



United States  
Department of  
Agriculture

Forest  
Service

Mt. Hood  
National Forest

Hood River Ranger District  
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File Code: 2670

Date: June 23, 2003

Route To:

Subject: MHM Parking Lot Storm Water and Wetland Restoration Wildlife BE

To: Doug Jones

## BIOLOGICAL EVALUATION

It is Forest Service policy to protect the habitat of federally listed and sensitive species from adverse modification or destruction, as well as to protect individual organisms from harm or harassment as appropriate (FSM 2670.3). All Forest Service projects, programs, and activities are to be reviewed for possible effects on threatened, endangered, and sensitive species and the findings documented in a decision notice.

### PRE-FIELD REVIEW:

**Mt. Hood Meadows main parking lot Snow/Storm Water Management project:**  
Modifications to the main parking lot drainage include modifying the pavement so water sheet flows at the east end over the existing fill slope. The fill slope will be protected with filter fabric and riprap to prevent mass movements of soils. After flowing down the slope, water will infiltrate or flow over at least 100 feet of uplands prior to entering downstream wetlands or the East Fork Hood River. Accumulated gravel will be removed from these uplands on a periodic basis.

Restoring .074 acre (3200 sq. feet) of wetlands near the blue lift corridor as part of the HRM Heather Canyon Lift Mitigation Plan. The proposed restoration area would be excavated; thus, removing approximately two feet of fill material. The excavated soil would be removed with a backhoe or trackhoe, then loaded into a dump truck. All hauled materials would be disposed of on upland areas and away from wetlands and streams. The upper surface of the native soil would then be graded in a manner that forms a subtle depression to trap overflows from the intermittent drainage and also accumulate snow.

Three species of wildlife classified as threatened, endangered or proposed, have been listed as having the potential of occurring on or adjacent to the Hood River Ranger District of the Mt. Hood National Forest. There are sixteen R6 sensitive species, and seven Northwest Forest Plan S&M species with potential to be found on the Hood River District and the project area provided habitat is present.

# Mount Hood Meadows 4a



**Environmental Assessment**

**For**

**Lift 21 at Mt. Hood Meadows Ski Resort**

**Hood River Ranger District  
Mt. Hood National Forest  
Hood River County, Oregon**

**July 2001**

## Alternative 2 – Proposed Action Alternative

# M H Meadows 4a

The proposed action is construction of a high-speed detachable quad chairlift to serve novice ski terrain within the Mt. Hood Meadows permit area. The lower terminal of this nearly 5300 foot-long lift would be located immediately off an existing service road, and just above the Red chairlift's bottom terminal. The proposed lift alignment goes toward the Badlands trail, parallel to the Daisy lift. The top drive terminal would be located in a swale on the ridge overlooking the White River. Some chairs would be removed from the haul rope during bad weather and stored on hangers at the bottom terminal.

The estimated 18 lift tower foundations located outside of riparian reserves, that transect this lift-line, would be dug using a backhoe(s) and/or walking backhoe. The 2 lift tower foundations located within riparian reserves would be dug using hand tools or a walking backhoe. All concrete used for the terminal and tower foundations, and the towers themselves, would be flown in by helicopter. No wetlands would be affected by tower or terminal placements. (Reference 11/3/00 letter from Corps of Engineers filed in Appendix B).

The proposed top terminal location is similar to that identified in the 1997 Master Plan, while the bottom terminal is moved to better serve the novice skiers in the Buttercup/Red area. For visual considerations, towers and terminals would be medium gray in color in order to blend in with tree trunks (towers and lower terminal) and the mountain slopes (upper terminal).

Access to the top terminal would be via the obliterated Cascade Express construction road, then west approximately 1080 ft. on a new temporary road that would be minimally leveled and shaped to ensure safe transport of heavy equipment. Electrical power for the top drive terminal would be provided with a power line buried in this road alignment. Upon completion of top terminal construction, the temporary road would be restored to contour using an excavator to bring side cast material back into place. Water-bars would be built as needed, and the lower temporary road near Daisy would be planted with grass seed if deemed necessary by the district botanist and soil scientist.

The placement of the 2 terminals and 20 towers would impact approximately 0.7 acres of undisturbed ground and approximately 0.8 acres of previously disturbed ground. An estimated 8,200 cubic yards of material, most (5,000 cubic yards) coming from the bottom terminal location, would be excavated. That material would be used for fill or spread around and seeded. All areas with erosion potential would be heavily screened with silt fence or straw wattles during work and be properly restored with native vegetation, mulch, rock or erosion matting as approved by the District. Where possible, a hydro-seeder with the approved mix of biostimulants, soil tackifier, fertilizer, mulch and seed would be applied to disturbed areas.

A total of approximately 75 trees over 6 inch diameter would be removed from the lower terminal site, and along the lift alignment. An additional 9 small whitebark pine trees would be removed at the upper terminal site. Total amount of tree clearing in the sub alpine zone would be less than 0.2 ac.

### Project Design Criteria