

Appendix A:

Alternatives Considered and Modifications to The Summit-at-Snoqualmie Master Development Plan

1.0 INTRODUCTION

In compliance with the National Environmental Policy Act (NEPA) and other relevant Federal laws and regulations, the U.S. Forest Service (USFS) has prepared a Final Environmental Impact Statement (FEIS) to analyze the proposed Master Development Plan (MDP) for The Summit-at-Snoqualmie ski area. The Summit-at-Snoqualmie operates under a Special Use Permit (SUP) issued by the USFS.

The original MDP was released to the public for review and comment during the scoping period (see FEIS Section 1.5 – Scoping, Significant Issues, and Public Participation). The MDP was modified to incorporate issues raised by the public, the IDT, and other stakeholders during the scoping period. Several project proposals from the original MDP were eliminated from further study in the FEIS for several reasons, including but not limited to: minimizing disturbance to vegetation, soil and Riparian Buffers, effects to wildlife habitat connectivity, economic feasibility; and other scoping issues. Modifications to the MDP are reflected in the Proposed Action, as presented in The Summit-at-Snoqualmie FEIS (see FEIS Chapter 2 - Alternatives).

NEPA regulations require that the Environmental Impact Statement discuss the reasons for eliminating any alternatives explored but not developed in detail (40 CFR 1502.12[a]). This document discusses the alternative MDP components that were considered in the process of developing the detailed alternatives and the reason for eliminating any alternatives explored, as well as modifications made to the MDP.

1.1 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY

In response to project proposals in the MDP, alternative project locations and alignments were created to evaluate issue-driven alternatives. Many of these alternatives were incorporated into the FEIS Action Alternatives (see FEIS Chapter 2 - Alternatives) while others were eliminated from further study. A brief discussion of each alternative considered but eliminated, as well as the reasons for elimination is provided below.

1.1.1 Summit West/Central Crossover Trail

The original MDP included crossover trails between Summit West and Summit Central. These trails would have crossed over private land owned by The Mountaineers. In order to address an alternative that does not rely on the use of other private property, an alternative was developed that would provide a crossover trail from Summit West to Summit Central, beginning behind the Thunderbird Lodge. In order to accommodate a full-range of skier abilities, the desired trail width would be 30 feet with a 6 percent slope. The trail would be located upslope of Beaver Lake and would traverse a forested hillslope. This alternative was eliminated from detailed analysis because full clearing with grading would be required in Riparian Reserves and in mature forest. In addition, such a trail would require an expansion of the SUP area.

Another crossover alternative included the operation of a new transportation chairlift between the upper terminal of the existing *Triple 60* chairlift at Summit Central to the proposed upper terminal of the *Wildside* chairlift at Summit West without crossing over property owned by The Mountaineers. This alternative was eliminated from consideration because the area in the vicinity of the Thunderbird Lodge and the top terminal of *Wildside* does not provide sufficient space for a new chairlift loading and unloading area. In addition, Ski Lifts, Inc. indicated that they would likely not ever construct such a lift due to the economic (capital and operational) costs associated with a lift that provides no ski terrain.

1.1.2 Maintenance Building at Summit West

The original MDP included a new Summit West Maintenance Facility in the southeast portion of the SUP area, within forested Riparian Reserves and in close proximity to streams and wetlands. Two alternatives were developed to address issues associated with development and storage of potentially hazardous materials near streams, wetlands and Riparian Reserves. The first alternative location was located just east of the proposed location for the bottom terminal of the *Wildside* chairlift, along an existing work road. While this site included existing disturbance (i.e., the work road), it was eliminated from detailed analysis because it would still be located in forested Riparian Reserves, near streams and wetlands, and it would require the removal of larger trees than the original proposal. The second alternative location considered (and chosen to be analyzed in this FEIS) is located near the existing maintenance facilities at Summit West. This site was chosen over the other two locations considered because it would be constructed in a previously disturbed area and would consolidate all maintenance facilities at Summit West in one location. As a result, the originally proposed MDP location and the first alternative were eliminated from consideration because a less environmentally damaging alternative exists, and the lower impact alternative would provide the best consolidation of maintenance uses at Summit West.

1.1.3 Parking Lot Adjacent to the Fire Station

The MDP includes the expansion of the Summit West Parking lot, which is currently a large parking area at the base of the ski facilities. The expansion of the parking lot would require the removal of sapling aged trees adjacent to the Beginner Trail #15. In order to assess an alternative that would limit the expansion of the parking lot at Summit West, an alternative was developed to maintain the existing parking lot and provide additional parking adjacent to the fire station on the east side of SR 906 and across SR 906 from Summit West. This site was chosen as the only reasonable alternative due to its proximity to Summit West. This alternative was eliminated from consideration because it would require the removal of old growth-aged trees and the complete culverting of a stream. In addition, a parking lot immediately adjacent to the fire station would affect fire station operations as well as traffic operation along SR 906 through increased pedestrian traffic.

1.1.4 Action Alternatives Reduced from Five to Four

Prior to 1999, six alternatives (five Action Alternatives and one No Action Alternative) were identified to be analyzed in the DEIS. As a result of modifications to the Proposed Action and the elimination of several projects included in the Action Alternatives, the Forest Supervisors reduced the number of Action Alternatives to be studied from five to four by incorporating elements of the fifth alternative into the other Action Alternatives. Refer to Sections 1.1 – Alternatives Considered and Eliminated from Further Study and 1.2 – Modifications to the Proposed Action for a discussion of these projects.

1.1.5 Thunderbird Lift Replacement

At Summit West, a double chairlift called *Thunderbird* had previously provided out-of-base access to the Thunderbird Lodge area. In order to provide this access, the lift was installed off-fall line, and skiers using the lift were required to ski considerably across the slope to access the base area. The *Thunderbird* lift ultimately broke down due to an irreparable malfunction and was disassembled. An alternative was considered to replace the lift at its previous alignment to provide out-of-base access to the summit. This alternative was eliminated from consideration because the objective of the MDP is to provide better fall line skiing and to better segregate skiers by ability level (see FEIS Section 1.1.2.3 – Purpose and Need). Replacement or upgrades to the *Thunderbird* lift would maintain the off-fall line skiing and mixture of skier abilities on the slopes and would therefore not meet the Purpose and Need.

After publication of the DEIS, several public comments were received indicating that the FEIS should consider an alternative that would replace the *Thunderbird* lift with a detachable quad lift. A detachable quad lift in this alignment would provide 1,600 to 2,400 people per hour at the top terminal. The top terminal site is currently crowded by the Thunderbird Lodge and the top terminal of the *Wildside* lift. The additional capacity afforded by a high speed lift would exceed that capacity of the top terminal area,

resulting in crowding. In addition to the reasons cited above, the high speed lift in the *Thunderbird* alignment was eliminated from further consideration due to the skier densities that would result at the top terminal site.

1.1.6 Parking Garage at Summit Central

To address concerns over limited parking at Summit Central, Summit West, and Alpental, an alternative was developed to provide parking structure in the existing Lot 1 at Summit Central. This alternative was eliminated for two main reasons: economics and visual quality. Primarily, the construction of a parking structure would be prohibitively expensive. If the proponent were to build a parking garage, it would be necessary to recover the cost by charging parking fees. With free parking available elsewhere, ski area guests would have little incentive to use a pay parking area, except for during capacity operations. Such limited use would not provide sufficient economic return to justify the cost of constructing the parking structure. In addition, issues associated with the visual quality of the existing parking lot would be exacerbated by the placement of a parking structure in this parking lot.

1.1.7 Additional High Elevation Terrain at Alpental

In order to address concerns over low freezing levels, two alternatives were developed to increase access to and round-trip skiing on the high elevation terrain at Alpental. The first alternative considered a revised location of the proposed *Pulse Gondola* to create a mid-station at the bottom of Upper Internationale. In the MDP, the primary purpose of the gondola would be to address summer recreation and access to the mountain-top restaurant for all users. In this capacity, the gondola would provide little round-trip skiing, particularly for skiers below the expert ability level. In order to address round-trip skiing, the gondola would have to be upgraded to a higher capacity lift. This alternative was eliminated from further consideration because the proposed *Internationale* lift already addresses the need with less cost compared to a high-speed gondola.

Another alternative lift location would provide lift served access from the low backcountry traverse to the Internationale bowl, in addition to the *Internationale* lift. The slope gradients in the upper Alpental backcountry would prohibit the establishment of suitable terrain other than expert. In addition, such a lift would require removal of riparian forested habitat, including Riparian Reserves, which have been identified as a significant issue (see Section 1.5.2.2 - Riparian Reserves). As a result, the alternative chairlift was eliminated from further consideration.

1.1.8 Reroute of SR-906 at the Summit Central Base Area

The original MDP included a relocation of SR 906 south of the new beginner facilities at Summit Central. The reroute of SR 906 would have removed the need for skiers to cross SR 906 to access Summit Central

base area facilities. The proposed reroute of SR 906 did not meet WSDOT criteria for State Routes, nor was it economically viable for the proponent. As a result, the reroute of SR 906 was eliminated from the MDP proposal.

1.1.9 Modified Alternative 4 – Citizens’ Alternative

During the comment period for the DEIS (see FEIS Section 1.5 – Scoping, Significant Issues, and Public Participation), a comment letter was received from the Sierra Club proposing a Modified Alternative 4. The Sierra Club recommended that the “Forest Service should revise its preferred alternative to minimize the impacts to forests, habitat, wildlife corridors, wildlands, and primitive recreation. It should increase the level of mitigation and actually improve wildlife connectivity.” The proposed modifications to Alternative 4 by the Sierra Club included reduced development at Summit East and Alpentel, restoration projects, additional land donations, SUP adjustments and Forest Plan allocation modifications. A majority of the proposed modifications to Alternative 4 are included in individual elements of the four current Action Alternatives described in the DEIS and FEIS. As described in Chapter 1.3 – Decision Framework, the Forest Supervisors have the authority to approve all, part, or none of each element of the Proposed Action or alternatives to it. Therefore, it was determined that the inclusion of Modified Alternative 4 in the FEIS for analysis was not necessary. Table A-1 displays components of the Sierra Club’s proposal that are already included in the range of alternatives in the DEIS and FEIS.

**Table A-1:
Sierra Club Proposal Components Already Included in the DEIS and FEIS Range of Alternatives**

Modified Alternative 4 Component	DEIS Analyzed Alternative
Modified Alternative 4 would not include the Pulse Gondola or mountain-top restaurant at Alpentel	Alternative 3 is analyzed in the DEIS and FEIS. Alternative 3 specifically does not include the gondola or mountain-top restaurant at Alpentel.
No new night lighting on Silver Fir pod. Removal of the roads outlined in Alternative 4, plus additional road segments should be decommissioned.	Alternative 4 was analyzed in the DEIS and FEIS. Alternative 4 specifically does not include night lighting in the Silver Fir pod. Road decommissioning and other restoration projects from the Watershed Condition Assessment have been incorporated into the range of alternatives in the DEIS and FEIS. Additional road decommissioning in the Section 16/Summit East area is outside of the scope of this analysis.
No new lifts in Section 16. <i>Rampart</i> lift would be allowed if base is relocated 800 feet south to the #55 (Creek Run) Trail. No new runs or crossover trails through the contiguous forest in Section 16. No new roads in the Hyak Creek late-successional forest area.	Alternatives 3 and 4 were analyzed in the DEIS and FEIS. These alternatives do not include the <i>Rampart</i> and/or <i>Creek Run</i> lifts, trails and associated facilities in Section 16. Revegetation proposed is already included in the range of alternatives.

**Table A-1:
Sierra Club Proposal Components Already Included in the DEIS and FEIS Range of Alternatives**

Modified Alternative 4 Component	DEIS Analyzed Alternative
Revegetation of areas in Alternative 4 with an additional three trails in the Rampart and Creek Run pods (65, 66, and 67) being revegetated as shown in Alternative 3.	
Donation of 390 acres in Mill Creek after decommissioning unneeded roads. Designation of the lands included in the Mill Creek Donation to promote late-successional forest conditions, restore unroaded conditions, and appropriate non-motorized recreation.	Alternative 3 and Modified Alternative 5 were analyzed in the DEIS and FEIS. Both alternatives include the donation of 390 acres of land to the USFS for management as NFSL that would support the development of late successional habitat. The decommissioning of roads and the ultimate designation of the lands after the change in ownership are not included in the alternatives because both actions are outside of the scope of this analysis.
Improve condition of Pacific Crest National Scenic Trail across ski slopes and parking lot.	DEIS Alternative 5 has been modified in the FEIS to include an upgrade of the PCNST where it traverses the Summit West parking lot. The modified location would reroute the PCNST through an adjacent vegetated area.
Includes targets for reducing vehicle use, especially at peak times.	The FEIS includes a Mitigation Measure (MM3) regarding transportation (see FEIS Table 2.4-2). MM3 includes the development and implementation of a Traffic Management Plan, which documents the efforts to be undertaken in reducing the effects of the ski area operation on SR-906 and I-90. These efforts include incentives for the use of busses and car pools by increasing preferential car pool parking areas, working with Metro and others to increase bus service on weekends, providing incentives for those that take the bus, and to promote bus and car pool use through various means including the ski area website. In addition, employee shuttle busses will be included in the Traffic Management Plan. Mitigation Measures are common to all the Action Alternatives and would not require development of a separate alternative.

Additionally, Modified Alternative 4 contained components that were either outside the scope of the NEPA analysis, recommended changes to operational procedures, or were not identified as significant issues during scoping. As required by NEPA, the scope of the DEIS and FEIS is limited to the project components analyzed in the range of alternatives. The primary purpose of the DEIS and FEIS is to disclose the environmental consequences that could occur through the implementation of alternatives under consideration. Specific functions of the FEIS include:

- Provide site-specific environmental analysis for those activities and facilities proposed in the range of alternatives;

- Describe, analyze, and disclose the various biological, physical, social, and economic impacts that proposed activities and facilities would generate on and off NFSL;
- Identify, where possible, the indirect and cumulative effects of the range of alternatives; and
- Indicate Mitigating Measures which may be used to avoid or reduce impacts.

Many of the remaining components of the Sierra Club’s proposed Modified Alternative 4 were outside of the scope of the NEPA analysis and therefore were not consistent with the primary purpose of the DEIS and FEIS. The rationale for elimination of individual components of Modified Alternative 4 is discussed in Table A-2.

**Table A-2:
Rationale for Elimination of Individual Components of Modified Alternative 4**

Modified Alternative 4 Component	Rationale for Elimination
<p>The lift system at Alpentel would not expand to the west of the existing infrastructure.</p> <p>Reduction of the SUP boundary on the west end of Alpentel.</p> <p>Reduction in the SUP boundary east of Mt. Hyak, resulting in elimination of approximately 150 acres of permit area in Section 22.</p> <p>Elimination of an isolated block of SUP to the southwest of the Mill Creek pod. This would result in approximately 140 acres in Section 21 being removed from the SUP area.</p>	<p>Western expansion of the Alpentel lift system, reduction of the SUP boundary east of Mt. Hyak and southwest of the Mill Creek pod were not identified as significant issues related to the Proposed Action.</p> <p>At Alpentel, the terrain available under the Action Alternatives is currently accessible, lift served backcountry that is popular among Alpentel users. Section 1.1.7 – Additional High Elevation Terrain at Alpentel, above discusses the elimination of an alternative that would provide lift service to the northwest of the existing lift served terrain. The proposed <i>Internationale</i> lift would not access any terrain that is not already accessible by the <i>Edelweiss</i> lift. Given the popularity and present day access to the terrain in the Internationale area and beyond, there has been no demonstrated need to limit access to this area. The range of alternative includes Alternative 1, which does not include the development of the <i>Internationale</i> lift.</p> <p>There is no demonstrated need to eliminate the SUP area in Sections 21 and 22 from ski area management, particularly considering the proposed improvements at Summit East, including Nordic trails that are included in these portions of the SUP area.</p>
<p>Donation of 140 acres on Cave Ridge (60 acres as wilderness addition), plus 40 acres at Beaver Lake, and 50 acres at Coal Creek Sections 9 and 15.</p>	<p>The Cave Ridge donation was analyzed as a cumulative effect in the FEIS. The donation of the Beaver Lake and Coal Creek parcels are not associated with The Summit-at-Snoqualmie MDP proposal and are outside of the scope of this NEPA analysis. As discussed in Section 1.4 – Scope of the Proposed Action, the DEIS and FEIS analyze the effects of developing new and expanded winter and summer developed facilities at The Summit-at-Snoqualmie. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives. No proposal has been made to donate lands near Beaver Creek or Coal Creek and no impacts have been identified that would be mitigated by</p>

**Table A-2:
Rationale for Elimination of Individual Components of Modified Alternative 4**

Modified Alternative 4 Component	Rationale for Elimination
	such land donations (unlike the Mill Creek donation).
Redesignation of nearby National Forest Lands to increase protection and restoration of wildlife habitat and connectivity.	The redesignation of nearby NFSL to increase wildlife habitat connectivity is addressed as a cumulative effect. The redesignation of these lands, such as the Huckleberry Land Exchange, is not associated with The Summit-at-Snoqualmie MDP proposal and would be out of the scope of this NEPA analysis. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives.
Reduce consumption of water by increased conservation. Development of targets for increased recycling.	Water conservation and the implementation of recycling programs by the ski area are operational issues not covered under the MDP, which specifically addresses facility issues. Components of Modified Alternative 4, which recommend changes in operational procedures are not associated with The Summit-at-Snoqualmie MDP proposal and would be outside the scope of this NEPA analysis. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives.
Restoration in power line corridor at Hyak Creek, with possible redesign of power line for greater height.	Restoration of the power line corridor at Hyak Creek and redesign of the power line are restoration efforts not associated with The Summit-at-Snoqualmie MDP proposal and are outside the scope of this NEPA analysis. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives.
Identification and interpretation of Milwaukee Road railroad grade and early wagon road.	Identification and interpretation of the Milwaukee Road railroad grade and early wagon road are interpretive efforts not associated with The Summit-at-Snoqualmie MDP proposal and are outside the scope of this NEPA analysis. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives.
Improve habitat corridor functionality between Mt. Hyak and Gold Creek wildlife bridges.	The improvement of habitat corridor functionality between Mt. Hyak and Gold Creek wildlife bridges is not associated with The Summit-at-Snoqualmie MDP proposal and is outside the scope of this NEPA analysis. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives.
Scientific study of current and historic habitat usage, corridors, and demographics for species associated with upper elevation forests and parklands, and effects of mitigation, conservation and development projects underway or reasonably foreseeable. This should include a worst case analysis.	Cumulative effects considers past, present, reasonably foreseeable actions, but the analysis of effects unrelated to The Summit-at-Snoqualmie MDP proposal is outside the scope of this NEPA analysis. The scope of the DEIS and FEIS is limited to the Proposed Action components analyzed in the range of alternatives.

**Table A-2:
Rationale for Elimination of Individual Components of Modified Alternative 4**

Modified Alternative 4 Component	Rationale for Elimination
Restoration of wetlands (as in #4 plus additional wetlands).	The wetlands identified to be restored as a component of the Action Alternatives include those wetlands that can reasonably be restored given the location of facilities and the uses present at the ski area.
Retain and improve quality Nordic skiing and snowshoe opportunities (by not building Hyak lifts and runs) and improve and expand where possible.	Improvements to the Nordic facilities have not been included in the MDP proposal to the USFS (see Section 1.1.2.2 - The Proposed Action). As a result, the DEIS and FEIS do not analyze improvements to the Nordic facilities. Any proposed improvements in the future would require a formal proposal by Ski Lifts, Inc. and a separate NEPA process to address these Nordic improvements. However, Footnote 7 (DEIS page 1-7) notes that The Summit-at-Snoqualmie has received approval from the USFS to replace and realign the existing <i>Dinosaur</i> chairlift at Summit East with a new chairlift called <i>Mt. Hyak</i> . For analysis purposes, removal of the <i>Keechelus</i> and <i>Dinosaur</i> chairlifts and construction of the presently approved <i>Mt. Hyak</i> chairlift is considered an existing condition. Construction of the <i>Mt. Hyak</i> chairlift would benefit both alpine and Nordic skiers at the Summit East facility by providing a bottom terminal at a lower elevation and a detachable chairlift for easier loading and unloading.
Redesignation of the SUP area on the east slope of Mt. Hyak and northeast slope of Mt. Catherine to RE-3.	Redesignation of the approximately 100 acres on the east slope of Mt. Hyak would be inconsistent with the current use of this area as a ski resort. Similarly, redesignating the Mt. Catherine SUP area to RE-3 would not be compatible with the Nordic and mountain bike usage in the roughly 150-acre property.
No new parking lots in Riparian Reserves.	The DEIS Action Alternatives include one instance of new parking at Summit West in a previously disturbed Riparian Reserve. The Action Alternatives include the implementation of stormwater management practices and paving to reduce the effect of existing parking in Riparian Reserves, and Alternative 4 in the DEIS and FEIS includes a reduction in parking and roads in Riparian Reserves at Alpental.
The Forest Plan designation in the Hyak Creek forest area would not be changed from a designation of ST-1 (Scenic Travel) to RE-1 (Developed Recreation). Alternatively, the approximately 150 acres would be redesignated RE-3 (Unroaded, Non-Motorized)	Redesignation of the approximately 150 acres to RE-3 would not be consistent with the current use. Presently, the <i>Silver Fir</i> chairlift and trails, Summit East-Summit Central crossover trails, and roads are located on this portion of the SUP area. Therefore, designation of this area as RE-1 would be the most consistent with its use and its presence within the SUP area.

1.2 MODIFICATIONS TO THE PROPOSED ACTION

Several components of the MDP were modified or eliminated due to continued agency and public concerns during the scoping process. Additional modifications occurred as a result of reanalysis of MDP components by the proponent. The following discussion outlines the modifications made to the MDP, and the rationale for the modifications. These modifications have been incorporated into the Proposed Action in the FEIS.

1.2.1 Chairlifts

Alpental

The MDP included the replacement of *Debbie's Gold* chairlift at Alpental from a double chairlift to a fixed-grip quad. Since the submittal of the MDP, the *Debbie's Gold* chairlift has been replaced and renamed as the *Armstrong Express* chairlift.

As presented in the MDP – Existing Conditions, the *Vier* and *Platter Pull* surface tows no longer exist, they have been removed.

The Summit

As presented in the MDP, the existing *Thunderbird*, *Beaver Lake*, *Alpine*, *Bonanza*, *Hyak* and *Dinosaur* chairlifts do not exist, they have been removed. The *Alpine* and *Bonanza* chairlifts were replaced by a detachable quad chairlift, as proposed in the MDP. The *Thunderbird*, *Beaver Lake* and *Hyak* chairlifts were not replaced. The *Dinosaur* chairlift was approved to be replaced under a Categorical Exclusion in 2001. Although it has not been replaced, the approved chairlift (*Mt Hyak*) and the removal of the *Keechelus* chairlift at Summit East are considered existing conditions in the FEIS. The *Mt Hyak* chairlift will be constructed in an alignment different than the one proposed in the MDP. As a result, the *Easy Gold* chairlift relocation, as proposed in the MDP, would not occur. Instead, the chairlift would be realigned – the upper terminal would be relocated approximately 300 feet downslope from its existing location in order to avoid conflicts with users of Trail 60A and 65.

Surface Lift III at Summit West, as proposed in the MDP, has been removed from the proposal. In its place, the proponent has proposed a fixed-grip double chairlift (*Northside*) to provide round-trip access to advanced terrain in the northern portion of the SUP area at Summit West.

The replacement of the *Silver Fir* chairlift with a detachable quad has been removed from the MDP proposal. The replacement and upgrade of the *Silver Fir* chairlift was approved under a Categorical Exclusion in 2008. Although it has not actually been replaced as of this FEIS, the approved *Silver Fir* chairlift is considered an existing condition in the FEIS.

1.2.2 Implications of Vegetation Remapping and Chairlift Replacement

Since submittal of the MDP in 1998, vegetation has been remapped and some chairlifts have been removed and/or replaced. Existing and proposed trail specifications (e.g., acreage, length, slope, etc.) and Comfortable Carrying Capacity (CCC) has been revised to reflect the changes in vegetation mapping. In addition, proposed revegetation has been modified to account for changes resulting from vegetation remapping and lift/trail modifications. As a result, the specifications presented in the MDP and FEIS are different, with the FEIS representing the most-current information.

1.2.3 Alpentel Maintenance Facility

As presented in the MDP, the existing maintenance facility at Alpentel (Parking Lot 3) would be relocated adjacent to Parking Lot 6. The proposed facility would have been located within Riparian Reserves of a tributary of the Upper South Fork Snoqualmie River. In order to avoid impacts to Riparian Reserves, the proponent withdrew the proposal to relocate the maintenance facility on Federal land and proposed a location on private land south of existing base area facilities at Alpentel, as analyzed in the FEIS.

1.2.4 St. Bernard Regrade

The MDP included a proposal to regrade the terrain served by the *St. Bernard* chairlift. The regrade would create more appropriate slope gradients for beginner skiers. As proposed in the MDP, grading would result in impacts to wetlands and Riparian Reserves. Ski area management indicated careful snow management could be used to achieve similar results to the regrade. In order to reduce impacts to wetlands and Riparian Reserves, the proposal to regrade was eliminated from the MDP.

1.2.5 Debbie's Gold/Armstrong Express Pod

As presented in the MDP, Trail 4 at Alpentel would have been “relocated uphill to capitalize on the skiing and snowboarding potential of the area directly above existing Eisfallen and Dom trails” (VI-8). During GIS data development, vegetation was remapped to more accurately depict existing conditions. Upon review of existing conditions, including topography and vegetation cover, the proponent removed this proposal from the MDP.

Since the submittal of the MDP in 1998, the proponent has modified the proposal to include approximately 0.4 acre of blasting and approximately 2.8 acres of grading along Trails 3 and 7 to smooth undulations in the existing terrain in the Armstrong Express pod.

In addition, a ski patrol bump shack is proposed near the upper terminal of the *Armstrong Express* chairlift. This bump shack was not presented in the MDP, as submitted to the USFS.

1.2.6 Proposed Grading

Since the submittal of the MDP, the proposal has been modified to include additional terrain modifications. Grading is proposed for terrain accessed by the *Little Thunder* chairlift in order to provide more level terrain for beginner skiers. Additional grading is proposed along trails in the Silver Fir pod to smooth undulations in the existing terrain. Grading is also proposed in the Rampart pod along proposed Trail 60 to smooth undulations. These projects have been included in the Proposed Action.

1.2.7 Crossover Trails

As presented in the MDP, crossover trails were to be constructed through The Mountaineers' property. The purpose of the proposed crossover trails was to enhance skier connectivity between Summit West and Summit Central. No agreement has been made between the proponent and The Mountaineers. As such, these proposed crossover trails are not presented or analyzed in this FEIS.

The proposal includes and SUP expansion to accommodate proposed crossover Trail 49. The SUP expansion was not included in the MDP, as submitted. The expansion would include lands within Sections 16 and 17.

Trail 71, as presented in the MDP, was proposed to be approximately 60 feet wide. As a result of IDT concerns regarding wildlife connectivity, Trail 71 was modified to be constructed 15 feet wide, as opposed to 60 feet. In addition, the existing Trail 71 is proposed to be revegetated to a 12-inch tread width to be used by mountain bikes, snowshoers and Nordic skiers.

1.2.8 Summit West Maintenance Facility

In response to IDT concerns over impacts to wetlands and Riparian Reserves, two alternative locations were considered for the proposed maintenance facility at Summit West (refer to Section 1.1.2 – Purpose and Need for the Proposed Action). The site chosen and analyzed in the FEIS is located in a previously disturbed area near the other existing maintenance facilities at Summit West.

1.2.9 Summit Central Private Lands

Sports Park

As presented in the MDP, a sno-cart track, ice arena, tubing park, toboggan chute, guest services building, additional parking and a new beginner fixed quad chairlift were all proposed to be constructed on private lands between SR 906 and I-90. Concerns over impacts to wetlands and streams resulted in the removal of several of these facilities from the proposal, including the toboggan chute, sno-cart track, ice arena and the guest services buildings. Proposed parking at the tubing center was reduced from 6.3 acres (as proposed in the MDP) to 4.3 acres (as analyzed in the FEIS). Additional parking has been created on private lands, near the vicinity of the proposed sports park. This parking area is proposed to be expanded under the current Proposed Action. In addition, additional tubing lanes have been created north of the existing tubing lanes at Summit Central, as proposed in the MDP.

Summit Central Base Area

Under the MDP, the existing Summit Central parking lot was proposed to be reduced in size. The maintenance facility was also proposed to be removed. In their place, two surface lifts were proposed. In addition, SR 906 was proposed to be relocated south of the new beginner facilities. The redesign of the Summit Central base area would provide first-time beginner skiing at Summit Central. The proposed reroute of SR 906 did not meet WSDOT criteria for State Routes, nor was it economically-viable for the proponent. As a result, the parking lot reduction, removal of the maintenance facility, installation of two surface tows and reroute of SR 906 was eliminated from the proposal.

1.2.10 Summit East Mountain-Top Restaurant

The Summit East mountain-top restaurant, as presented in the MDP, would have been located adjacent to the upper terminal of the proposed *Rampart* chairlift at Summit East. Upon further review of the site, the proponent modified the proposal to construct the restaurant adjacent to the upper terminal of the *Mt Hyak* chairlift in order to take advantage of the better panoramic views and the proximity to the *Mt. Hyak* lift.

1.2.11 Dispersed Recreation

The original MDP proposal included the creation of additional Nordic/snowshoe and mountain bike trails. The trails would be constructed near Hyak and Divide Lakes. In addition, beginner trails were proposed to be relocated to Section 16 near the Silver Fir parking lot. Since the submittal of the MDP, Nordic operations have been relocated from Silver Fir to Summit East and no additional Nordic/snowshoe and/or mountain bike trails are proposed. The USFS and proponent are working to update the associated operating plans.

1.2.12 Expansion of Lot 6 at Alpental

As presented in the MDP, Lot 6 was originally proposed to be expanded to the north. Due to the confined nature of the Alpental Valley and concerns over proximity to Riparian Reserves the USFS determined that expansion of parking lot 6 would result in unacceptable impacts to Riparian Reserves. As a result none of the Action Alternatives include expansion of parking at Alpental.