



United States  
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Agriculture

Forest  
Service

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# Environmental Assessment

## Mission Ridge Ski Area Parking Lot Expansion

Wenatchee River Ranger District, Okanogan and Wenatchee National Forests  
Chelan County, WA

T21N, R19E, Section 24 W.M

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sediments present may have originated from snow removal activities occurring on Mission Ridge Highway and/or the existing parking lot facility, and some smaller sizes may originate from parking lot runoff. Construction methods following design criteria, engineering design, and revegetation prescription would minimize erosion on the expansion. Qualitatively, a reduction in erosion upon completion of the project is expected. However, expected sediment reductions are not quantified.

**The affect of the site design on snow removal operations:** Under the snow removal plan for Alternative C, snow would be plowed off the parking surface to create a snow road around the perimeter of the parking lot for groomer equipment access to the mountain at night. The remaining snow would be cleared from the second tier parking lot by pushing it over the embankment using a plow. Some minor modification of existing parking lot use and maintenance may minimally reduce fines mobilized from the surface of the existing parking lot structure.

### **Cumulative Effects (Action Alternatives B and C)**

Alternatives B and C convert 1.26 and 0.8 acres of riparian corridor to water conveyance respectively. At a site specific scale for stream reaches being converted, some temperature reduction resulting from reduced solar inputs would occur commensurate with riparian corridor conversion. Similarly, some sediment storage associated with naturally occurring large wood in the channel would be lost commensurate with the length of culvert installed in these creeks. Proper site construction following design criteria is expected to minimally reduce sediment delivery when compared to the existing parking lot. Relative to the total stream length of Squilchuck Creek, these changes are considered to be negligible, especially when considering dramatic conversion of stream function downstream of the project site as Squilchuck Creek passes through extensively developed areas.

The other major activity scheduled to take place in the Squilchuck Watershed beginning in 2007 is the realignment of Mission Ridge Highway. This activity will remove up to 40,000 cubic yards of rock and earth to improve passenger car safety. The highway realignment moves the highway away from Squilchuck Creek one switchback, which will allow revegetation to occur at that location. Fines generated by road sanding should be reduced by the highway realignment.

### **Consistency Finding**

Both action alternatives would make minor adjustments site specifically to riparian management objectives at the project scale. When considered in the context of the Squilchuck Watershed, both action alternatives would maintain riparian management objectives and aquatic conservation objectives.

### **Key Issue #2: Site Design and Safety**

Users' safety is a concern in the location and design of a new parking lot and any additional access roads that may be required. Pedestrians interface with moving vehicles on icy surfaces with a variety of visibility and traffic flow conditions.