

## Small Project Internal Scoping Request and CE Tracking Form Wenatchee River Ranger District

### STEP 1. PROJECT DESCRIPTION and MAP

Open blank tracking form and save under different name in <O:\NFS\OkanoganWenatchee\Project\WNR\SmallProjects2012>

Pages 1 and 2 to be completed by project leader/sponsor and filed in O-drive. SAVE your edits. Notify Assigned Specialists when form is ready for review, providing document name and pathway. All specialists then access form on the O-drive, and record progress of review and findings on pages 3 and 4. SAVE your edits.

TIPS: Write only in white spaces, using as many lines as needed (lines will expand and wrap). SAVE OFTEN -- during and after every edit session.

Use SmallProject2012 folder on T-Drive for supporting GIS work.

<b>Request By</b>	Mission Ridge Ski and Board Resort	<b>Date of Request</b>	7/8/19	<b>Project Timeline</b>	<b>Date</b>
				Response Needed by:	
				Decision by:	
				Project Implementation Date:	
				Job Code if over 2 hours	

<b>Project Name</b>	Mission Ridge Chair 2 Replacement				
<b>Project Location (T., R., Sec, 1/4)</b>	T21N, R19E, Section 26	<b>HUC5 Watershed Name/No.</b>	Lake Entiat-Columbia River 1702001003	<b>Elevation (ft)</b>	5000 to 6700 feet

Type of Project (check all that apply)												
Veg Mgmt	Special Use Event	Other Special Use Permit	Mining	Special Forest Product	Danger Tree Mgmt	Facilities Maintenance	Road Maintenance	Trail Maintenance	Trail Reloc	Hazardous Fuels Abate	Habitat Improvement	Describe
		X				X						Chairlift Replacement

NWFP Allocation (Acres in each that apply)						1990 Wenatchee LRMP (Acres in each that apply)												
LSR	MLSA	Matrix	Riparian Reserve	Wilderness	Admin w/drawn	GF	OG1	OG2	EW 1, 2, 3	ST1	ST2	RE 1, 2, 3, 4	RN1	SI 1, 2	WS 1, 2	WI 1	UC-1	RMA
			<1		<1							<1 (RE-1)						

Other Designations (check all that apply. See "Reference Maps" subfolder in <a href="O:\NFS\OkanoganWenatchee\Project\WNR\SmallProjects2012">O:\NFS\OkanoganWenatchee\Project\WNR\SmallProjects2012</a> )											
(IRA = Inventoried Roadless Area; PWU = potential wilderness area; PARW = preliminarily administratively recommended wilderness; CH = Critical Habitat, RNA = Research Natural Area)											
IRA	PWA	PARW	unroaded area > 5000 ac	WSA	Wild and Scenic River	Key Watershed	Goshawk or Eagle Nest	NSO CH	Bull Trout CH	RNA	Any other "flags" for internal reviewers
								X			

**Proposed Action:** (who, what, when, how, where, duration of activity or disturbance, acres treated, miles of trail or road involved, # trees to be removed, prescription, use of heavy equipment,/chainsaws,/generators/explosives/aircraft, use of roads or trails, use of closed roads, use of staging areas, need for hazard tree mgt, does activity entail camping, etc... Details will speed the review process.)

## Background

Mission Ridge Ski and Board Resort (Mission Ridge) is located 12 miles southwest of Wenatchee Washington. Operating on a special use permit with the U.S. Forest Service, the permit area includes 2,080 acres of USFS, Washington State Department of Fish and Wildlife, and the Washington State Department of Natural Resources lands. Mission Ridge encompasses 2,080 acres, with 2,100' of vertical for users to recreate on.

The 2018-19 season would mark the 53rd season for Mission Ridge. Since opening in 1966 Mission Ridge has had lift service skiing to the summit of the Squilchuck drainage, with Chair 2 landing on the ridge between Mission Peak and Wenatchee Mountain. The Chair 2 unloading station offers spectacular views of Central Washington and provides vast amounts of ski terrain to guests. As Mission Ridge grew through the years other lifts were added to provide more terrain. Chair 3 was added in 1967, and not long after in 1972 Chair 4 was built.

With the addition of Chair 3 and Chair 4 complete, the ski area management revisited Chair 2 and its function in Mission Ridge. First, in 1985 Mission Ridge added more capacity to the lift by decreasing the chair spacing on the line to accommodate more uphill capacity. The next major upgrade came in 1988 when Mission Ridge replaced the vault drive with a "Gantry" style C-tech brand drive system and bullwheel unload. Then in 2006 the Chair 2 Riblet/C-tech lift was removed and replaced with a 1985 Poma Detachable lift.

## Purpose and Need

Chair 2 is the signature lift for Mission Ridge Ski and Board Resort. The Chair 2 lift provides the greatest variety of terrain, spectacular views, and access to the longest runs at Mission Ridge. Often guests feel that Mission Ridge terrain is limited when Chair 2 is not in operation. Disruption of operation is not acceptable to those who come to recreate. Replacing and maintaining Chair 2 for reliable daily operation is vital to Mission Ridges success.

Mission Ridge is staffed by both paid and volunteer ski patrol. These highly trained first responders provide on hill medical attention, risk management assessment, search and rescue, high angle rescue, avalanche mitigation, avalanche rescue, chair evacuation and are knowledgeable about local terrain and backcountry travel in the winter. Patrol staff levels are based on the uphill capacity of a lift, a minimum staff level of patrol needs to be stationed at the top of Chair 2 should there be a mechanical issue that forces a lift evacuation.

The current Chair 2 at Mission Ridge is a 1985 Poma high speed detachable lift. Because of the model, brand, and age of the lift, mechanical issues are occurring too often, and many parts are now becoming obsolete. Sourcing replacement parts is often a challenge and it is time to replace the lift.

Mission Ridge has inspected and purchased a replacement lift. The replacement lift is a 1988 Doppelmayr, 4CLD. This 1988 Doppelmayr is a high speed detachable lift, that comes with bubble covers over the seats for passenger comfort. This particular Doppelmayr lift design is known for being a very robust and well-built machine. Although the structural portion of the lift was built in 1988, the lift electronics and drive systems would all be new upon installation, a key point for reliable daily operation.

The main purpose and need of the proposed project is to improve the quality of the skiing recreation experience by providing high quality, reliable and safe facilities and skiing areas.

#### **Management Direction**

##### NORTHWEST FOREST PLAN

The Record of Decision/Final Environmental Impact Statement on *Management of habitat for Late-Successional and Old-Growth Forest Related Species within the Range of the Northern spotted Owl* (1994 ), commonly known as the *Northwest Forest Plan*, identifies the project area as Administratively Withdrawn. Within the Administratively Withdrawn allocation are riparian reserves. Squilchuck Creek, Lake Creek, and several unnamed intermittent streams are included. Riparian reserves are lands along streams where riparian dependent resources receive primary emphasis. The area is not in a Key Watershed. Direction provides for projects that do not prevent the attainment of the Aquatic Conservation Strategy Objectives contained within the *Northwest Forest Plan*.

##### WENATCHEE FOREST PLAN

The Wenatchee *National Forest Land and Resource Management Plan (1990)* identifies the project area as Developed Recreation (RE-1) land allocation. The goal of this allocation is to provide developed recreation in an urban to semi-primitive Recreation Opportunity Spectrum (ROS).

Developed and dispersed winter recreation opportunities are to be planned in response to the growing demand for winter sports areas. Sites are to be managed to protect or enhance the recreational experience. Opportunities for joint ventures with private developers are to be sought.

The Forest Plan objective for downhill skiing is to provide the opportunity to the private sector, through special use permits, to develop successful ski areas which enhance the total outdoor recreation spectrum for the general public. Providing a safe and reliable means to access the upper mountain is required for successful operation of Mission Ridge.

This project would be consistent with Forest Plan Direction for the Developed Recreation Management Prescription (RE-1):

Facility and Site Reconstruction and Construction:

1. Provide high quality recreation sites and facilities with development of activities and opportunities desired by the recreating public.
2. Reconstruct all moderate to heavily used sites with high quality facilities.
3. Construct new recreation sites where demand is high and overuse problems are occurring at existing sites.

The proposed Chair 2 replacement project would be located on Township 21N, Range 19E., W.M. section 26 (USFS land), with the top terminal on section 35 land (WDFW lands) (Figure 1). Separate approval from WDFW would be required on their land. Mission Ridge has initiated that conversation and WDFW has indicated they would tier to the USFS documentation and decision.

Figure 1. Overview of Mission Ridge Ski Area lift alignments, permit boundary and land ownership.

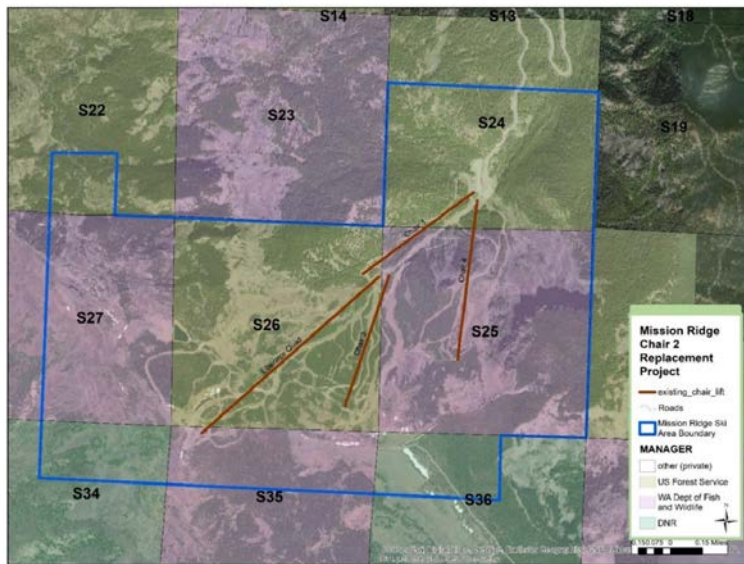
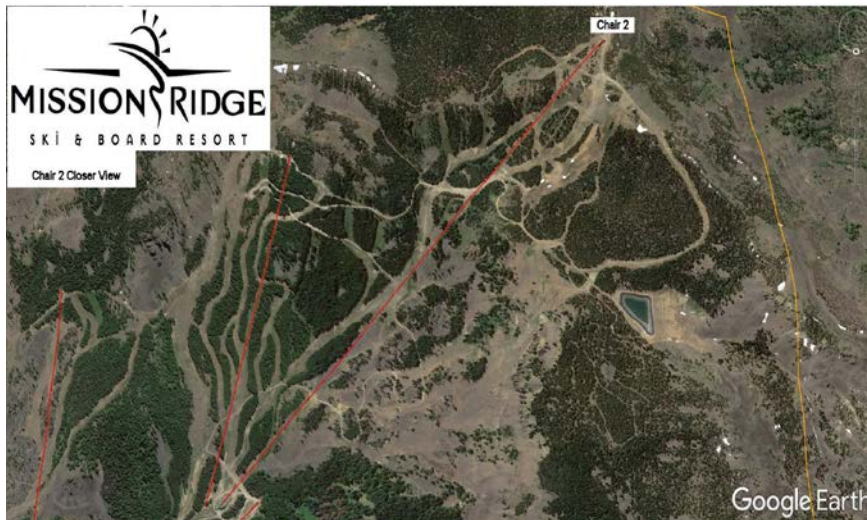


Figure 2. Closer View of Current Chair 2.



### Proposed Action

Mission Ridge is proposing to construct a replacement chair lift in the same alignment as the existing Chair 2. Chair 2 replacement lift would begin in the same location as existing Chair 2, and end in an equal to (or slightly less than) the existing length of the current Chair 2 on WDFW land in Section 35 (Figure 2). The replacement lift design is expected to have fewer towers overall (Table 1). The replacement lift would include building specifically engineered 1) towers, 2) motor room, 3) carrier storage shed, 4) terminals, and 5) new electrical service. Mission Ridge has also proposed to hardscape the area between the lower terminal and the existing Midway Lodge to create a patio that would allow for additional seating at midway. Static engineering and design for lift tower and terminal placement is currently underway. Partner agencies would be provided copies of lift designs for final approval once complete.

Table 1. Current Chair #2 compared to the 2019 Replacement

	Current Chair 2	2019 Replacement
Length	6718'	6650'
Vertical Rise	1650'	1650'
Capacity	1664 pph	1650 pph
Ride time	7:55	7:30
Carriers	112	104
Line Speed	850' per minute	885' per minute
Carrier interval	8 seconds	8.73
Carrier Spacing	36.57 meters	39.72 meters
Towers	24	Approx 17

The lift installation process would fall within the guideline of previous documents submitted and referenced for the 2006 Chair 2 Lift replacement. Three documents can be referenced for this work; the 1996 Chair 2 Environmental Assessment, 2000 Environmental Assessment and Master Development Plan, and the 2005 SEPA for Chair 2 Replacement and Snowmaking upgrades.

### Project Design and Actions

#### Terminals

The upper terminal would be demolished, removed and then re-built approximately 70 feet downhill from the current location on WDFW Section 35. The current building footprint is approximately 2,900 ft<sup>2</sup>, while the proposed footprint would be approximately 3,000 ft<sup>2</sup> (Figure 3). Because the

existing and proposed structures would overlap, for the purposes of analyses we would assume up to 3500 ft<sup>2</sup> of ground disturbance to build the new structure and another 2,000 ft<sup>2</sup> to remove remaining foundation.

The lower terminal would be demolished, removed and then re-built over the existing lower terminal footprint. The lower terminal would consist of the lower loading building, storage garage (to protect the bubble covers on the chairs) and additional general storage and workspace. The building would likely have two levels, with a “walk-out” basement, to limit the amount of fill need, with general storage on the lower level and the storage garage and lift operations on the main level. The current footprint is approximately 2,600 ft<sup>2</sup>. The new building footprint would be approximately 11,000 ft<sup>2</sup> (Figure 4). Ground disturbance resulting from grade and fill for the building and the new lift line maze (which would require grading) would encompass approximately 18,000 ft<sup>2</sup>. The entire area that would be included in construction has been previously disturbed or developed. Appendix A. provides a general idea of the style of the terminal buildings. Lift terminals and storage garage will be constructed in accordance to the most current ANSI B77.1 code

#### **Towers**

Tower removal would consist of cutting off the tower at the base and leaving the concrete foundation. The existing tower foundations have been in the ground for so long they are now covered with soil and vegetation and would require extensive ground disturbance to remove. Towers would be removed/installed via crane, truck, and trailer, or helicopter. Approximately 17 new towers would be installed with ~10' x 10' concrete footings (14 on USFS and 3 on WDFW). Total ground disturbance would be approximately 2,500 ft<sup>2</sup>.

**Total ground disturbance resulting from construction associated with buildings, towers and patio) is estimated at 24,000 ft<sup>2</sup> (0.6 acres) on USFS land and 6,000 ft<sup>2</sup> (0.14 acres) on WDFW land. Estimates are subject to change and final approval by respective land managers.**



Figure 3. Existing top terminal and proposed footprint (black polygon) for replacement terminal. This site is completely on WDFW land in Section 35.



Figure 4. Existing bottom terminal and proposed footprint (multi-colored polygons) for replacement terminal.

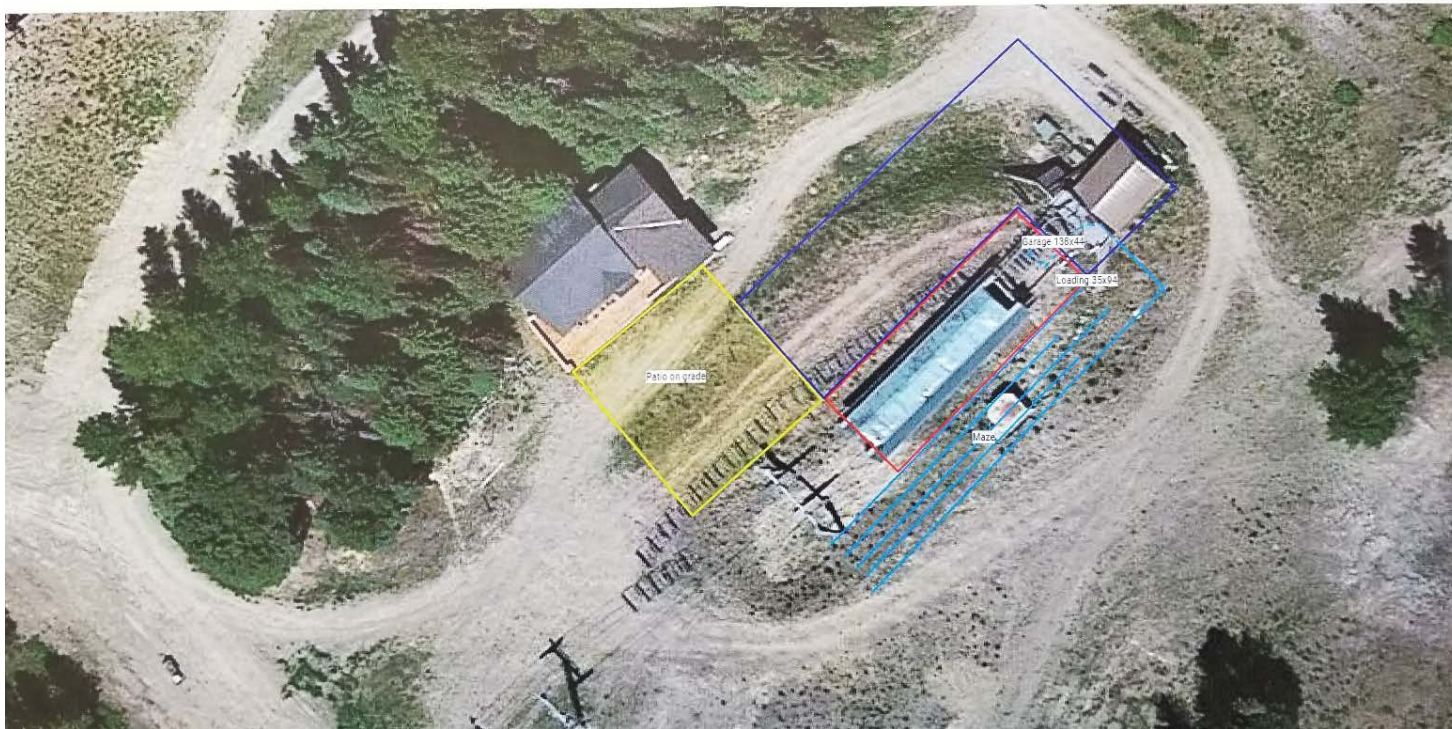
Polygon key:

Dark blue = garage

Pink = loading

Light blue = lift line maze

Yellow = patio



The Chair 2 replacement project has multiple phases of installation each with its own specific work orders and challenge. This section provides additional information relative to each step.

**1) Removal of the haul rope and Lower Terminal**

Removal of the haul rope would need to be done before dismantling the lift. To facilitate this work Mission Ridge would begin to plow the summer road from the base area to Midway so the road may have time to dry out before driving up the mountain with machinery for the work. Once the road is dry and passable the haul rope would be removed from midway for disposal. Once the rope is on the ground dismantling of the lower terminal may begin. Dismantled parts would be trucked to the lower parking lot for sale or salvage.

**2) Upper Terminal and Motor Room removal**

Crews would remove snow to open the summer road to the summit. Once dry and passable, crews may begin dismantling the upper terminal. Once the upper terminal is dismantled, parts would be trucked to the base area for sale or salvage. The Motor Room would be removed with a large crane. A tractor and lowboy trailer would move the motor room down the mountain.

**3) Remove/Install Crossarms and towers**

Crossarms may be removed/installed with a crane, truck, and trailer, or, by flying them out/in with a helicopter.

**4) Survey new lift**

Survey crew to mark locations of new terminals, storage, and towers.

**5) Build terminals, storage, and tower bases**

Excavate, form, tie rebar, pour cement, and strip forms.

**6) Electrical and plumbing**

Mission Ridge would install a substation adjacent to the lower terminal. Electrical contractors would wire high and low voltage lift systems. A water system would be tied into the existing system at Midway.

**7) Install new haul rope**

Contractor to install new haul rope.

**8) Inspect and Test**

Verify and check components, systems, and electronics. Inspection and testing , State and federal agencies sign off.

**9) Midway Patio**

Excavate and pour hardscape for ~3,600 ft<sup>2</sup> patio between lower Terminal and Midway lodge. Total ground disturbance approximately 4,000 ft<sup>2</sup>.

### Timing

Mission Ridge proposes to begin the Chair 2 replacement project immediately after closing from the 2020 season (Mid-April). Order of events:

- Remove haul rope from existing Chair 2 Mid-April
- Dismantle lower terminal Mid-April to Mid-May
- Cut service of power to lower terminal and motor room After dismantling
- Dismantle Motor Room & upper terminal assembly Mid May / Early June
- Remove crossarms and towers Early June
- Survey for new lift Early June
- Begin construction of lower terminal and patio Late June / August
- Begin upper terminal and carrier storage room Late June / August
- Build tower bases Early July to August
- Set towers and cross arms Mid-August
- Complete wiring Mid - Late August
- Install new haul rope Late August
- Set carriers in storage building Early September
- Inspect and testing Early Sept - Mid Oct

### Mitigation Measures

The project would be completed using existing service roads and ski runs. Diligent rehabilitation and revegetation of the lands would be done following the completion of all work as per the Mission Ridge "Vegetation Management" plan. Dust mitigation and "fugitive dust control" measures would be completed via water truck on an "as needed" basis during construction.

#### *Erosion Control*

All graded and/or cleared areas would be scarified and/or ripped and seeded with a seed mix approved by a Forest Service Botanist to reduce erosion potential and reduce the spread of noxious weeds. Cross drains would be constructed where needed to divert runoff, erosion and planting work would be to the specifications contained in the Mission Ridge Revegetation and Erosion Plan. In order to facilitate growth and survival of plants, soil and material on areas to be recontoured would be moved to the side for spreading back over the area after grading. This could also help in the reestablishment of native species. Timely construction of drainage facilities and the establishment of vegetation could reduce the loss of soil material through erosion. Construction activities involving earthwork would take place during summer months when precipitation and runoff are at a minimum. In addition, Best Management Practices (BMP's) would be employed to reduce and control erosion and sedimentation.

Typical BMP's include:

- Flagging the exterior limit of areas to be disturbed. Equipment operators would confine activities to these areas except where it is necessary to blend existing topography.
- Slope staking of major disturbance areas.
- Placement and regular maintenance of straw bales and/or fabric fences at the toe of disturbed slopes and in drainage ditches and catch basins to trap sediment.
- Finish grading of all excavated and filled areas, including any temporary roads, as soon as possible after disturbance. The tops of cut slopes should be rounded for a horizontal distance of 3 feet beyond the catch point so the no overhanging soil or root mass remains.
- Construction of water bars at appropriate intervals dependent upon grade no greater than 200 feet. Water bars would be sloped at 3 to 8 percent in the direction of the appropriate drainage or toward wooded areas.
- Water bars should be constructed immediately after grading is finished as needed.
- All disturbed areas, except rock slopes, would be revegetated as soon as possible.

The lower terminal would be located within designated riparian reserve. The area is previously disturbed and does not provide riparian vegetation. However, riparian vegetation and waterways would be protected by providing for erosion control during construction and use by such methods as silt fencing, drainage relief, etc., and prompt, effective rehabilitation.

#### *Lift Construction*

Lift design and engineering drawings would be submitted to the USFS and WDFW for approval prior to construction. These drawings would include excavation plans and profiles for the upper and lower terminals. Mission Ridge does not anticipate building any new temporary roads for the project. However, should any new access roads be needed for construction purposes, the temporary roads would be put to bed as soon as construction is complete.

*Vegetation*

Mission Ridge does not anticipate needing to remove any trees except for a few at the top terminal location. Following terminal location approval, an accurate count of trees to be removed would be determined. All timber to be cut would be designated by the Forest Service or WDFW prior to cutting. Marking by the WDFW and USFS would ensure that only necessary trees are cut and that riparian zones are protected. Proper log accountability would be ensured. Slash would be disposed of through chipping, lop and scatter, and burning of stumps as specified in the Mission ridge Revegetation and Erosion Plan and agreed to by the Forest Service and WDFW.

*Seasonal restriction*

Per operating agreement between Mission Ridge and WDFW (2005): "No construction of Chairlift Two from the bottom of LipLip face and Chairlift Three and associated trails and roads will occur during fawning of mule deer and calving of elk (May 1 to July 15)."

Appendix A. Examples of structure design for replacement loading station. Final design plans would be approved by USFS.

a. Top Terminal



**Commented [AL1]:** Barb may like to see full design schematics. Can provide samples or wait until MR has their plan ready. Shouldn't hold up review from other specialists though.

b. Bottom Terminal





C. Top Terminal Unload



D. Bottom Terminal Storage Garage



## Appendix B. Plant species that potentially occur in the vicinity of the Project Area.

Scientific Name	Common Name	Federal Status*
<b>Species with high probability of occurrence**</b>		
<i>Carex proposita</i>	Smoky Mountain sedge	Sensitive
<i>Pellaea breweri</i>	Brewer's cliffbrake	Sensitive
<b>Species with low probability of occurrence - riparian buffer protections in place to protect associated habitat</b>		
<i>Carex magellanica ssp. irrigua</i>	poor sedge	Sensitive
<i>Cicuta bulbifera</i>	bulb-bearing water-hemlock	Sensitive
<i>Dermatocarpon meiophyllizum</i>	silverskin lichen	Sensitive
<i>Peltigera hydrothyria</i>	hydrothyria lichen	Strategic
<i>Salix pseudomonticola</i>	false mountain willow	Sensitive
<i>Scouleria marginata</i>	marginata splashzone moss	Sensitive
<i>Swertia perennis</i>	swertia	Sensitive
<b>Species with unlikely occurrence but limited data suggests possible surveys</b>		
<i>Chaenactis thompsonii</i>	Thompson's chaenactis	Sensitive
<i>Delphinium viridescens</i>	Wenatchee larkspur	Sensitive
<i>Hackelia venusta</i>	showy stickseed	Endangered
<i>Iliamna longisepala</i>	longsepal globemallow	Sensitive
<i>Saxifragopsis fragarioides</i>	strawberry saxifrage	Sensitive
<i>Sidalcea oregana var. calva</i>	Wenatchee Mountain checker-mallow	Endangered
<i>Silene seelyi</i>	Seely's silene	Sensitive

\*A federal sensitive status refers to US Forest Service Region 6.

\*\*Due to limited data relative to species distribution, plant species are classified relative to the likelihood of occurrence and need to conduct field surveys to confirm.

**Insert electronic map here** ("insert as object", jpeg, suitable for attaching to scoping letter and use in PALS. Display all affected ground, road and trail no's, streams, contours, TRS, Project Name, legend, scale, and north arrow.

Figure 1. Project location and ownership.

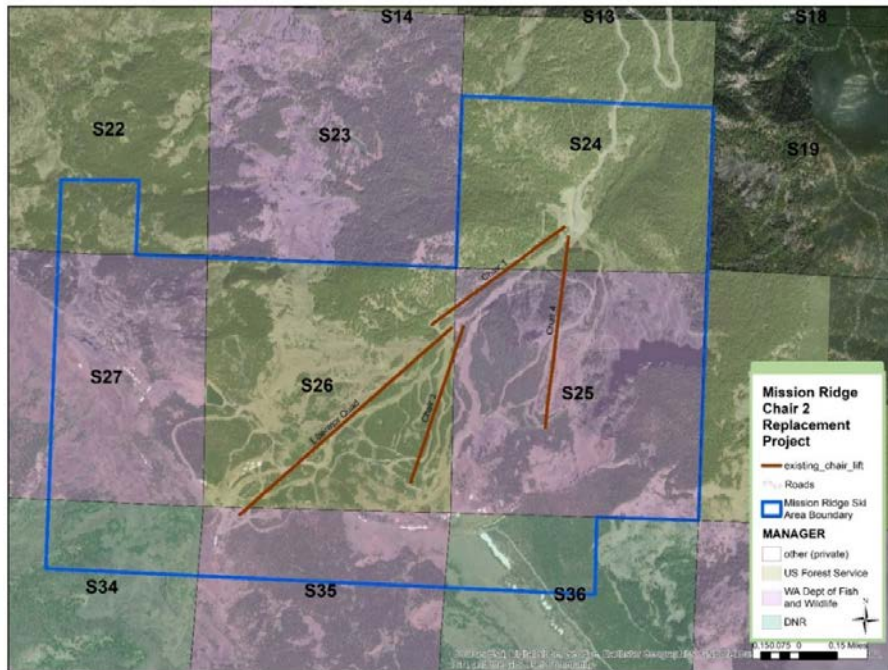


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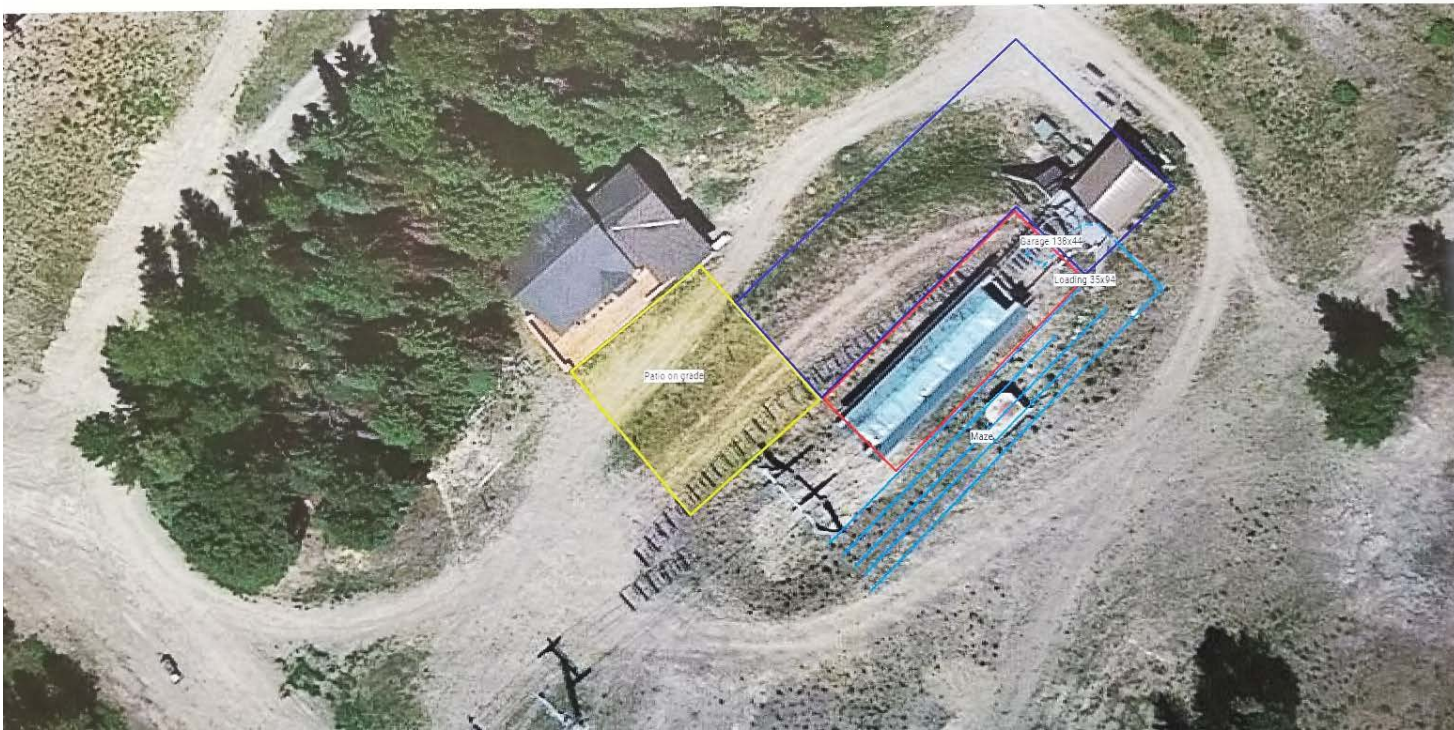
Polygon key:

Dark blue = garage

Pink = loading

Light blue = lift line maze

Yellow = patio



**Step 2 –Specialist Input and Tracks Needed to Support CE / DM / Finding of No Extraordinary Circumstances** (To be completed by assigned specialists and/or IDT leader)

Tasks		Date Completed	Signature	Details
Letters to Tribes (IDTLead)				
Letter to county govt if needed (IDTL)				
Date first appearing on SOPA (EC)				
Public scoping letter (IDTL)				
Public mailing list in project file (IDTL)				
Comments received and analyzed (IDTL)				
Section 7 Consultation FWS – (Wildlife)	Level I complete			
	Initiation Letter			
	LOC	8/5/2019	<i>/s/ Don Youkey</i>	LOC determination “may affect, not likely to adversely affect” gray wolf, grizzly bear, northern spotted owl, Canada lynx, AND “no effect” marbled murrelet, North American wolverine, designated critical habitat northern spotted owl or Canada lynx.
Section 7 Consultation FWS – (Fish)	Level I complete			No ESA listed fish in project area
	Initiation Letter			
	LOC	8/14/19	<i>/s/ Kathryn McMillan</i>	LOC determination “no effect” ESA listed fish
Section 7 Consultation NMFS-(Fish)	Level I complete			No anadromous ESA listed fish in project area
	Initiation Letter			
	LOC	8/14/19	<i>/s/ Kathryn McMillan</i>	“No Effect” determination. No LOC required
SHPO – (cultural)	Initiation Letter			Cultural Resources surveys completed for the site as part of the 1996 Chair 2 Improvements EA and none were found.
	LOC			

Commented [AL2]: Mason - do you need help with this?

Commented [AL3]: Paul?

General Resource Reviews (check reviews needed) ↓		Review Complete (date)	Signature	Findings / Required mitigations To ensure consistency with laws, FSM direction, policy (list applicable laws, S&Gs, executive orders, and consistency findings )
Soils				
Hydrology		08/25/2019	<i>/s/ Matt Karrer</i>	Project is consistent with the Forest Plan due to no construction of roads or trails and providing for erosion control during construction of tower pads and terminal buildings and use by such methods as silt fencing, drainage relief, etc., and prompt, effective rehabilitation of disturbed sites which will serve to maintain connectivity, hydrologic, and sediment regimes. Meets WNF LRMP and NWFP ACS objectives, see ACS analysis in project file.

<b>Botany</b>	X	7/29/2019	/s/ <i>Lauri Malmquist</i>	Project consistent with WNF LRP and S&G's. See App. B for list of plants considered.
<b>Fish</b>	X	8/14/19	/s/ <i>Kathryn McMillan</i>	<p>No effect on listed fish.</p> <p>RM-1. New recreational facilities within Riparian Reserves, including trails and dispersed sites, should be designed to not prevent meeting Aquatic Conservation Strategy objectives. Construction of these facilities should not prevent future attainment of these objectives. For existing recreation facilities within Riparian Reserves, evaluate and mitigate impact to ensure that these do not prevent, and to the extent practicable contribute to, attainment of Aquatic Conservation Strategy objectives. Where this standard cannot be met, require relocation or closure of recreation facilities. (ACS – p. B-125).</p> <p>Storage barn at lower terminal will be constructed approximately 45 feet SE of Squilchuck Creek in an area that has already been disturbed by prior development (access roads and existing lower terminal). BMPs will be employed during construction to prevent sedimentation from entering creek.</p> <p>Although portions of the lower terminal would be within designated Riparian Reserve, construction would not impact riparian habitat and project implementation would not prevent attainment of ACS Objectives now or in the future.</p>
<b>Wildlife</b>	X	8/5/2019	/s/ <i>Don Youkey</i>	The project is consistent with the NFMA and the Forest Plan because it would not contribute to a negative trend in viability of any wildlife Management Indicator Species (MIS). Similarly, the project would be consistent with the 1918 Migratory Bird Treaty Act (MBTA) and the Migratory Bird Executive Order 13186. The project would be consistent with regulations covering federally listed species under the ESA, if conservation measures listed below are followed.
<b>Silviculture</b>	X	8/5/2019	/s/ <i>Pete Wier</i>	<p>Construction of the terminal buildings and for some towers would require some removal of vegetation. Vegetation removal or ground disturbance is estimated at &lt;1 acre.</p> <p>Tower placement would avoid tree removal when possible.</p> <p>Cut trees will be left on site</p>
<b>Recreation</b>				
<b>Culturals</b>	X		See Appendix A Form	Cultural Resources surveys have been completed for the site for prior Chair 2 replacement and none were found. See Attachment A (from Master Plan EA (2000) and Chair 2 Replacement EA (1996). Additionally, In the event that cultural materials are encountered during project construction, work would be halted in the immediate vicinity of the find, and the find would be evaluated by a professional archaeologist.



Special Uses			
Visuals			
Timber			
Fire/Fuels			
Roads/Engineering			

Resource Conditions: (Extraordinary Circumstances) (from 36 CFR 220.6 (b))		Review Completed (date)	Signature	Findings	
				Species / Habitats / Conditions Present?	Required Mitigations
i. Proposed, Threatened or Endangered species and Critical Habitats	Wildlife	8/5/2019	<i>/s/Don Youkey</i>	<p>The project site is located predominantly within the same footprint as the existing Chair 2. The bottom terminal would extend beyond the footprint but still within previously disturbed site.</p> <p>Vegetation within the general area is primarily dominated by mixed conifer consisting of grand fir, subalpine fir ponderosa pine, lodgepole pine and larch. Landscape Evaluation of the Squilchuck Watershed indicated no spotted owl habitat within ¼ mile of the project area.</p> <p>Wolverines, gray wolves and grizzly bears are wide-ranging, and could occur in the project area.</p>	<p>1) Protect all known listed Threatened, Endangered, and Sensitive species sites, and those discovered prior to or during implementation of project activities.</p> <p>2) If an active wolf den or rendezvous site is discovered in the vicinity of the project, modify activities to avoid disturbance while being used during the breeding season.</p> <p>3) If a spotted owl nest is discovered, restrict construction activities (road construction/decommission and helicopter use) creating noise above ambient forest conditions, from March 1 to July 31.</p>
	Fisheries	8/14/19	<i>/s/ Kathryn McMillan</i>	<p>The area along the lift line is rolling terrain that has previously been</p>	<p>Findings of No Extraordinary circumstances.</p> <p>Mission Ridge shall be solely responsible for providing and</p>

				cleared of vegetation. Spatial data indicates Riparian Reserves along portions of the lift line. These are associated with ephemeral flow paths and are not likely actual streams. We will not be able to field verify prior to desired project initiation. However, tower installation and removal would not likely remove trees or impact riparian vegetation. Post installation rehab would prevent sedimentation and erosion (ie. seeding). There will be no stream crossings installed or in-stream work.	maintaining necessary erosion control facilities to comply with applicable erosion control regulations and to maintain clean access routes for this action (construction of temporary access road and drilling of test pits).  <b>Ask Kathy what she would like to see here</b>
	Plants	7/29/2019	<i>Is/Lauri Malmquist</i>	No ESA listed plant species or critical habitat in project area.	No effect on ESA listed plants. Ground disturbance would occur in previously disturbed areas (ie. replace existing towers) or outside of habitat for listed or sensitive plants.
Sensitive Spp	Wildlife	8/5/2019	<i>Is/Don Youkey</i>	Wolverine	*see information above in ESA listed species and designated critical habitat.
	Fish	8/14/19	<i>Is/ Kathryn McMillan</i>	None	*see information above in ESA listed species and designated critical habitat.
	Plants	7/29/2019	<i>Is/Lauri Malmquist</i>	None	No sensitive species. Ground disturbance would occur in previously disturbed areas.
Survey and Manage Spp	Wildlife			None known	None
	Botanical Spp	7/29/2019	<i>Is/Lauri Malmquist</i>	None	No S&M species. Ground disturbance would occur in previously disturbed areas.
MIS and Landbirds	Wildlife	8/5/2019	<i>Is/Don Youkey</i>	Deer, elk, spotted owls, woodpeckers, and other landbirds	No mitigation required. Project activities could disturb individuals of these species, but would be short term and not lead to a negative trend in viability.  Per agreement between WDFW and MR (2005): No construction of Chairlift Two from the bottom of Lip Lip face up and Chairlift Three and associated trails and roads

Commented [AL4]: Ask Laurie how she wants to handle this

Commented [MLA-5R4]:

Commented [AL6]: talk to Laurie about need for surveys

				will occur during fawning of mule deer and calving of elk (May 1 to July 15).
	Fish		None	
ii. Flood plains, wetlands, or municipal watersheds			Floodplain associated with Squilchuck Creek near Midway Lodge at lower Terminal of Chair 2. The riparian vegetation adjacent to the creek would not be impacted.	Findings of No Extraordinary circumstances.  Mission Ridge shall be solely responsible for providing and maintaining necessary erosion control facilities to comply with applicable erosion control regulations and to maintain clean access routes for this action (construction of temporary access road and drilling of test pits).
iii. Congessionally designated area (such as wilderness, wild and scenic rivers, etc.)			None	
iv. Inventoried Roadless areas (or wild and scenic study rivers, PWAs, etc.)			None	
v. Research Natural Areas (or Nation. Natural Landmarks, Special Interest Areas, etc., existing or proposed)			None	
vi. American Indian religious or cultural sites or traditional use areas		See ApendixAForm	Cultural Resource surveys were completed for this area as part of the Chair 2 Improvements EA (1996). No sites found.	In the event that cultural resources or human remains are discovered during project implementation, all activities in the area of the discovery would stop and a Forest Archaeologist would be notified immediately. The area would be reasonably secured and protected during inspection and evaluation by the archaeologist. If the discovery is determined to be a National Register eligible site and avoidance during project implementation is not possible, site specific mitigation would be developed by the Forest Archaeologist in consultation with the State Historic Preservation Officer (SHPO) and the Tribal Historic Preservation Officers (THPO) for the Confederate Tribes and Bands of the Yakama Nation and the Confederated Tribes of the Colville Reservation.
vii. Archaeological sites, or historic properties or areas				*See informaiton above in row vi.

**Step 3 – Final NEPA Review (to be completed by District Environmental Coordinator)**

Task	Dates / Comments
Analysis Complete and Finding of No Extraordinary Circumstances Verified (all required mitigations incorporated into Project)	<b>ADD DATE</b> Decision Memo No extraordinary circumstances that could potentially result in a significant effect on the environment.
CE Category (see FSH 1909.15 Chapter 30)	<b>ADD DATE</b> Decision Memo 36 CFR 220.6(e) (3): Approval, modification, or continuation of minor special uses of NFS lands that require less than five contiguous acres of land.
DM and Case File Required? YES/NO	YES
NEPA Review of Draft CE/DM	
DM signed (date)	Add
CE / DM uploaded into PALS (date)	
Signed DM disseminated to affected / interested persons (IDTL)	
Implementation 5 days after DM notification (date)	

Commented [AL7]: make sure this is the correct CE category

If a Decision Memo / case file is not required, this scoping record will constitute the analysis file and no further documentation will be required. These projects will not be entered into PALS. For projects requiring DMs: The CE and signed DM (with map attached) will be uploaded into PALS.