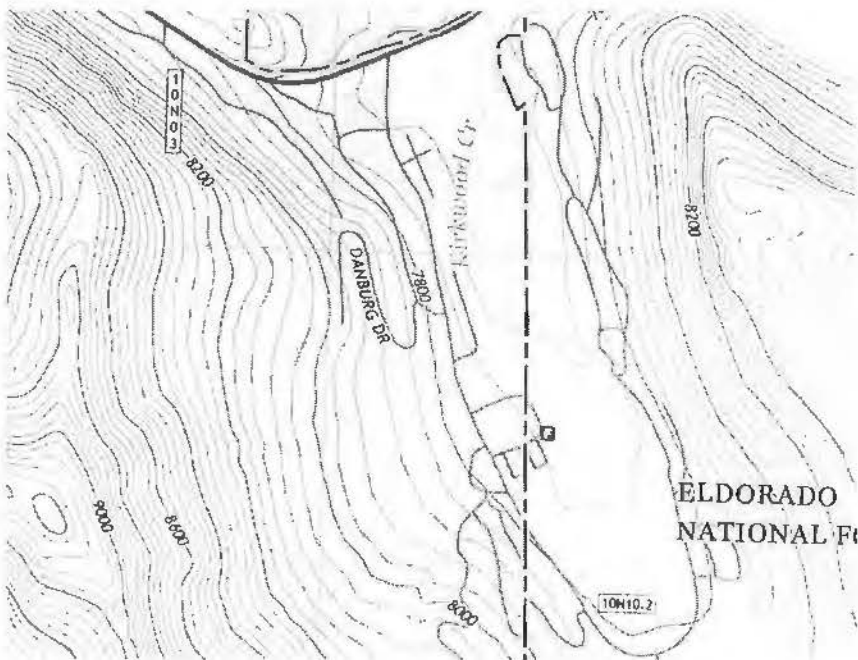
use or uses except parks and recreation facilities." (Specific Plan, p. 35, fn 2. to Table 4.3., Exhibit 1.) The Specific Plan also affirmatively states the School Site could not be used as a location for a surface parking lot or garage. (Specific Plan, p. 34, Table 4.3.) Kirkwood added the foregoing 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.



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



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 minimized 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