

AGENDA
TRI-COUNTY TECHNICAL ADVISORY COMMITTEE
Friday, September 8, 2023 10:00 A.M.

KMPUD Community Services Building
33540 Loop Road, Kirkwood, CA

Join Zoom Meeting:

<https://us06web.zoom.us/j/83116834218?pwd=dmR3WmY1d0t5SEZlWDgzWUhUOGdKQT09>

Dial by phone: 1 253 205 0468

Meeting ID: 831 1683 4218

Passcode: 552732

For further information on any of the agenda items please contact the Alpine County Community Development Department at (530) 694-2140 or email sbooth@alpinecountyca.gov. Off-agenda items must be approved by the Tri-County Technical Advisory Committee pursuant to Section 54956.5 of the Government Code.

- A. Call to Order
- B. Approve Agenda
- C. Correspondence
- D. Minutes: June 9, 2023
- E. Public Matters: Informational items and persons wishing to address the Committee regarding non-agenda items
- F. Agenda Items:
 - ITEM 1: Discussion and presentation by Kirkwood Mountain Resort on mitigation reports from 2022-2023.
 - ITEM 2: Discussion regarding the creation of additional parking on Loop Road by Kirkwood Mountain Resort and approved on September 9, 2022 by the Tri-Tac Committee, including Condition 1.(e) which required a one year review by Tri-Tac following installation of the improvements.
- G. Adjournment until the next regularly scheduled meeting October 13, 2023.

SUMMARY MINUTES
TRI-COUNTY TECHNICAL ADVISORY COMMITTEE
Friday, June 9, 2023 10:00 A.M.

KMPUD Community Services Building
33540 Loop Road, Kirkwood, CA

A. Call to Order

The meeting was called to order by Sam Booth at 10:00 am. Mr. Booth noted that Chuck Beatty from Amador County was in attendance as well as Brendan Ferry with El Dorado County.

B. Approve Agenda

Chuck Beatty made a motion to approve the agenda which was seconded by Sam Booth. Approved 2-0.

C. Correspondence

No correspondence was received.

D. Minutes: April 14, 2023

April 14, 2023 minutes were approved with a motion from Chuck Beatty and a second from Sam Booth.

E. Public Matters: Informational items and persons wishing to address the Committee regarding non-agenda items

No public comment was made.

F. Agenda Items:

ITEM 1: Discussion and presentation by Kirkwood Mountain Resort on the development of the Timber Creek base area, in compliance with requirements of the approved Conditional Use Permit.

Sam Booth introduced the item. Greg Kiskinen, Director of Base Area Operations for Kirkwood/Vail Resorts described a letter he submitted regarding the Timber Creek project and also described renderings submitted for the project. He mentioned that they were working to keep things on track to submit for permits by the next required timeline of June 2025.

Chuck Beatty mentioned that the use permit was originally issued with a 10 year timeline. At the end of that timeline in 2018 Amador County extended the use permit

with the condition that a phasing plan was submitted by June 13, 2023.

Brendan Ferry and Mr. Kiskinen discussed the design of the building, timeline to build and the timeline to build. Mr. Ferry requested that Tri-Tac be kept up to date on the progress of permits and construction ahead of the 2025 deadline.

Public comment was opened and Peter Greg asked a question about snow removal. Mr. Kiskinen mentioned that the building was designed with the snow removal operations and blade sizes in mind to allow heavy equipment to get close to the building.

Chuck Beatty made a motion to accept the submittal from KMR and that it met the required condition of the use permit. Mr. Ferry seconded the motion and it was approved with a 3-0 vote.

ITEM 2: Discussion regarding safety concerns with customer-owned propane piping noted by KMPUD and the Kirkwood Fire Department and possible action that may be taken by the TRI-TAC to address the issues, including local ordinance amendments or amendments to the Kirkwood Specific Plan.

Sam Booth introduced the item. He noted that this was mentioned in a letter from KMPUD and comments at a previous meeting from the Kirkwood Fire Department.

Brandi Benson -Operations Manager, KMPUD mentioned that this was a long-standing problem. That exterior propane piping is often impacted by snow and ice and leads to dangerous conditions. Erik Christenson mentioned that they were not looking for these new requirements to be retroactive, but to be for new construction. Rick Ansel, Kirkwood Fire Chief mentioned that there have been several structure fires and near misses related to this issue.

Brendan Ferry asked if the current Kirkwood Specific Plan Design Standards was detailed enough to describe construction standards for things like this. Chuck Beatty mentioned that it currently did not get into this type of detail. Sam Booth mentioned that something like this could be a new appendix to the plan similar to other ordinances adopted as appendices to the plan. Chuck Beatty mentioned that if Amador and Alpine amended their respective building codes it might save time rather than the process required to amend the Kirkwood Specific Plan.

Public comment was opened and Bob Epstein mentioned to the committee that this winter was very dangerous and that he was encouraged by the conversation.

Chuck Beatty asked for KMPUD to provide some sample language when necessary. No action was required or taken on this item.

G. Adjournment until the next regularly scheduled meeting.

The meeting was adjourned at 10: 30 am.



August 30, 2023

Mitigation Measure 4.7 (d)

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

Parking Analysis 2022-2023

Please find the attached table showing the parking analysis of day visitor parking on days we had more than 4,000 skiers during the 2022-2023 winter ski season. There was 7 days that cars were turned away due to lack of parking spots during the 2022-2023 ski season. Space restrictions can happen for a variety of reasons including, but not limited to, timing of heavy snow, snow storage restrictions and snow removal equipment malfunctions & parking lot efficiencies. Extensive parking planning happens every year to maximize efficiency. Employee and in-valley shuttles, employee carpool incentives, group motor coaches, and social media carpooling pages are regularly utilized to reduce parking demands.

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

Thank you,

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

2022-23 Parking Counts on Days with >4000 Skier Visits

Location	12/17/2022	12/18/2022	12/28/2022	01/02/2023	01/03/2023	01/07/2023	01/21/2023	01/22/2023
Red Cliffs Parking Lot	300	426	144	293	395	304	314	338
East Village Parking	71	75	45	79	77	64	57	64
West Village Parking (VIP)	91	103	94	84	88	81	50	54
Village Parking	127	124	120	115	126	103	107	110
KMD + Tennis Courts	430	278	309	418	276	480	503	514
Timber Creek Parking Lots	529	561	318	357	457	426	483	504
Mighty Mountain Parking Lot	85	82	75	81	74	79	69	75
Kirkwood Inn	0	0	0	73	0	92	113	99
Bus	0	0	0	0	0	0	0	0
RV	0	0	0	0	0	0	0	0
Total	1633	1649	1105	1500	1493	1629	1696	1758

2022-23 Parking Counts on Days with >4000 Skier Visits

Location	01/28/2023	02/04/2023	02/11/2023	02/12/2023	02/19/2023	02/20/2023	03/18/2023	03/25/2023
Red Cliffs Parking Lot	355	373	273	394	273	390	287	381
East Village Parking	73	72	60	77	58	81	81	85
West Village Parking (VIP)	77	97	85	83	102	92	48	70
Village Parking	115	116	117	117	121	110	92	92
KMD + Tennis Courts	486	518	485	480	182	519	510	488
Timber Creek Parking Lots	523	637	607	562	369	561	447	440
Mighty Mountain Parking Lot	83	88	81	89	86	89	88	87
Kirkwood Inn	96	101	95	0	0	0	87	31
Bus	0	0	0	0	0	0	0	0
RV	0	0	0	0	0	0	0	0
Total	1808	2002	1803	1802	1191	1842	1640	1674

2022-23 Parking Counts on Days with >4000 Skier Visits

Location	03/26/2023	04/08/2023						
Red Cliffs Parking Lot	383	394						
East Village Parking	85	81						
West Village Parking (VIP)	71	59						
Village Parking	118	97						
KMD + Tennis Courts	459	403						
Timber Creek Parking Lots	483	422						
Mighty Mountain Parking Lot	87	83						
Kirkwood Inn	0	13						
Bus	0	0						
RV	0	0						
Total	1686	1552	0	0	0	0	0	0

Location Key:

Red Cliffs: Upper & Lower Red Cliffs Lots

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

West Village: VIP Lot

Mighty Mountain: 9 Lot

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

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



August 30, 2023

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

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

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

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

Thank you,

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

HELP US PROTECT AND PRESERVE OUR HIGH SIERRA LAKES

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

John Muir



Riparian Ecosystem

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

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

~ Impacted lake bottoms can kill aquatic vegetation.

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

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

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



Water Quality

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

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

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

~ “Pack it in; pack it out.”



Protection of Shoreline

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

This loss changes the Wilderness character.

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

~ Keep campsites small to lessen impact.

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

~ Leave your campsites cleaner than you find them.

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



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





August 30, 2023

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

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

Kirkwood Mountain Resort hereby provides the 2022-2023 Snowmaking Noise Management Program details for your review.

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

Thank you,

Mike Niccoli
Snow Surfaces Manager
Kirkwood Mountain Resort
P.O. Box 1
Kirkwood, CA 95646
209-258-7325
MNiccoli@vailresorts.com

Snowmaking System History:

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

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

In 2022/2023 season, Kirkwood Mountain Resort pumped water from Caples Lake for a total of 482 hours over the course of 37 days in November and December. The 2022/2023 season resulted in 19,451,650 gallons of water used.

Snowmaking System Noise:

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

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

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

Noise Mitigation Measures:

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

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

Table 10.3 Noise Levels From Different Snowmaking Nozzles

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

* Kirkwood utilizes these apparatus

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

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

Noise Monitoring:

During snowmaking activities, Kirkwood Mountain Resort performs noise monitoring at various locations throughout Kirkwood. See the attached spreadsheet for this year's monitoring. We recorded 721 inches of snowfall at mid-mountain, and 631 inches at the base of the mountain in the 2022-2023 operating season. The resort closed on May 14, 2023.

Feedback:

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

Suggestions can be sent to:

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

DATE	November 3rd, 2022			
making snow : Yes			DECIBLES	
TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
519	PUMP HOUSE (tower 3 ch. 1)		57.7	
452	Power House & Shanty Town Drive		76.6	
505	THE PLAZA (grand staircase bottom)		64.3	
510	SNOW CREST (bottom of front stairs)		52.7	
	TC (grand staircase)			
N/A	RANGER	N/A	N/A	N/A
N/A	T. RANGER	N/A	N/A	N/A
352	FAN GUN	Chair 11 Road	93.9	83.6
347	T. FAN GUN	Time Square	88.2	69.3
311	IMPULSE (Tripod)	RC 6	95.8	73.2
330	T. IMPULSE	RC 12	89.5	72.6
345	IMPULSE 30'	RC 18	80.8	77.5
315	SV10	RC 7	81.4	79.6
302	MV8	RC 3	106.4	84.2
N/A	RATNIK	N/A	N/A	N/A
N/A	SNOWLOGIC	N/A	N/A	N/A
N/A	MILLENNIUM	N/A	N/A	N/A
N/A	T. MILLENNIUM	N/A	N/A	N/A

DATE	November 10th, 2022			
making snow : Yes			DECIBLES	
TIME	LOCATION	GUN LOCATION	DISTANCE 0ft	DISTANCE 100FT
500	PUMP HOUSE (tower 3 ch. 1)		76.6	
510	Power House & Shanty Town Drive		82.5	
515	THE PLAZA (grand staircase bottom)		72.6	
520	SNOW CREST (bottom of front stairs)		69.6	
540	TC (grand staircase)		60.2	
	RANGER			
	T. RANGER			
525	FAN GUN	Rental Can	93.9	84.5
526	T. FAN GUN	Time Square	89.3	69.2
600	IMPULSE	LZ5	75.8	71.4
	T. IMPULSE			
528	MILLENNIUM	Base 5	88.9	73.9
	T. MILLENNIUM			
	MV8			
	RATNIK			
	SNOWLOGIC			
	SV10			
529	IMPULSE 30'	RC18	81.4	78.2

Mitigation Measure 4.1 (ae) (COA 32):

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

2022-2023 Avalanche Forecasting Report and Snow Safety Program

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

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

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

- Significant investment in new avalanche airbag backpacks and 3 antennae digital avalanche transceivers for the highest level of worker safety
- A new weather station was installed on Thimble Peak. This provides an additional high elevation source of weather data as well as several new weather sensors.
- Continued daily operational use of InfoEx platform to track weather, avalanche, and occurrence info accurately and in one place
- Improvements and additions to existing weather stations and equipment

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

Each season, we seek out the highest level training in the industry, and do our best to send as many employees as possible to these trainings. Four members of the Ski Patrol attended National Avalanche School and attained their Pro 1 avalanche certification.

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

The mountain is not opened until the avalanche hazard has been mitigated to the greatest extent possible. The snow and weather conditions are continually monitored during the course of the day, and if conditions deteriorate to an unacceptable level, areas of the mountain may close until

the hazard is ameliorated. Lift closure ultimately is the final safe practice to protect our employees and guests from wind related and/or avalanche related hazards.

Our operating season this year began on November 12th and ended on May 14th, which included a two week extension. During the operating season, we recorded 721 inches of snowfall at mid-mountain, and 631 inches at the base of the mountain. The Kirkwood Ski Patrol performed 64 days of active mitigation work during this timeframe.

Regarding our artillery program, there were twenty total Howitzer missions, with a total of 278 rounds fired. 3 of these missions and six rounds were for training or for target-sighting maintenance. KMR Ski Patrol personnel continue to train in the use of the weapon under the guidelines of the US Army, the USFS, and the Avalanche Artillery Users of North America Committee (AAUNAC). Our howitzer program continues to improve, and continues to be a valuable tool for safety and infrastructure protection, especially in the worst of storms when access to the upper mountain is non-existent.

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

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

Adam Ikemire
Senior Manager Ski Patrol
Kirkwood Mountain Resort
P.O. Box 1
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(209) 258-8737
AIkemire@vailresorts.com



August 30, 2023

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

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

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

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

Thank you,

Kelly Keith
Executive Assistant
Kirkwood Mountain Resort
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Phone: (209) 258-8737
KKeith@vailresorts.com

HELP PRESERVE THE PAST

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

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

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

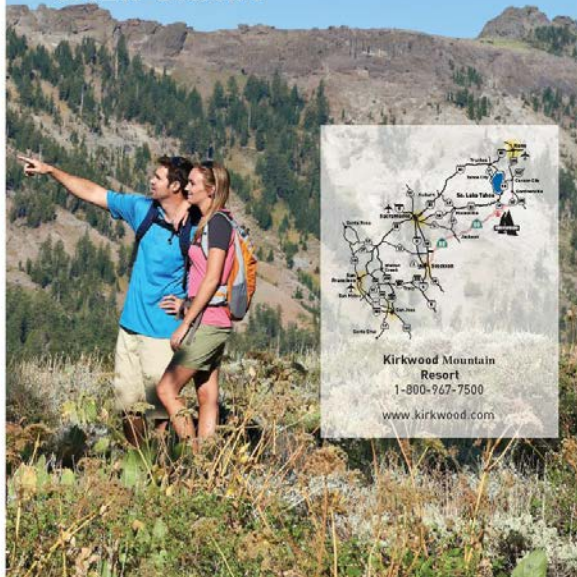


Kirkwood Mountain Resort
1-800-967-7500



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

THE CULTURAL HISTORY OF KIRKWOOD CALIFORNIA



Kirkwood Mountain
Resort
1-800-967-7500
www.kirkwood.com

THE KIRKWOOD INN

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



Today the Inn is a popular restaurant and bar located at Kirkwood's entrance on Scenic California State Route 88. The Inn sits on the point where Alpine, Amador and El Dorado counties' boundaries all meet. The Alpine/El Dorado county line actually runs right through the old bar room.



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

EARLY KIRKWOOD HISTORY

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

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

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



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



One of the earliest documentations of travel in this area by European descendants can be found in the memoirs of Jedediah Strong Smith who is believed to have passed through this area as early as 1826. Kit Carson also explored near here on his many trapping and scouting trips as early as 1836.

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



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



Word of Fremont's successful passage through the Sierra spread, and by the summer of 1848, a battalion of Mormon soldiers attempted the same route in reverse, back to Salt Lake City from Sacramento. The soldiers cleared and charted Captain

Fremont's route, making it accessible for their wagons. This trail became heavily traveled during the late 1840s and 1850's, and had many names including the Carson Emigrant Road, Amador Grade and the Carson Canyon Route. Today this popular route is widely known as the Mormon Emigrant Trail.

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

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



Central Wagon Peak at Kirkwood

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

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



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

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

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



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



August 30, 2023

Mitigation Measure 4.10 (a)

2022-2023 KIRKWOOD MOUNTAIN RESORT EMPLOYEE HOUSING REPORT

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

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

This past season, Kirkwood opened for winter operations on November 12, 2022 and closed on May 14, 2023. The data presented is for that time period.

The attached table shows that an average of approximately 600 FTE's were employed at Kirkwood Mountain Resort during the winter season, including part time employees. The mitigation measure requires the resort to provide housing to 30% of the average FTE. For 2022-23, this equals 180 employees. The average occupancy during the winter season was 169 employees or 28%. Opening the resort three weeks early and closing two weeks late brought down our average since many employees scheduled to live in housing weren't able to be at Kirkwood during the extended season. If you calculate the average occupancy from our original opening/closing dates of December 3, 2022-April 20, 2024 we housed an average of 180 employees or 30%.

In a typical year, employees are housed in 44 units containing 171 beds, of employer-owned housing which includes The Quad, Renwick and Pine Lodge in the Kirkwood Valley.

With the growing employee population requiring housing, Kirkwood Mountain Resort has also added two housing locations in the city of South Lake Tahoe known as "Nickelodeon" and "The Coyote's Den", which have an additional 64 beds. To accommodate employees housed outside the valley we also provide an employee shuttle to transport employees to/from South Lake to Kirkwood on a daily basis during the winter season.

Feel free to contact me with any questions or comments.

Sincerely,

Matt Jones
Vice President & General Manager
Kirkwood Mountain Resort
PO Box 1
Kirkwood, CA 95646
(209) 258-7202
MJones@vailresorts.com

Pay Period Ending	Full Time Employees (>30hrs/wk)	Part Time Employees (<30hrs/wk)*	Total Gross Employees	Total FTEs	Employees Housed
11/25/2022	367	134	501	434	133
12/09/2022	460	162	622	541	169
12/23/2022	570	171	741	656	191
01/06/2023	580	175	755	668	196
01/20/2023	575	175	750	663	192
02/03/2023	575	169	744	660	196
02/17/2023	572	171	743	658	197
03/03/2023	568	175	743	656	196
03/17/2023	512	174	686	599	184
03/31/2023	459	173	632	546	170
04/14/2023	439	169	608	524	168
04/28/2023	362	64	426	394	127
05/12/2023	218	12	230	224	75
Average	481	148	684	600	169

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

SUMMARY

Total Employees	684
Total FTEs	600
FTE per Ordinance	180

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

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

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

Kirkwood Mountain Resort (KMR) has posted the fishing regulations at Kirkwood Lake as of July 24, 2023. We also post the regulations at the Red Cliffs Lodge.

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



Thank you,

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

SUMMARY MINUTES
TRI-COUNTY TECHNICAL ADVISORY COMMITTEE
Friday, September 9, 2022
10:00 A.M.
VIRTUAL MEETING

Meeting link: <https://us06web.zoom.us/j/82895436966?pwd=QVZ4ZCt6U2RjbWl2d0t3T2V>

Call in number: +1 669 444 9171; **Meeting ID:** 828 9543 6966; **Passcode:** 797858

- A. Call to Order:
The meeting was called to order by Brendan Ferry at 10:00 am. Members present were:
Brendan Ferry, El Dorado County; Sam Booth, Alpine County; and Ethan Gray, Alpine County.
- B. Approval of Agenda:
On a motion by Sam Booth and second by Brendan Ferry the agenda was approved as published.
- C. Correspondence: Any correspondence received prior to publication of the agenda has been included with the packet.
- D. Minutes: August 12, 2022
On a motion by Ethan Gray the minutes from the August 12, 2022 meeting were approved (Brendan Ferry abstained).
- E. Public Matters not on the Agenda: None.
- F. Agenda Items:

ITEM 1: Continued discussion and possible action regarding a proposal to create 65 parking spaces along the southern half of Loop Road; submitted by Kirkwood Mountain Resort.

Brendan Ferry introduced the item. Greg Kiskinen with KMR asked that agenda items 1 and 2 be discussed together since they are closely related. Committee members Ferry and Booth agreed to discuss the Loop Road and Chair 7 parking improvements concurrently.

Mr. Kiskinen continued, explaining that the improvements to the Chair 7 parking lot will maintain the grade separation with Kirkwood Meadows Drive and minimize tree removal.

Peter Dornbrook asked for clarification on the number of trees to be removed.

Ryan Spreeman with R. O. Anderson explained that 13 trees would be removed.

Mr. Dornbrook asked that action on the parking lot improvements be delayed pending more community notification. Larry Lacey also requested additional community notification.

Erik Christeson, KMPUD General Manager, noted that the District's issues with utility conflicts were related to the Loop Road improvements and not the Chair 7 lot, and confirmed that the TRI-TAC agendas are posted on the District's community calendar.

Matt Jones, KMR General Manager, noted that additional plantings to replace trees would be an acceptable condition to the Chair 7 project.

Larry Lacey commented that existing trees should be retained in addition to creating a screen for the parking lot.

Brendan Ferry commented that tree protection should be installed to prevent damage to mature trees, and tree thinning may be necessary to protect the health of the existing vegetation. Trees that were planted as part of KMPUD, KMR, and community efforts should be replaced. He asked how snow removal efforts and stormwater management would be impacted by the Chair 7 lot improvements.

Mr. Kiskinen noted that snow storage from upper lot 7 would continue to be deposited in the lower lot 7 area. Rob Anderson added that the increase in stormwater would be negligible.

Brendan Ferry asked if KMPUD was satisfied with the amended plans and if there were conditions that could help with the approvals.

Erik Christeson noted that KMR has previously engaged Resource Concepts, Inc., to implement stormwater improvements that have not yet occurred. Implementation of stormwater improvements with the same practical effect should be a condition of approval. Another condition should be placement of bollards between parking improvements and adjacent KMPUD infrastructure and facilities. The District would also like to see the removal of proposed parking spaces directly opposite their maintenance shop to prevent a safety hazard with skiers and District vehicles and equipment, and a condition to keep the Loop road travel width to 32 feet to minimize impacts to emergency vehicle access. A final condition should be a one-year review of the Loop Road parking improvements by Tri-TAC to ensure compliance with the other conditions and discuss any problems that occur during the coming ski season.

After further discussion of possible conditions of approval, Brendan Ferry shared a draft of conditions which were amended as follows:

1. Loop Road - District concerns - conditions:
 - a. New storm drain system for Loop Road analyzed and designed with an implementation schedule; plans to be done in 2023; project implemented over three years and monitored
 - b. Bollards installed to protect KMPUD vault; Try metal stakes and plastic first, and modify if necessary
 - c. Parking spaces across from District driveway modified based on demand and snow storage needs
 - d. Maintain a minimum 26-foot width per fire code
 - e. One year review by Tri-TAC following parking improvements
 - f. Comply with Amador County grading permit
2. Upper lot conditions:
 - a. Retain all existing vegetation outside of construction areas on submitted plans with Best Management Practices (i.e., construction fencing, tree protection, etc.)
 - b. Revegetate, restore area to replace screening with like for like (i.e., replace vegetation installed by KMPUD/KMR/citizen volunteers)
 - c. Comply with Amador County grading permit

Upon a motion by Sam Booth and a second by Brendan Ferry, the Committee approved the plans to create 65 parking spaces along the southern half of Loop Road as submitted and subject to the conditions of approval as discussed and displayed.

Upon a motion by Sam Booth and a second by Brendan Ferry, the Committee approved the plans to add 32 parking spaces to the existing Loop Road parking lot as submitted and subject to the conditions of approval as discussed and displayed.

G. Adjournment: The meeting was adjourned at 11:47 am.