# Summary and Index to Stage 2 Documents

### Mt. Spokane State Park Master Facilities Plan Project

### **Summary and Index to Stage 2 Materials**

At this stage of the planning process, three conceptual alternatives are presented. The best way to review these materials is not to look for a favorite alternative. Rather, you will probably find elements of each alternative that you prefer. Comments should be directed toward making sure that the planning team has:

- 1. Captured your preference in at least one alternative. If not, suggest a new idea.
- 2. Listed the correct issues and analysis for each element. If the analysis is off, tell us how.

The three alternatives for review are:

**Shared Facilities Alternative:** This alternative emphasizes providing opportunities for the widest feasible range of recreation activities. Use conflicts are managed through regulation, education and enforcement.

**Optimized Experiences Alternative:** This alternative emphasizes providing superlative experiences for each recreational user group in the park. If use conflicts could occur between groups, then those uses are separated. If separation is not feasible, then one of the uses may be excluded from the park.

**Improved Facilities Alternative:** This alternative emphasizes improving the quality of experience in existing recreation areas in the park. Quality ranks over quantity.

Document  $Stage\ 2 - 2\ Master\ Plan\ Alternatives\ November\ 21$  describes what how each of the conceptual alternatives address a series of master planning elements.

Documents Stage 2 – 3,4 and 5 describe how each alternative responds to a set of issues.

All people are encouraged to come to the public meeting at Mt. Spokane High School on November 30, 2006 at 6:30 pm for a workshop on the alternatives. If not able to make that meeting, comments and suggestions are sought through the State Parks web page contact listed.

## Master Plan Alternatives November 21

### Mt. Spokane State Park Master Facilities Plan Concept Alternatives – November 21, 2006

In the table below, three alternatives are presented. The alternatives are "thematic," in that the elements of each approach are tied to a conceptual approach to park management. Later, at the time of recommendations, distinct elements from different alternatives can be combined to form new approaches, or new elements can be added. The value of the "thematic" approach is that it broadens the range of possibilities for reviewers and at the same time provides an underlying rationale for each element.

It is vital to note that in all the emphases below, the theme relates to recreation. Other core parts of the park's mission are the protection and interpretation of natural and cultural resources. These other objectives are embedded in all that is done, and are included in the analysis documents that will accompany this summary to the public.

Master Plan Component	Shared Facilities Alternative	Optimized Experiences Alternative	Improved Facilities Alternative
Thematic Concept	This alternative emphasizes providing opportunities for the widest feasible range of recreation activities. Use conflicts are managed through regulation, education and enforcement.	This alternative emphasizes providing superlative experiences for each recreational user group in the park. If use conflicts could occur between groups, then those uses are separated. If separation is not feasible, then one of the uses may be excluded from the park.	This alternative emphasizes improving the quality of experience in existing recreation areas in the park. Quality ranks over quantity
a. Alpine Skiing	1) Enter the PASEA minimally to accomplish the following objectives:  a) Improve terrain distribution by ability level for entire resort b) Add 4 trails and 1 lift c) About 33 – 50% of PASEA used. 2) Expand snow making capability (expand water storage	<ol> <li>Maximize use of PASEA to achieve optimal range of skiing experiences throughout the ski and snowboard park, including terrain for beginning, intermediate and expert skiers and boarders.</li> <li>Build lodge of comparable quality to historic lodge, either in its historic location or other location that optimizes the experience for visitors.</li> <li>Expand snow making capability (expand water storage and purchase additional 14 snow</li> </ol>	1) Alpine skiing doesn't go into the PASEA – eliminate current informal use. (Variant Alternative: Allow continued informal use) 2) Expand snow making capability (expand water storage and purchase additional 20 snow makers) 3) Major relocation of runs, including improved skier circulation, enhanced use of Chair 4 terrain, and enhanced hill side capacity are part

	and purchase additional 7 snow makers) 3). Provide temporary warming hut/small guest services center in PASEA as needed. 4) Implement much of the 2003 master development plan within the existing developed area. 5) Increase ADA recreational opportunities for visitors with limited accessibility (update chairlift facilities, etc).	makers) 4) Implement much of the 2003 master development plan within the existing developed area. 5) Increase ADA recreational opportunities for visitors with limited accessibility (update chairlift facilities, etc).	of implementing much of the 2003 master development plan within the existing developed area. These same improvements would occur in the other two alternatives.  4) Increase ADA recreational opportunities for visitors with limited accessibility (update chairlift facilities, etc).
b. New Park Entrance	1) New park trailhead opened up at Day-Mt. Spokane Road with 20 car parking lot (consistent with CAMP Plan.) 2) New Ranger Residence, well and septic system 3) New Vault Toilet	1) New Park Entrance is created off Blanchard Creek Road with parking lot, ranger residence, maintenance shed, well, septic system, warming hut, vault toilets. Provide new snowmobile area in the winter and multi-use trails access in the summer.  2) State Hwy designation. Work with County for road improvements and plowing.	1) No new park entrance
c. Snowmobiling	Coming from current Linder's Ridge staging area, create new snowmobile access trail bypassing Linder's Ridge Road that provides access into existing and future IEP snowmobile groomed routes.	1) New Park Entry, parking area, warming hut and vault toilet. 3) Access to new lodge (associated with potential closure of access to the summit) 4) New play area at Forest Capital Partners inholding (acquire) 5) No use conflict with Nordic or alpine 6) Withdraw access from area immediately adjacent to Nordic area (no staging area at Linder's Ridge). 7) Groom In-Park Loop: KC Loop Road north and east to Saddle Junction with spur to CCC and new lodge area, south to Smith Gap, south on 115 with spur to Bear Creek Lodge, and	Snowmobile parallel trail at Linder's Ridge is only change Or Realign/grade existing x-country routes to create beginning trail as well as other opportunities within existing area allowing continued use of Linder's Ridge Road for snowmobiling.

d. Nordic Skiing	1) Additional routes, though parallel to snowmobile in stretches, with connections to existing trails. 2) Fish Creek loop added 3) Ski Patrol aid station including rentals, lessons. 4) Evening skiing routes (lighted).	north on 155 and KC Loop Road back to Connector Road and Blanchard Creek Road.  8) Continue Blanchard Ridge Loops and add other loops north and east of the park, with the intention that the park and adjacent lands provide for long-term, family-style experiences that retain at least the same length of existing groomed routes, and provide routes into Idaho's larger system of snowmobile access points.  1) Expand into IEP area to north and east with new groomed trails, while retaining separation from snowmobile routes.  2) Diversity of uses in area between groomed and non-groomed skiing, snowshoeing, and mushing.  3) Construct an arena for events.  4) Concessionaire builds "Winter Recreation Entry Station and Nordic Guest Services Center," including rentals, lessons.  5) Ski patrol aid station constructed.  6) Evening skiing routes (lighted).	1) Realignment of some trails to optimize varied experiences for human-powered skiing; no significant increases in length.  2) Ski Patrol Aid Station
e. Snowshoeing	<ol> <li>Build new single track, multiuse trail to Quartz Mt.</li> <li>New winter route from Bald Knob to the summit</li> </ol>	<ul><li>1)Separate routes, including establishment of a route to summit</li><li>2) Concession operated facilities/rentals</li></ul>	Retain existing snowshoe routes.
f. Operational	Concession operation of Nordic/Snowmobile area is put out to bid. (Could be either combined operation with existing concessionaire or separate concession).	<ol> <li>Concession operates both alpine and Nordic – new entry station.</li> <li>Concession operates plowing</li> <li>Parks/Winter Recreation program continues to management snowmobile facilities and uses.</li> <li>County plows Blanchard Creek Road.</li> </ol>	No change
g. Summer Trails	Develop, design, and manage trails consistent with the Advisory Committee	1) Revise substantially, the Advisory Committee trail recommendations, to segregate uses on park entrance to summit routes in order to separate	1) Develop, design, and manage trails consistent with the Advisory Committee recommendations unless

	recommendations unless otherwise stated. 2) 5000 foot elevation mountain circumference trail with spur to the summit and spur to Chair 4 Road. 3) Advisory Committee recommendations minus summer mt. bike in the PASEA.	downhill mountain biking from hikers and equestrians. Likely to include substantial mt. bike use in the PASEA.  2) Create mt. bike preferred route (terrain park experience, with loops off main route for free-riders) and exclude mt. bikes from other key downhill routes (options for each user group between top of mountain and bottom)  3) 5000 foot elevation mountain circumference trail with spur to the summit and spur to Chair 4 Road.	otherwise stated.  2) No new summer trails in the PASEA, other than 5000 foot elevation trail and designated spur trails to the summit and Chair 4 Road.  3) See Advisory Committee recommendations.
h. Accommodatio ns	<ol> <li>6 cabins at existing campground.</li> <li>Horse camp/primitive camping at Linder's Ridge parking area.</li> <li>Group Camp at CCC Camp</li> </ol>	1) Construct new lodge (classic style) 2) Turn Bald Knob into group camp (group preferred, individual permitted) – renovate comfort station adding showers 3) Establish three backcountry primitive camp sites.	1) Two more cabins someplace 2) Bear Creek Lodge - rooms/conference center.
i. Administrative	Camp Foseen area used as maintenance area and retain residence.	1) Park entry residence becomes the office and other maintenance functions transfer to concessionaire. (Long-term boundary change to exclude acquisition of Bear Creek Lodge.) 2) New park entrance area park ranger residence and shop.	Bear Creek Lodge
j. Utilities	Water, sanitary, stormwater, electrical (three phase power) would need to be provided as appropriate for all facilities.	Water, sanitary, stormwater, electrical (three phase power) would need to be provided as appropriate for all facilities.	Water, sanitary, stormwater, electrical (three phase power) would need to be provided as appropriate for all facilities.
k. Parking	1) Nordic – 175 (350 with attendants and site expansion) 2) Snowmobile – 45, including leveling out parking area. 3) Alpine East – 1500 with attendants OR 1200 with other alternatives such as	1) Nordic/Alpine Overflow - 700 2) Alpine East - 1200 with attendants 3) Alpine West (new lodge)- 50 4) New Park Entrance - 50 snowmobile rig capacity	1) Nordic – capacity is 150 without attendants, 300 with. 2) Snowmobile -30 3) Alpine – 1500 with attendants (expand existing parking lot by cutting into hillside and placing fill on existing alpine slopes)

	employee/guest shuttle system. 4) Alpine West - 50		4) Bald Knob - 50 5) Bear Creek Lodge - 50
l. Land Classification /Long-Term Park Boundary	1) Natural Forest Area downhill from Chair 4 Road in PASEA 2) Resource Recreation uphill from Chair 4 road in PASEA where not developed for alpine skiing, and Recreation for developed area. 3) Delete Bear Creek Lodge from Long-Term Boundary.	<ol> <li>Recreation class at new park entrance.         Acquire all of Forest Capital Partners inholding and make all/most of it Recreation for snowmobile play area.</li> <li>Resource Recreation at Day Mt. Spokane Road.</li> <li>Natural Forest Area for PASEA downhill from Chair 4 Rd.</li> <li>Recreation for PASEA uphill from Chair 4 Road.</li> <li>Delete Bear Creek Lodge from LT Boundary.</li> </ol>	Natural Forest Area for all of the PASEA, except for Resource Recreation corridors for the following:  1) Chair 4 Road  2) 5000 foot elevation trail  3) Uphill and downhill spurs to above 5000 foot elevation trail.  (Variant: Resource Recreation uphill from Chair 4 Road, allowing for continued use of informal alpine skiing.)
m. Geographic Scope of Concession	1)Exclude PASEA downhill from Chair 4 Road 2) Include Bald Knob cabins.	<ol> <li>Include Nordic.</li> <li>Exclude PASEA downhill from Chair 4 Road.</li> </ol>	Exclude PASEA

# Shared Facilities Alternative Analysis

## Issues, Effects, and Data Gaps: Shared Facilities Alternative November 21, 2006

Master Plan	Shared Recreational			Procedures to Resolve
Component	Facilities Alternative	Issues	Effects	and Data Gaps
a. Alpine	1) Enter the PASEA	1) Cultural Resources	1) Temporary warming hut/guest services center	1) Complete Cultural
Skiing	minimally to accomplish the	2) Geological and	may be adjacent to the historic site of Mt. Spokane	Resource Management Plan
	following objectives:	surface/subsurface	lodge, a culturally significant site and within Land	for park, including analysis
	a) Improve terrain	hydrological functions	Classification - Heritage.	of Native American
	distribution by ability	3) Protected and rare	1) PASEA development may encroach on traditional	heritage and contemporary
	level for entire resort	animal habitat and species	and contemporary Native American cultural	use areas, and analysis of
	b) 4 trails and 1 lift	4) Protected and rare plant	properties and activities.	potential cultural
	c) About 33 – 50% of	communities and species	2 - 5) Ski runs may concentrate runoff to steep	landscapes.
	PASEA used.	5) Intrinsic values (e.g.	colluvial channels and associated wetlands in the	2) Locate watershed
	2) Expand snow making	biodiversity, wildness,	PASEA may decrease channel stability, cause local	sensitive areas to assist in
	capability (expanded water	forest and wildlife	slope instability, decrease wetland functions, degrade	project planning. Design
	storage and purchase	sustainability)	potential habitat for protected plant species and	ski runs to minimize
	additional 7 snow makers)	6) Transportation, parking	decrease quality of microhabitat for riparian	vegetation removal in and
	3). Provide temporary	and circulation	dependent species.	avoid concentration of
	warming hut/small guest	7) Views of and from MSSP	3) Tree and Large woody debris removal will reduce	runoff to colluvial channels
	services center in PASEA	8) Water and sewage	cover and potential denning habitat in non-critical	and wetlands. Analyze
	during shoulder season as	disposal capacity	T&E habitat (i.e., potential transient habitat but not	effects on seasonal flows to
	needed.	9) Global Warming	recognized as important to the recovery of) for lynx,	Brickell Creek and Spirit
	4) Implement much of the	10)Concession	wolverine, and gray wolf.	Lake. Design water
	2003 master development plan	capitalization capacity and	5) Ski trails in the PASEA will remove locally	facilities to support snow
	within the existing developed	long-term market	important critical summer thermal/security habitat	making to minimize effects.
	area.	viability/sustainability	for moose which may cause displacement to the	3) Analyze habitat area
	5) Increase ADA recreational	11)State Parks capital and	NFA or to lands outside of the Park boundary AND	altered; coordinate with
	opportunities for visitors with	operational financial	increase potential for unsafe encounters with	regulatory agencies to
	limited accessibility (update	capacity	recreating public.	develop mitigation if
	chairlift facilities, etc)	12)Inter-recreational	5) Development in the PASEA will change the	necessary.
		relationships in park	biodiversity and dynamics of a mature forest and the	4) Survey for rare plants
		13) Regional open space	feeling of solitude and wildness currently	and develop/ coordinate a
		and wildlife connectivity	experienced in this area. Patterns of use by wildlife	mitigation plan, if found.
			may be affected or displaced completely.	5) Change in intrinsic
			5) Ski area expansion creates tree canopy openings	character cannot be
			and may reduce fuel loading which reduces potential	resolved in this alternative.

hazard of wildfire spread and ignition.	6) Complete a parking and
6) Expansion of hill terrain for skiing and boarding	circulation plan to address
will be upwards of 30%, placing additional burdens	capacity issues.
on the circulation and parking network. Depending	(7) Change in views of Mt.
on the location and extent of guest services facilities,	Spokane cannot be
significant additional parking will be required.	resolved. Minimizing bare
7) Ski area expansion will improve territorial views	soil from erosion and roads
to the west, north, and east from Mt. Spokane. Ski	may reduce reflectivity and
trails constructed in the PASEA will be in full view	textural contrast.
of residences in the Elk/Chattaroy area and view	8) Analysis of existing
points from Highway 2 around Kirkpatrick Road.	capacity and future needs of
8) Increases in guest services facilities may necessitate	utilities will be necessary in
expansions of sewer and water facilities.	Phase 2.
9) Increases in average daily temperatures as	9) General effects of Global
predicted by Global Warming models may decrease	Warming are received with
length of the ski season and increase the number of	relative certainty but the
days rain on snow occur which decreases quality of	degree of severity of effects
snow and snowpack. Ski facilities on south slope	and the direct effect to Mt.
may become more limited in terms of length of	Spokane is unknown.
season.	Predictive models for local
9) Snowmaking and improving/expanding facilities	conditions will not be
would improve skier circulation, thereby improving	available for several years
skier access to more terrain and more visitor days	and hence, this data gap is
during a shortened ski season due to Global	irresolvable at this time.
Warming effects.	9) Use of PASEA is a
10) To be completed	recreation mitigation for
11) To be completed	potential seasonal impacts
12) Development of alpine skiing in the PASEA may	of Global Warming.
result in additional use conflicts with snowmobile	10) Detailed financial
access to the summit.	analysis of any proposed
12) Summer recreational use should not be	actions will be carried out
negatively impacted by alpine expansion, and in fact	in Phase 2.
presents opportunities for expanded and separated	11) Detailed financial
mountain bike use.	analysis of any proposed
13)MSSP is recognized by several county and state	actions will be carried out
plans for contributing significant refugia or core	in Phase 2.
habitat for the local region. Forest conversion to ski	12) Detailed trail routing
nativation the local region. To test conversion to ski	12) Detailed trail fouting

b. Park Entrance	1) New park trailhead opened up at Day-Mt. Spokane Road with 20 car parking lot (consistent with CAMP Plan.) 2) New Ranger Residence, well and septic system 3) New Vault Toilet	5) Intrinsic values (e.g. biodiversity, wildness, forest sustainability) 6) Transportation, parking and circulation 11) State Parks capital and operational financial capacity	trails removes and reduces the quality and size of area providing important habitat to many species as their habitat on adjacent lands is diminished by development.  5) Development will increase somewhat the intensity of activities in the west side of the park, changing the biodiversity and the feeling of solitude and wildness currently experienced in this area. Patterns of use by wildlife may be affected or displaced completely.  6) Creation of second park entrance will partially mitigate parking and transportation impacts on the main highway. It will also increase traffic in current rural residential and agricultural area, principally in the summer months.  6) There may be confusion, if second entrance is created that does not connect with the main park entrance.  11) At least one full-time ranger position would need to be allocated for the new entrance, and there would be additional operational costs in maintaining a staff presence in the western side of the park.	and design will be part of Phase 2.  13) Further investigations of the park's role in regional open space and wildlife habitat systems will be carried out in Phase 2.  5) Change in intrinsic character can be mitigated by design, but not eliminated.  6) Concept design of roadway and parking area will be necessary prior to final approval in Phase 2.  6) Signage and other means of educating people about the second entrance will be necessary to avoid confusion.  11) Operational impact analysis will be performed in Phase 2.
c. Snow- mobiling	Coming from current Linder's Ridge staging area, create new snowmobile access trail bypassing Linder's Ridge Road that provides access into existing and future IEP snowmobile groomed routes.	5) Intrinsic values (e.g. biodiversity, wildness, forest sustainability) 6) Transportation, parking and circulation 9) Global Warming 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	5, 12) Separating snowmobiling activities quickly from the Nordic area will mitigate somewhat interrecreational conflicts and increase the quality of experiences for all user groups. 6) This alternative would expand parking in the Nordic/snowmobile area. 9) Any movement downhill from Linder's Ridge will make routes more susceptible to impacts of Global Warming. 11) To be developed	5,6,9,12) Site schematic design will be carried out in Phase 2. 11) Capital and operational impact analysis will be performed in Phase 2.
d. Nordic	1) Additional routes, though	5) Intrinsic values (e.g.	5) No change in the current effects on wildlife	5,6,12) Site schematic

Skiing	parallel to snowmobile in stretches, with connections to existing trails.  2) Fish Creek loop added  3) Ski Patrol aid station including rentals, lessons.  4) Evening skiing routes (lighted).	biodiversity, wildness, forest sustainability) 6) Transportation, parking and circulation 8) Water and sewage disposal capacity 9) Global Warming 10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships	patterns of use and stress from disturbance. Current high intensity use at Linder Ridge, Quartz and Shadow mtns has most likely displaced wildlife to more remote areas of MSSP.  6) Some increase in parking and traffic expected from this approach.  8) Establishment of a new ski patrol station may lead to a need to expand water and sewer utility service in the area.  9) Increases in average daily temperatures as predicted by Global Warming models may decrease length of ski season and increase the number of days rain on snow occur which decreases quality of snow and snowpack.  10) To be developed.  11) To be developed.  12). Additional capacity for providing a full range of non-motorized recreation opportunities.	design and infrastructure planning will be carried out in Phase 2.  8) Infrastructure planning and analysis will be needed in Phase 2.  9) See above discussion.  10) To be developed  11) To be developed
e. Snow- shoeing	<ol> <li>Build new single track trail to Quartz Mt.</li> <li>New winter-only designated route to the summit</li> </ol>	12) Intra-recreational relationships	12) With new corridors, there should be an enhanced experience for snowshoers and less incompatible use of groomed ski trails.  12) There is also potential for increased use conflict.	12) Site design will be carried out in Phase 2. 12) Potential need for separated grade crossing.
f. Operationa l	Concession operation of Nordic/Snowmobile area is put out to bid. (Could be either combined operation with existing concessionaire or separate concession).	10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships	10) To be developed 11) To be developed 12) There is a potential for increased payment for parking and other services as a basis for controversy.	10) To be developed 11) To be developed 12) Financing to be analyzed in Phase 2.
g. Summer Trails	1) Develop, design, and manage trails consistent with the Advisory Committee recommendations unless otherwise stated.	1) Cultural Resources 2) Geological and surface/subsurface hydrological functions 3) Protected and rare	1) New development may encroach on Native American traditional use areas and other cultural sites. 2) Some existing trails are sources of sediment and erosion due to runoff associated with those trails.	1) Survey historic sites and traditional Native American use areas affected and complete development of a Cultural Resource

	2) 5000 foot elevation mountain circumference trail	animal habitat and species 4) Protected and rare plant	Reconstruction, rerouting, and new trails are intended to decrease erosion and sedimentation,	Management Plan 2) Review Advisory
	with spur to the summit and spur to Chair 4 Road.  3) Advisory Committee	communities and species 5) Intrinsic values (e.g.	particularly associated with steep slopes and in proximity of streams.  2) Trail expansion into the PASEA may enter	Committee's trail data to identify known hazards.
	3) Advisory Committee recommendations minus summer mt. bike in the PASEA.	biodiversity, wildness, forest and wildlife sustainability) 6) Transportation, parking and circulation 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	2) Trail expansion into the PASEA may enter known watershed sensitivity areas associated with steep colluvial channels and wetlands. Expansion of ski area and trails increases the potential for "off-trail" mt. biking and hiking which increases risk to degradation of these sensitive areas.  3) Effects from soil disturbance and vegetation manipulation on sites with the potential for supporting rare plant species/communities are unknown due to lack of information of their existence on Mt. Spokane.  4,5) High densities of trails and high intensity of use on existing trails increases impacts on trail condition, reduces the feeling of isolation and wildness to the user, and may decrease wildlife use in the area. Easy and convenient access by trails increases the range of users able to enjoy these values.  6) Depending on design, additional trail head parking areas may be needed.  11) To be developed.	Locate watershed sensitive areas to assist in project planning and design of new trails to minimize effects.  3) Survey for rare plants and develop/ coordinate a mitigation plan if found.  4,5) Review Advisory Committee's data and analyze existing and new proposed trails by their ability to maintain or improve intrinsic values.  6) Develop detailed trail plan in Phase 2. Identify new trailhead locations, if any.  11) To be determined  12) Develop detailed trails plan.
			12) Shared use routes may result in increased quantity of experiences for all users, though there may be reduction in safety, solitude, and comfort available for each trail user. Though, safety may also increase from more users to come to aid of people in need.	
h. Accommodations	<ol> <li>6 cabins at existing campground.</li> <li>Horse camp/primitive camping at Linder's Ridge parking area.</li> </ol>	1) Cultural Resources 5) Intrinsic values (e.g. biodiversity, wildness, forest sustainability) 7) Views of and from MSSP	1) Bald Knob may be within a culturally sensitive site. New developments may encroach on traditional Native American use areas and other culturally significant resources.  5) See alpine skiing effects.	1)Survey historic sites and traditional Native American use areas affected and complete the park's Cultural Resource
	3) Group Camp at CCC	8) Water and sewage	7) Cabin sites at Bald Knob have the potential to	Management Plan

	Camp	disposal capacity 10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity.	provide excellent views.  8) Addition utility facilities likely needed to accommodate new lodging.  10) To be completed  11) To be completed	5) Change in intrinsic character cannot be resolved. 7) Placement can mitigate view impacts. 8) Sewer and water plan needed in Phase 2. 10) To be completed 11) To be completed.
i. Admin- istrative	If Bear Creek Lodge not acquired, then Camp Foseen	11) State Parks capital and operational financial capacity	11) To be completed	11) To be completed
j. Utilities	1) Water, sanitary, stormwater, electrical (three phase power)	Water and sewage disposal capacity	8) See alpine skiing, Nordic skiing, and accommodations above.	8) Sewer and water plan needed in Phase 2.
k. Parking	1) Nordic – 175 (350 with attendants and site expansion) 2) Snowmobile – 45, including leveling out parking area. 3) Alpine East – 1500 with attendants OR 1200 with other alternatives such as employee/guest shuttle system. 4) Alpine West - 50	6) Transportation, parking and circulation 10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	6) Additional parking capacity will be available from attended parking. 10) To be completed 11) To be completed 12) Expansion of snowmobile and Nordic parking, more frequent attended parking and some new and redesigned lots.	6) See accommodations above. 10) To be completed 11) To be completed 12 Parking and circulation plan to be developed in Phase 2.
l. Land Class/Long Term Park Boundary	1) Natural Forest Area downhill from Chair 4 Road in PASEA 2) Resource Recreation uphill from Chair 4 road in PASEA where not developed for alpine skiing, and Recreation for developed area. 3) Recreation for PASEA uphill from Chair 4 Road	All issue categories, 1 – 13.	1) Heritage classification may be changed, depending on findings from further analysis, to take in refined or new cultural landscapes or specific cultural sites. 2 – 13) The land classification changes proposed in this alternative have effects as described in all the categories above.	1) Complete Cultural Resource Management Plan. 2 – 13) The land classification changes proposed have data needs as described in all the categories above.
m.	1) Exclude PASEA downhill	10) Concession	10) To be completed	10) To be completed

Geographic	and half of uphill from Chair	capitalization capacity and	11) To be completed	11) To be completed
Scope of	4 Road.	long-term market	12) If separate concessionaire took over Nordic area,	12) A detailed concession
Concession	2) Include Nordic, though	viability/sustainability	there would be both opportunities for synergy	development and
	could be separate concession	11) State Parks capital and	between the different user groups as well as risks of	operations plan will be
	agreement.	operational financial	conflict.	developed in Phase 2.
		capacity		
		12) Intra-recreational		
		relationships in park.		

## Optimize Experiences Alternative Analysis November 21

## Issues, Effects, and Data Gaps: Optimized Experiences Alternative November 21, 2006

Master Plan Component	Optimized Experiences Alternative	Issues	Effects	Procedures to Resolve and Data Gaps
Concept Description	This alternative emphasizes improving the quality of experience in existing recreation areas in the park.  Quality ranks over quantity	A set of 13 issue areas has been developed for this analysis. For each master plan component below, the relevant issue areas are listed in this column. The first component, "Alpine Skiing" contains the full list of issue areas.	The effect of the alternative on each issue area is presented in this column. The numbers in brackets correspond to the issue number in the column to the left.	Phase 1 will not gather all the information necessary for making solid master planning decisions. In the scope of Phase 1 is to identify what information will be needed in Phase 2 for final action on the master facilities plan.
a. Alpine Skiing	1) Maximize use of PASEA to achieve optimal range of skiing experiences throughout the ski and snowboard park, including terrain for beginning, intermediate and expert skiers and boarders. 2) Build lodge of comparable quality to historic lodge, either in its historic location or other location that optimizes the experience for visitors. 3) Expand snow making capability (expanded water storage and purchase additional 14 snow makers)	1) Cultural Resources 2) Geological and surface/subsurface hydrological functions 3) Protected and rare animal habitat and species 4) Protected and rare plant communities and species 5) Intrinsic values (e.g. biodiversity, wildness, forest and wildlife sustainability) 6) Transportation, parking and circulation 7) Views of and from MSSP 8) Water and sewage disposal capacity	1) Old lodge site is within Heritage Land Class, and a likely significant cultural landscape. 1) PASEA development may encroach on traditional and contemporary Native American cultural properties and activities. 2 - 4) Ski runs may concentrate runoff to steep colluvial channels and associated wetlands in the PASEA, decreasing channel stability, causing local slope instability, decreasing wetland functions, degrading potential habitat for protected plant species and decrease quality of microhabitat for riparian dependent species. 2) Construction of water storage reservoir to support snow making has the potential of altering seasonal flows to Brickell Creek and may pose a stability hazard with local or watershed effects.	1) Complete Cultural Resource Management Plan for park, including analysis of Native American heritage and contemporary use areas, and analysis of potential cultural landscapes. 2) Locate watershed sensitive areas to assist in project planning. Design ski runs to minimize vegetation removal in and avoid concentration of runoff to colluvial channels and wetlands. Analyze effects on
	4) Modify 2003 master development plan to accommodation changes in this alternative.	9) Global Warming 10)Concession capitalization capacity and long-term market	3) Vegetation removal in PASEA will reduce cover and potential denning habitat in non-critical habitat for protected species. The park may be transient habitat for lynx, wolverine,	seasonal flows to Brickell Creek and Spirit Lake. Design water facilities to support snow making to

5) Increase ADA recreational opportunities for visitors with limited accessibility (update chairlift facilities, etc).	viability/sustainability 11)State Parks capital and operational financial capacity 12)Inter-recreational relationships in park 13) Regional open space and wildlife connectivity	and gray wolf, but is not recognized as a site important for the recovery of those species.  4) Effects due to soil disturbance and vegetation manipulation on sites with the potential for supporting rare plant species.  5) Ski trails in the PASEA would reduce locally important critical summer thermal/security habitat for moose which may cause displacement to the NFA or to lands outside of the Park boundary and increase potential for unsafe encounters with recreating public.  5) Development in the PASEA will change the biodiversity and dynamics of a mature forest and the feeling of solitude and wildness currently experienced in this area. Patterns of use by wildlife may be affected or displaced completely.  5) Ski area expansion creates tree canopy openings and may reduce fuel loading which reduces potential hazard of wildfire spread and ignition.  6) Expansion of hill terrain for skiing and boarding will be upwards of 50%, placing additional burdens on the circulation and parking network. Depending on the location and extent of guest services facilities, significant additional parking will be required.  6) Creation of second park entrance – principally for snowmobilers - will partially mitigate parking and transportation impacts on main highway. It will also increase traffic in currently rural residential area.  7) Ski area expansion will improve territorial views to the west, north, and east from Mt. Spokane. Ski trails constructed in the PASEA will be in full view of residences in the Elk/Chattaroy area and view points from Highway 2 around Kirkpatrick Road.	minimize effects.  3) Analyze habitat area altered; coordinate with regulatory agency to develop mitigation if necessary.  4) Survey for rare plants and develop/ coordinate a mitigation plan, if found.  5) Change in intrinsic character cannot be resolved alternative.  6) Complete a parking and circulation plan to address capacity issues.  (7) Change in views of Mt. Spokane cannot be resolved. Minimizing bare soil from erosion and roads may reduce reflectivity and textural contrast.  8) Analysis of existing capacity and future needs of utilities will be necessary in Phase 2.  9) General effects of Global Warming are received with relative certainty but the degree of severity of effects and the direct effect to Mt. Spokane is unknown. Predictive models for local conditions will not be available for several years and hence, this data
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			8) Increases in guest services facilities will necessitate expansions of sewer and water facilities.  9) Increases in average daily temperatures as predicted by Global Warming models will decrease length of ski season and increase the number of days rain on snow occur which decreases quality of snow and snowpack.  9) Snowmaking and improving/expanding facilities increases carrying capacity which has the potential to improve skier access to more terrain and more visitor days during a condensed ski season.  10) To be completed  11) To be completed  12) Development of alpine skiing in the PASEA may result in additional use conflicts with snowmobile access to the summit.  12) Summer recreational use should not be negatively affected by alpine expansion, and in fact may present opportunities for expanded mountain bike use distinct from other user groups.  13) MSSP is recognized by several county and state plans for contributing significant refugia or core habitat for the local region. Forest conversion to ski trails removes the quality and size of area providing important habitat to many species as their habitat on adjacent lands is	gap is unresolvable at this time.  10) Detailed financial analysis of any proposed actions will be carried out in Phase 2.  11) Detailed financial analysis of any proposed actions will be carried out in Phase 2.  12) Detailed trail routing and design will be part of Phase 2.  13) Further investigations of the park's role in regional open space and wildlife habitat systems will be carried out in Phase 2.
			species as their habitat on adjacent lands is diminished by development.	
b. New Park Entrance	1) New Park Entrance is created off Blanchard Creek Road with parking lot, ranger residence, maintenance shed, well and septic system, warming hut, vault toilets. This would provide a new,	2) Geological and surface/subsurface hydrological functions 4) Protected and rare plant communities and species 5) Intrinsic values (e.g. biodiversity, wildness, forest	2)Ground disturbance and grading associated with new development on steep slopes and in proximity of streams has inherently potential hazard to cause erosion, introduce invasive plants, increase sediment, and cause slope instability. Potential for these hazards are unknown at this time.	<ul> <li>2) Identify areas of watershed and ecological sensitivity and design development to minimize hazards.</li> <li>4) Survey for rare plants and develop/coordinate a</li> </ul>

	principally snowmobile, trail head in the winter and multiuse trailhead in the summer.  2) State Hwy designation.  Work with County for road improvements and plowing.	and wildlife sustainability) 6) Transportation, parking and circulation 9) Global Warming 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	4) Effects due to soil disturbance and vegetation manipulation on sites with the potential for supporting rare plant species are unknown due to lack of information of their existence in MSSP.  5) Development will increase the intensity of activities in the west side of the park, changing the biodiversity and the feeling of solitude and wildness currently experienced in this area. Patterns of use by wildlife may be affected or displaced completely.  6) Creating second park entrance will partially mitigate parking/transportation impacts on main highway, though increase traffic in rural residential area, and require an analysis of snow plowing responsibilities and frequency.  9) New access is lower in elevation but better aspect than current parking at Linder Ridge.  11) At least one full-time ranger position would need to be allocated for the new entrance, and there would be additional operational costs in	mitigation plan if found. 5) Change in intrinsic character can be mitigated by design, but not eliminated. 6) Concept design of roadway and basic terms of agreement with County on snow plowing and roadway construction and maintenance will be necessary prior to final approval in Phase 2. 9) See above description on Global Warming. 11) Operational impact needs to be performed. 12) Detailed trails planning will be necessary in Phase 2, coordinated with IEP.
c. Snowmobilin g	1) New Park Entry 2) New Warming Hut 3) Access to New Alpine Lodge	3) Protected and rare animal habitat and species 5) Intrinsic values (e.g. biodiversity, wildness, forest	of the park.  12) New access will help separate snowmobile activity areas from several other potentially incompatible activity areas. It will also provide additional access for equestrians, bikers and pedestrians for summer trail activities.  13) A potential cumulative effect will occur with the addition of the new park entrance further degrading important refugia and connection for wildlife habitat recognized by county and regional plans.  3,5) Disturbance and noise related to snowmobiling activities increases stress to wildlife when survival requirements are at their most critical. This alternative concentrates	3,5) Change in intrinsic character cannot be resolved. Analyze and coordinate with

	4) New play area at Forest Capital Partners inholding (acquire) 5) No use conflict with Nordic or alpine 6) Withdraw from area immediately adjacent to Nordic area. 7) In Park Loop: Kit Carson Loop Road to saddle junction, take 115 to Smith Gap, continue south to Bear Creek Lodge, return until get to trail 155, north to Kit Carson Loop Road. Continue Blanchard Ridge Loops and add other loops north and east of the park, with the intention that the park and adjacent lands provide for in the long-term, family-style experiences that both retain at least the same length of existing routes, and provide routes into Idaho's larger system of snowmobile access points.	and wildlife sustainability) 6) Transportation, parking and circulation 9) Global Warming 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	intensity of use in the Blanchard Creek watershed and the northern portion of the Brickell Creek watershed, and eliminates use in the southern Brickell Creek watershed along Linder Ridge. Patterns of use by wildlife will be disrupted until habituated or displaced by this change in snowmobile activity. These effects are considerate of protected species and other species of concern e.g., lynx, wolf, wolverine, moose, elk, and deer.  6) See above discussion in New Park Entrance.  9) Range in elevation of trails and play areas in Blanchard Creek are similar to those in Brickell, hence effects of Global Warming on season and snowpack would be similar.  11) To be developed  12) Separation of snowmobiling activities from Nordic ski and other non-motorized winter recreation activities will decrease interrecreational conflicts and increase the quality of experiences for all user groups.	12) Detailed trails planning, and snowmobile play area standards to be developed in Phase 2.
d. Nordic Skiing	1) Expand into IEP area to north and east with new groomed trails, while retaining separation from snowmobile routes. 2) Diversity of uses in area between groomed and nongroomed skiing, snowshoeing, and mushing. 3) Construct an arena for	5) Intrinsic values (e.g. biodiversity, wildness, forest and wildlife sustainability) 6) Transportation, parking and circulation 8) Water and sewage disposal capacity 9) Global Warming 10) Concession capitalization capacity and long-term	<ul> <li>5) No change in the current effects on wildlife patterns of use and stress from disturbance. Current high intensity use at Linder Ridge has most likely displaced wildlife to more remote areas of MSSP.</li> <li>6) With attended parking lots and removal of the snowmobile use, capacity of Nordic parking area will increase significantly.</li> <li>8) Establishment of a new guest services center will likely lead to a need to expand water and</li> </ul>	5,6,12) Site schematic design and infrastructure planning will be carried out in Phase 2.  8) Infrastructure planning and analysis will be needed in Phase 2.  9) See above discussion.  10) To be developed  11) To be developed

	events. 4) Concessionaire builds "Winter Recreation Entry Station and Nordic Guest Services Center," including rentals, lessons. 5) Ski patrol aid station constructed. 6) Evening skiing routes (lighted).	market viability/sustainability 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships	sewer utility service in the area.  9) Increases in average daily temperatures as predicted by Global Warming models will decrease length of ski season and increase the number of days rain on snow occur which decreases quality of snow and snowpack.  10) To be developed.  11) To be developed.  12). Additional capacity for providing a full range of non-motorized recreation	
e. Snow- shoeing	<ol> <li>Separate routes, including establishment of a route to summit.</li> <li>Concession operated facilities/rentals</li> </ol>	9) Global Warming 10) Concession capitalization capacity and long-term market viability/sustainability 12) Intra-recreational relationships	opportunities.  9) See above.  10) To be developed  12) With separated corridors, there should be an enhanced experience for snowshoers.	9) See above. 10) To be developed. 12) Schematic facilities planning and design should be carried out in Phase 2.
f. Operational	1) Concession operates both alpine and Nordic area – new entry station. 2) Concession operates plowing on main road and associated parking areas. 3) Parks/Winter Rec manages snowmobile facilities and uses 4) County plows Blanchard Creek Road.	9) Global Warming 10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity	9) See above. 10) To be developed 11) To be developed	9) See above. 10) To be developed 11) To be developed
g. Summer Trails	1) Revise substantially, the Advisory Committee trail recommendations, to segregate uses on park entrance to summit routes in order to separate downhill mountain biking from hikers and equestrians. Likely to include substantial mt. bike	1) Cultural Resources 2) Geological and surface/subsurface hydrological functions 3) Protected and rare animal habitat and species 4) Protected and rare plant communities and species 5) Intrinsic values (e.g.	1) New development may encroach on Native American traditional use areas and other cultural sites. 2) Some existing trails are sources of sediment and erosion due to runoff associated with some trails. Reconstruction, rerouting, and new trails may increase erosion and sedimentation, particularly associated with steep slopes and in proximity of streams.	1) Survey historic sites and traditional Native American use areas affected and complete development of a Cultural Resource Management Plan 2) Review Advisory Committee's trail

	use in the PASEA.	biodiversity, wildness, forest	2) Trail expansion into the PASEA has the	condition data to identify
	2) Create mt. bike preferred	and wildlife sustainability)	potential to encounter known watershed	known hazards. Locate
	route (terrain park experience,	6) Transportation, parking	sensitivity areas associated with steep colluvial	watershed sensitive areas
	with loops off main route for	and circulation	channels and wetlands. Expansion of ski area	to assist in project
	free-riders) and exclude mt.	11) State Parks capital and	and trails increases the potential for "off trail"	planning and design of
	bikes from other key	operational financial capacity		new trails to minimize
		12) Intra-recreational		
	downhill routes (options for		degradation of these sensitive areas.	effects. Impacts from "off
	each user group between top	relationships in park	3) Effects from soil disturbance and vegetation	trail" uses may not be controllable.
	of mountain and bottom)		manipulation on sites with the potential for	
	3) 5000 foot elevation		supporting rare plant species/communities are	3) Survey for rare plants
	mountain circumference trail		unknown due to lack of information of their	and develop/ coordinate a
	with spur to the summit and		existence on Mt. Spokane.	mitigation plan if found.
	spur to Chair 4 Road.		4,5) High densities of trails and high intensity of	4,5) Review Advisory
			use on existing trails reduces the feeling of	Committee's data and
			isolation and wildness to the user and may	analyze existing and new
			decrease wildlife use in the area. Easy and	proposed trails by their
			convenient access by trails increases the range of	ability to maintain or
			users able to enjoy these values.	improve intrinsic values.
			6) Depending on design, additional trail head	6) Developed detailed trail
			parking areas may be needed.	plan in Phase 2. Identify
			11) Separation of uses is likely to result in the	new trailhead locations, if
			need for additional trail distances, resulting in	any.
			additional operation and maintenance costs.	11) To be determined
			12) Separation of uses will likely result in	12) Develop detailed trails
			increased quality of experiences for all users,	plan.
			though there may be reduction in distances	
			available for each trail use.	
h. Accom-	1) Construct new lodge	1) Cultural Resources	1) Old lodge site is within Heritage Land	1)Survey historic sites and
modations	(classic style)	2) Geological and	Classification, and a likely significant cultural	traditional Native
	2) Bald Knob turn into group	surface/subsurface	landscape.	American use areas
	camp (group preferred,	hydrological functions	1) New developments may encroach on	affected and complete the
		3) Protected and rare animal	traditional Native American use areas and other	park's Cultural Resource
	<u> </u>	habitat and species	culturally significant sites.	Management Plan
		4) Protected and rare plant	2)Ground disturbance and grading associated	2) Locate watershed
	3) Establish three	communities and species	with new development on steep slopes and in	sensitive areas to assist in
	,	5) Intrinsic values (e.g.	proximity of streams has inherently potential	project planning and
		biodiversity, wildness, forest	hazard to cause erosion, introduce invasive	design to minimize effects.
<u> </u>	1			

		sustainability) 6) Transportation, parking and circulation 7) Views of and from MSSP 8) Water and sewage disposal capacity 10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	plants, increase sediment, and cause slope instability. Potential for these hazards are unknown at this time  3) Proposed siting of new lodge and accommodations at Quartz Mtn are in potentially non-critical habitat for lynx, wolverine, and gray wolf which most likely have little adverse effect on recovery of these species but may have an effect on local pattern of use by the species.  4) Effects due to soil disturbance and vegetation manipulation on sites with the potential for supporting rare plant species are unknown due to lack of information of their existence on Mt. Spokane.  5) See alpine skiing effects. Plus, establishment of primitive camping sites provide opportunity for backcountry experiences though may also impact wildlife.  6) To provide year-round access to lodge, modified plowing regimens may be necessary.  7) A new lodge has the potential to provide excellent views, and depending on its location, may also be viewed from outside the park.  8) Addition utility facilities likely needed to accommodate new lodging.  10) To be completed  11) To be completed  12) Lodge has potential to serve more than one	3) Analyze habitat area altered; coordinate with regulatory agency to develop mitigation if necessary. 4) Survey for rare plants and develop/ coordinate a mitigation plan if found. 5) Change in intrinsic character cannot be resolved. Exploration of potential impacts of backcountry camping on wildlife should occur before siting. 6) Develop parking and circulation plan for the park. 7) Placement can mitigate view impacts. 8) Sewer and water plan needed in Phase 2. 10) To be complete 11) To be completed 12) Schematic site planning for lodge site, as well as other accommodations.
			user group, as well as be a focal point for trailheads.	
i. Administra- tive	1) Park entry residence becomes the office and other maintenance functions transfer to concessionaire. (Long-term boundary change to exclude acquisition of Bear	6) Transportation, parking and circulation 11) State Parks capital and operational financial capacity	<ul><li>6) See above descriptions of alpine skiing and new park entrance.</li><li>11) To be completed</li></ul>	6) Parking and circulation plan to be developed in Phase 2. 11) To be completed

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	Creek Lodge.)			
	2) New park entrance area			
	park ranger residence and			
	shop.			
j. Utilities	1) Water, sanitary,	8) Water and sewage disposal	8) See alpine skiing, new park entrance and	8) Sewer and water plan
	stormwater, electrical (three	capacity	accommodations above.	needed in Phase 2.
	phase power) would need to			
	be provided as appropriate for			
	all facilities.			
k. Parking	1) Nordic/Alpine Overflow -	6) Transportation, parking	6) Significant additional parking capacity will be	6) See accommodations
	700	and circulation	available from attended parking.	above.
	2) Alpine East - 1200 with	9) Global Warming	9) Effects of Global Warming may increase need	9) See above general
	attendants	10) Concession capitalization	for larger carrying capacity to accommodate	description.
	3) Alpine West – 50	capacity and long-term	more condensed winter recreation season.	10) To be completed
	4) New Park Entrance – 50	market	10) To be completed	11) To be completed
	snowmobile rig capacity	viability/sustainability	11) To be completed	12 Parking and circulation
		11) State Parks capital and	12) Separation of snowmobile parking, attended	plan to be developed in
		operational financial capacity	parking and new and redesign lots should go a	Phase 2.
		12) Intra-recreational	long way toward addressing capacity problems.	
		relationships in park		
l. Land	1) Recreation class at new	All issue categories. 1 – 13.	1) Heritage classification may be changed,	1) Complete Cultural
Class/ Long	park entrance. Acquire all of	1211 100 to 0 to 0 to 0 to 0 to 0 to 0 to	depending on findings from further analysis, to	Resource Management
Term Park	Forest Capital Partners		take in refined or new cultural landscapes or	Plan.
Boundary	inholding and make all/most		specific cultural sites.	2 – 13) The land
Doundary	of it Recreation for		2 – 13) The land classification changes proposed	classification changes
	snowmobile play area.		in this alternative have effects as described in all	proposed have data needs
	2) Resource Recreation at Day		the categories above.	as described in all the
	Mt. Spokane Road.		the categories above.	categories above.
	3) Natural Forest Area for			categories above.
	PASEA downhill from Chair			
	4 Rd.			
	4) Recreation for PASEA			
	uphill from Chair 4 Road.			
	5) Delete Bear Creek Lodge			
<u> </u>	from LT Boundary.	10) C	10) T 1 1 1 1	10) T 1 1 1
m.	1) Include Nordic	10) Concession capitalization	, -	10) To be completed
Geographic	2) Exclude PASEA downhill	capacity and long-term	11) To be completed	11) To be completed

Scope of	from Chair 4 Road	market	12) If a single concessionaire took over both the	12) A detailed concession
Concession		viability/sustainability	Alpine and Nordic areas, there would be both	development and
		11) State Parks capital and	opportunities for synergy between the different	operations plan will be
		operational financial capacity	user groups as well as risks of conflict.	developed in Phase 2.
		12) Intra-recreational		
		relationships in park.		

# Improve Facilities Alternative Analysis

## Issues, Effects, and Data Gaps: Improved Facilities Alternative November 21, 2006

Master Plan Component	Maintenance/Improvement of Existing Facilities Alternative	Issues	Effects	Procedures to Resolve and Data Gaps
a. Alpine Skiing	1) Alpine skiing doesn't go into the PASEA – eliminate current informal use. (Variant Alternative: Allow continued informal use)  2) Expand snow making capability (expand water storage and purchase additional 20 snow makers)  3) Major relocation of runs, including improved skier circulation, enhanced use of Chair 4 terrain, and enhanced hill side capacity are part of implementing much of the 2003 master development plan within the existing developed area. These same improvements would occur in the other two alternatives.  4) Increase ADA recreational opportunities for visitors with limited accessibility (update chairlift facilities, etc).	1) Cultural Resources 2) Geological and surface/subsurface hydrological functions 3) Protected and rare animal habitat and species 4) Protected and rare plant communities and species 5) Intrinsic values (e.g. biodiversity, wildness, forest and wildlife sustainability) 6) Transportation, parking and circulation 8) Water and sewage disposal capacity 9) Global Warming 10)Concession capitalization capacity and long-term market viability/sustainability 11)State Parks capital and operational financial capacity 12)Inter-recreational relationships in park 13) Regional open space and wildlife connectivity.	1) Existing development may encroach on traditional and contemporary Native American cultural properties and activities. 2 - 5) Modified ski runs may have similar effects as described in the other alternatives, but many of the impacts have already occurred. Concentration on improving existing area presents greater focus and opportunity to mitigate existing effects to watershed and biodiversity. Implementation of Washington Department of Ecology's Best Management Practices for all maintenance and construction projects to prevent/reduce erosion hazards and impacts and/or potential release of incidental materials to nearby watersheds. 6) Modification of hill terrain for skiing and boarding, and improvements to base facilities will likely draw larger numbers of skiers for a longer season, placing additional burden on the circulation and parking network. 8) Improvements to guest services facilities will necessitate expansions of sewer and water facilities. 9) Increases in average daily temperatures as predicted by Global Warming models will decrease length of ski season and increase the number of days rain on snow occur which decreases quality of snow and snowpack.	1) Complete Cultural Resource Management Plan for park, including analysis of Native American heritage and contemporary use areas, and analysis of potential cultural landscapes. 2) Locate watershed sensitive areas to assist in project planning. Design ski runs to minimize vegetation removal in and avoid concentration of runoff to colluvial channels and wetlands. Analyze effects on seasonal flows to Brickell Creek and Spirit Lake. Design water facilities to support snow making to minimize effects. 6) Complete a parking and circulation plan to address capacity issues. 8) Analysis of existing capacity and future

			9) Snowmaking and improving/expanding facilities increases carrying capacity which has the potential to improve skier access to more terrain and more visitor days during a condensed ski season.  10) To be completed  11) To be completed  12) Summer recreational use may be appropriate within the existing concession area, and if financially feasible, can be added over time.  13) MSSP is recognized by several county and state plans for contributing significant refugia or core habitat for the local region. Management under the current forest class retains a mix of security/thermal cover and potential denning/nesting habitat that offsets the reduction of this kind of habitat on adjacent lands under great pressure for development.	needs of utilities will be necessary in Phase 2.  9) General effects of Global Warming are received with relative certainty but the degree of severity of effects and the direct effect to Mt. Spokane is unknown. Predictive models for local conditions will not be available for several years and hence, this data gap is unresolvable at this time.  10) Detailed financial analysis of any proposed action will be carried out in Phase 2.  11) Detailed financial analysis of any
				proposed actions will be carried out in Phase 2. 12) Detailed trail routing and design will
b. Park Entranc e	No new park entrance	6) Transportation, parking and circulation 11) State Parks capital and operational financial capacity	6) Retaining only one main entrance will require additional parking along main corridor.  11) While keeping the west side of the park to limited-access, long-term population growth in the area will necessitate increased staff presence to avoid resource damage and to provide for visitor safety.	be part of Phase 2.  6) Concept design of roadway and parking areas will be necessary prior to final approval in Phase 2.  11) Operational impact needs to be performed.
c. Snow-	Snowmobile parallel trail at	5) Intrinsic values (e.g.	5, 12) Separating snowmobiling activities	5,6,9,12) Site schematic

mobilin	Linder's Ridge is only change	biodiversity, wildness, forest	quickly from the Nordic area will mitigate	design will be carried
		sustainability)	somewhat inter-recreational conflicts and	out in Phase 2.
g	Or	6) Transportation, parking and	increase the quality of experiences for all	11) Capital and
	Realign/grade existing x-country	circulation	user groups.	operational impact
	routes to create beginning trail as	9) Global Warming	5) No change in the current effects on	analysis will be
	well as other opportunities within	11) State Parks capital and	wildlife patterns of use and stress from	performed in Phase 2.
	existing area allowing continued	operational financial capacity	disturbance. Current high intensity use at	
	use of Linder's Ridge Road for	12) Intra-recreational	Linder Ridge has most likely displaced	
	snowmobiling.	relationships in park	wildlife to more remote areas of MSSP.	
			Intensification of use on Linder Ridge may	
			reduce experience of access to wildness for	
			some.	
			() Trl : 1	
			6) This alternative would expand parking in the Nordic/snowmobile area.	
			9) Any movement downhill from Linder's	
			Ridge will make routes more susceptible to	
			impacts of Global Warming.	
			11) To be developed	
d. Nordic	1) Realignment of some trails to	5) Intrinsic values (e.g.	5) No change in the current effects on	5,6,12) Site schematic
Skiing	optimize varied experiences for	biodiversity, wildness, forest	wildlife patterns of use and stress from	design and
	human-powered skiing; no	sustainability)	disturbance. Current high intensity use at	infrastructure planning
	significant increases in length.	6) Transportation, parking and	Linder Ridge has most likely displaces	will be carried out in
	2) Ski Patrol Aid Station	circulation	wildlife to more remote areas of MSSP.	Phase 2.
		8) Water and sewage disposal	Intensification of use on Linder Ridge may	8) Infrastructure
		capacity	reduce experience of access to wildness for	planning and analysis
		9) Global Warming	some.	will be needed in Phase
		10) Concession capitalization	6) Some increase in parking and traffic	2.
		capacity and long-term market	expected from this approach.	9) See above discussion.
		viability/sustainability	8) Establishment of a new ski patrol station	10) To be developed
		11) State Parks capital and	may lead to a need to expand water and	11) To be developed
		operational financial capacity 12) Intra-recreational	sewer utility service in the area.	
		relationships	9) Increases in average daily temperatures as predicted by Global Warming models will	
		Teracionships	decrease length of ski season and increase the	
			number of days rain on snow occur which	
			decreases quality of snow and snowpack.	
			decreases quarity of show and showpack.	

			10) T-1-111	
			10) To be developed.	
			11) To be developed.	
			12). Intra-recreation conflicts will need to be	
			managed primarily through education and	
			enforcement, though route design can be an	
			important element.	
e. Snow-	Retain existing snowshoe routes.	12) Intra-recreational	12) Some continued potential for use conflict	12) Manage for conflict
shoeing		relationships		through education,
				signing, and
				enforcement.
f.	No change	10) Concession capitalization	10) To be developed	10) To be developed
Operational		capacity and long-term market	11) To be developed	11) To be developed
		viability/sustainability.		
		11) Intra-recreational		
		relationships		
g. Summer	1) Develop, design, and manage	1) Cultural Resources	1) Modified development may encroach on	1) Survey historic sites
Trails	trails consistent with the Advisory	2) Geological and	Native American traditional use areas and	and traditional Native
	Committee recommendations	surface/subsurface hydrological	other cultural sites.	American use areas
	unless otherwise stated.	functions	2) Some existing trails are sources of	affected and complete
	2) No new summer trails in the	4) Protected and rare plant	sediment and erosion due to runoff	development of a
	PASEA, other than 5000 foot	communities and species	associated with some trails. Reconstruction,	Cultural Resource
	elevation trail and designated spur	5) Intrinsic values (e.g.	rerouting, and new trails are intended to	Management Plan
	trails to the summit and Chair 4	biodiversity, wildness, forest and	decrease erosion and sedimentation,	2) Review Advisory
	Road.	wildlife sustainability)	particularly associated with steep slopes and	Committee's trail data
	3) See Advisory Committee	6) Transportation, parking and	in proximity of streams.	to identify known
	recommendations.	circulation	2) Trail expansion into the PASEA may	hazards. Locate
		11) State Parks capital and	enter known watershed sensitivity areas	watershed sensitive
		operational financial capacity	associated with steep colluvial channels and	areas to assist in project
		12) Intra-recreational	wetlands. Expansion of ski area and trails	planning and design of
		relationships in park	increases the potential for "off- trail" mt.	new trails to minimize
			biking and hiking which increases risk to	effects.
			degradation of these sensitive areas.	5) Review Advisory
			5) High densities of trails and high intensity	Committee's data and
			of use on existing trails reduces the feeling of	analyze existing and
			isolation and wildness to the user. Easy and	new proposed trails by
			convenient access by trails increases the	their ability to
			convenient access by trans increases the	their ability to

h. Accommodations	1) Two more cabins someplace 2) Bear Creek Lodge - rooms/conference center. 3) Group Camp at CCC camp 4) Retain existing campground, and install showers in comfort station.	1) Cultural Resources 5) Intrinsic values (e.g. biodiversity, wildness, forest sustainability) 7) Views of and from MSSP 8) Water and sewage disposal capacity 10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity.	range of users able to enjoy these values. 6) Depending on design, additional trail head parking areas may be needed. 11) To be developed. 12) Shared use routes will likely result in increased quantity of experiences for all users, though there may be reduction in safety and comfort available for each trail use.  1) Wherever the new cabins are placed, they may encroach on traditional Native American use areas and other culturally significant resources. 5) See alpine skiing effects. 7) Cabin sites have the potential to provide excellent views. 8) Addition utility facilities likely needed to accommodate new lodging. 10) To be completed 11) To be completed	maintain or improve intrinsic values. 6) Develop detailed trail plan in Phase 2. Identify new trailhead locations, if any. 11) To be determined 12) Develop detailed trails plan. 1) Survey historic sites and traditional Native American use areas affected and complete the park's Cultural Resource Management Plan 5) Change in intrinsic character cannot be resolved. 7) Placement can mitigate view impacts. 8) Sewer and water plan needed in Phase 2. 10) To be completed.
i. Admin- istrative	If Bear Creek Lodge not acquired, then use Camp Foseen area	11) State Parks capital and operational financial capacity	11) To be completed	11) To be completed
j. Utilities	Water, sanitary, stormwater, electrical (three phase power) would need to be provided as appropriate for all facilities.	Water and sewage disposal capacity	8) See alpine skiing, Nordic skiing, and accommodations above.	8) Sewer and water plan needed in Phase 2.
k. Parking	1) Nordic – capacity is 150 without attendants, 300 with. 2) Snowmobile -30 3) Alpine – 1500 with attendants (expand existing parking lot by	6) Transportation, parking and circulation 9) Global Warming 10) Concession capitalization capacity and long-term market	<ul><li>6) Additional parking capacity will be available from attended parking and some expansion of existing lots.</li><li>9) Effects of Global Warming may increase the need for larger carrying capacity of</li></ul>	6,12) See accommodations above. 9) See above general description.

	cutting into hillside and placing fill on existing alpine slopes) 4) Bald Knob – 50 5) Bear Creek Lodge – 50	viability/sustainability 11) State Parks capital and operational financial capacity 12) Intra-recreational relationships in park	parking lots to accommodate more condensed winter recreation season.  10) To be completed  11) To be completed  12) Expansion of snowmobile and Nordic parking, more frequent attended parking and some new and redesigned lots.	10) To be completed 11) To be completed 12) Parking and circulation plan to be developed in Phase 2.
l. Land Class/LT Pk Boundary	Natural Forest Area for all of the PASEA, except for Resource Recreation corridors for the following:  1) Chair 4 Road  2) 5000 foot elevation trail  3) Uphill and downhill spurs to above 5000 foot elevation trail.  (Variant: Resource Recreation uphill from Chair 4 Road, allowing for continued use of informal alpine skiing.)	All issue categories, 1 – 13.	1) Heritage classification may be changed, depending on findings from further analysis, to take in refined or new cultural landscapes or specific cultural sites.  2 – 13) The land classification changes proposed in this alternative have effects as described in all the categories above.	1) Complete Cultural Resource Management Plan. 2 - 13) The land classification changes proposed have data needs as described in all the categories above.
m. Geo Scope of Concession	Exclude PASEA	10) Concession capitalization capacity and long-term market viability/sustainability 11) State Parks capital and operational financial capacity.	10) To be completed 11) To be completed	10) To be completed 11) To be completed

# Preliminary Scan of Environmental Issues

### Mt. Spokane State Park Master Facilities Plan Preliminary Scan of Environmental Issues January 3, 2006

The following discussion is a summary of environmental issues for Mount Spokane State Park (MSSP) *Phase I - Master Facilities Plan and Concession Master Facilities Plan.* The discussion responds to a series of questions that the planning team asked itself in developing a Scope of Work for the project. It focuses strongly on the environmental implications of expanding alpine skiing onto the backside (Potential Alpine Ski Expansion Area or PASEA) of Mt. Spokane.

It is important to state that the data here are preliminary and do not constitute the basis for an environmental determination under the State Environmental Policy Act (SEPA). Rather, this document is a scanning of existing environmentally information publicly available and a basic assessment of what additional environmental data needs to be researched and analyzed prior to any final SEPA determination.

#### **Key Questions:**

- 1. What is the relative uniqueness, rarity, and other measures of significance of MSSP? How does Mt. Spokane fit into other local or regional landscape plans?
  - Cultural and Historical Resources:
    - There are a number of Civilian Conservation Corps era developments, and some residual historic structures pre-dating that era that are still extant in the park. Some are in the periphery of the Potential Alpine Ski Expansion Area (PASEA).
    - Native American plant collection (e.g., berries, bear grass) and vision quest (pre-European to present) appear to be continuing activities.
    - There has been Recreational use of the area since 1909 when Francis Cook established a road up the mountain (horses since 1909; picnic/driving/hiking since 1909; ski club since 1931.)
    - Sixteen sites are identified as worthy of protection by existing State Parks management policy (MMSP Cultural Resources Management Plan 2001)
  - Physical Resources:
    - Mountain is headwaters of 3 watershed Sub-basins Little Spokane, Mid-Spokane, and Pend Oreille.
    - Majority of streams are 1<sup>st</sup> and 2<sup>nd</sup> Order, high gradient and spring fed. They provide consistent, clear and cold, perennial flow important to water quality and instream flow regulation to downstream trout fisheries and other beneficial uses.
    - Soils formed from crystalline "granitic" bedrock are highly erosive and can be difficult to revegetate due to low fertility, high reflectivity, and chronic erosion.
    - There is high propensity for slope movement in areas of steep, convergent topography and springs. Occurrence of rotational mass failures in some areas of the park is evident.
  - Biological Resources (Fish and Wildlife) (listings obtained from Washington Department of Fish and Wildlife's Species of Concern Website and the United States Department of Fish and Wildlife Service's Threatened and Endangered Species System website (January 2007))
    - Federally and/or state listed Threatened or Endangered Species known to have visited or currently use MSSP are: Canada lynx (federally Threatened, state threatened), and gray wolf (federally endangered, state endangered).

- Federally and/or state listed Candidate Species, State Sensitive, or Species of Concern known to have visited or currently use MSSP are: northern goshawk (federal species of concern, state candidate), wolverine (federal species of concern, state candidate), western toad (federal species of concern, state sensitive), and pileated woodpecker (state candidate species), .
- Federally and/or state listed Candidate Species or Species of Concern known to occur in
  the area but unknown as to their use of MSSP: flammulated owl (state candidate), golden
  eagle (state candidate), Townsend big—eared bat (federal species of concern, state
  candidate), Columbia spotted frog (federal species of concern, state candidate), Columbia
  torrent salamander (federal species of concern, state candidate), and black-backed
  woodpecker (state candidate)
- Priority habitats (as defined by Washington Department of Fish and Wildlife) known to exist in MSSP are: Riparian, freshwater wetlands, instream, talus, old growth/mature (stands with trees >21"diamter and snags >12" diameter); and rural natural open space. The PASEA has all but talus within its bounds although boulder fields/talus exist at the summit of Mt. Spokane (WDFW GIS Data 2006).
- Fisheries habitat lies just downstream of Park boundary and within boundary in Deadman Creek. Redband trout occur in Little Spokane sub-basin which may be important genetic stock for recovery elsewhere in the inland northwest where they are federally listed under Endangered Species Act.

#### • Biological Resources (Vegetation)

- Priority plant communities (based upon Washington Natural Heritage Program, WNHP for Spokane County) that are known to exist at MSSP are: grand fir/queenscup beadlily, western hemlock/queenscup beadlily; western hemlock/fools huckleberry; western hemlock beargrass; subalpine fir/beargrass; subalpine fir/smooth woodrush; lodgepole pine forest; Idaho fescue-buckweat. Other important natural communities are western hemlock/oakfern and western redcedar/skunk cabbage. (Washington Natural Heritage Program [WNHP], 1991). Another priority plant community, Douglas fir/pinegrass, may occur adjacent to lower elevation "grassy balds" but is unconfirmed. The list of community types for MSSP is likely incomplete as a formal inventory/mapping of plant community types has not been conducted for the entire Park. The possibility exists that one or more potentially rare species and/or small plant association patches occurs in this area. Additional survey work is needed to make this determination.
- There are five priority plant communities (WNHP for Spokane County) preserved in the Ragged Ridge Natural Area Preserve. These are: grand fir/queenscup beadlily; grand fir/ninebark; Idaho fescue-buckwheat; Douglas-fir/snowberry; lodepole pine-subalpine fir/beargrass. Other communities preserved are: bittercherry-mountain ash shrubland; western hemlock/devilsclub; and western hemlock/queenscup beadlily (WNHP, 1991).
- WNHP priority plant communities for Spokane County identified in the PASEA during Fall 2006 are: subalpine fir/beargrass; grand fir/queenscup beadlily; subalpine fir/fool's huckleberry; western hemlock/queenscup beadlily. The forest stands supporting subalpine fir/bear grass and fool's huckleberry show signs of wind/ice damage and thinning.
- Elevation range and moisture regime of the PASEA provide the habitat conditions for several federally or state listed plant species (WNHP Web Site). Plant species identified as potentially occurring are: yellow lady's slipper (*Cypripedium parviflorum*), kidney-leaved violet (*Viola renifolia*), Several moonwort spp. (*Botrychium spp*), crested shield fern (*Dryopteris cristata*), and northern golden-carpet (*Chrysosplenium tetrandrum*).
- MSSP offers great diversity in plant communities due to its range in elevation and full compliment of aspects condensed in a relatively small area. (WNHP, 1991) The

- possibility exists that one or more potentially rare species and/or small plant community patches occurs in this area. Additional survey work is needed to make this determination.
- Age class of forest types within the park represents more mature age class than surrounding private lands.
- Biological Resource (Forest age class/species sustainability)
  - The fire regime category for most of MSSP forests is 50-100 year return interval with mortality being of mixed severity or patchy mortality. Because of a high diversity in tree species, insect/disease does not directly threatened forest mortality or age class distribution but has the potential to be the secondary agent to mortality by wildfire. Northerly aspect and springs with areas of persistent soil moisture have longer fire return intervals. Wetter areas return intervals may be 100-200 years. The age class distribution in the PASEA indicates a patchy fire pattern where fire about 100 years ago caused mortality on convex slopes and leaving some wetter riparian/wetland areas with less or no mortality. (WNHP, 1991)
  - Presently, snags and windfall in areas of severe wind damage and past insect mortality
    pose a high hazard to ignition and fire spread. Maturing stands undergoing "self
    thinning", a natural process, have high fuel loads and present high hazard to fire spread.
    Wildfire in these high fuel concentrations may present more severe and complete forest
    mortality than appears in previous fire cycles.
- 2. What is the relative uniqueness, rarity, and other measures of significance of the forest community types in the PASEA and on the north slopes in general of Mt. Spokane?
  - An important attribute of the PASEA with regard to vegetation is diversity and integrity. The PASEA offers diverse habitats over a relatively small area with minimum contrasting edge between habitat types. Mature and old growth age classes occur in mosaic with small forested wetlands. Eighty percent of the conifer tree species known to occur in the Pacific and Inland Northwest occur in the PASEA: western larch, lodgepole pine, western white pine, Engelmann spruce, ponderosa pine, Douglas-fir, grand fir, subalpine fir, western red cedar, and western hemlock. The area has been used by Spokane Community College forestry classes because of its close proximity and opportunity to observe such diversity. This is typical of the transition zone between maritime and continental climate influence common to Selkirk Mountains eastward to the Idaho/Montana border.
  - Priority plant communities (WNHP, 1991) observed in the PASEA, as listed above, are rare in Spokane County but are rather abundant in forests of the Selkirk Mountains, Bitterroot Mountains and Cascade Mountains in northeastern Washington, east front of the Cascades, northern Idaho, and western Montana. What is rare is that this diversity of plant communities occurs within a relatively small area in comparison. This allows for park users to enjoy a higher level accessibility to diverse habitat and plant life.
  - The park falls within a County priority conservation area (as determined through an Ecoregional Assessment process) and serves as a core conservation area for surrounding public resource lands, land trust lands and other conservation-oriented holdings. These other holdings provide connections with the park to facilitate wildlife movement. (Ferguson, 2006)
  - Forested wetlands are associated with a springline between 4700 and 5000 feet (cite source). These wet areas are small in size, some only 1000 feet square and support wet indicator plants

such as mosses and abundant forbs and grasses (e.g., bedstraw, valerian, bentgrass, and bluejoint). Red-osier dogwood and Douglas maple also occur in these areas.

• Large diameter (>20" DBH), old growth-appearing Douglas-fir, grand fir and Englemann spruce are associated with most stream channels. WNHP (1991) identified several areas of continuous old growth/mature forest. One of these areas is downslope from the PASEA and the Chair 4 road. Three small areas of old growth/mature were also identified within the PASEA. Fall 2006 field reconnaissance of the PASEA identified additional areas not identified by the 1991 WNHP inventory with old growth/mature dimensions.

#### 3. What is the likelihood of T&E species occurring within the PASEA?

- Northern goshawk, a Federal Species of Concern and State Candidate species, most likely uses the upper portion of the PASEA (wind damage and open forest) for foraging. A known nest site is located within ¼ mile of the PASEA (Ferguson 2006).
- Sightings by Parks staff and local residents of Canada lynx or their tracks have been documented from 1976 through 2002 on Mt. Kit Carson, Blanchard Road, Coyote Trail Road, Linder Ridge, and vicinity. The multitude of sightings over a long period of time suggests that lynx have frequented MSSP (Ferguson 2006). These occurrences most likely represent transient, random migrations and not habitation (Holt 2006). USFWS has recently completed a review and listing of critical habitat for Canada lynx, no lands in Spokane County including MSSP were included in the listing. Although, north slopes in the PASEA offer the forest structure that could provide security cover, denning habitat, and potential for foraging habitat, USFWS (Holt 2006) finds Canada lynx requiring large expanses of boreal forest and that the Selkirk Mountains are the furthest southern extent of their habitat. The boreal forest types of MSSP are isolated and most likely would not support a reproducing female important to the recovery of the species.
- Sightings of a wolverine and tracks of a gray wolf have been reported to Washington Department of Fish and Wildlife (WDFW, 2006). WDFW regards these sightings as unverified (Ferguson 2006). USFWS suggests that occurrences represent transient individuals and not habitation as MSSP habitat is outside the range of typical habitat for these species (Holt 2006). MSSP is not considered critical habitat for recovery of the gray wolf.
- Several riparian associated and old growth dependent species are known to occur within the vicinity of MSSP. Candidate listed species are: western toad, columbia spotted frog, salmander spp., black-backed woodpecker, pileated woodpecker, olive-sided flycatcher, flammulated owl, and several bat species. No surveys have been conducted to identify occurrence within MSSP so their presence is unknown.
- Federally or state listed threatened, endangered or sensitive plants with potential for occurrence in PASEA are: *Cypripedium parviflorum* (yellow lady's slipper) (E); several *Botrychium* spp.(moonworts) (S); *Viola renifolia* (kidney-leafed violet) (PE); *Dryopteris cristata* (crested shield fern) (S); and *Chrysosplenium tetrandrum* (northern golden-carpet) (S). The area has not been surveyed, so presence has not been confirmed.
- 4. What are the species of concern, their habitat requirements, and potential effects from ski area expansion, campground development, or other major recreational improvement in the park as a whole and the PASEA in particular?
  - Analysis still to be completed.

- 5. What are the cumulative environmental impacts from development up to the present and potential for further impacts from implementation of any proposed park Master Facilities Plan?
  - Native American Customary Uses: It is undocumented/unknown as to the impact on Native American vision quest and plant collection activities. Recreational use intensity has ranged from low to moderate to high intensity over the years. Competition for huckleberry picking may have decreased use by Native Americans. Vision quests are known to take place on high promontories and open places such as boulder fields. Higher visitation rates to the Vista House would likely deter or reduce the quality of the vision quest experience. Increasing recreation facilities, such as a new "round the mountain" trail or expanding more intensive mountain biking or hiking activities to the "northside." reduces the remoteness of this area.
  - Water/Fish Resources: Chronic and acute sedimentation from roads and facilities in Deadman Creek and the ski concession in Brickel Creek watersheds may have increased fines delivered to fisheries spawning habitat, invertebrate foodbase, and pool depth. Updating and implementing best management practices through the Master Facilities Plan has the potential to reduce sources of chronic sedimentation and reduce the likelihood of acute occurrences of sediment delivery. Ski area expansion in the Blanchard Creek watershed would temporary increase sedimentation for 3-5 years after construction as riparian areas adjusted to vegetation removal and localized increase runoff. Best management practices can minimize those impacts. Blanchard Creek is a low-gradient stream with a reservoir, which has a low ability to accommodate increases in sediment without potential adverse effects to fish habitat and their food base and to reservoir maintenance by reducing pool volume.
  - Wildlife migration routes: Saddles and gentle convex-shaped ridgelines are typical migration corridors for large ungulates and other species. Most of the ridgelines in MSSP have roads, trails, parking lots, and structures that concentrate recreational uses both summer and winter. The highest concentration of use is along Linder Ridge where a major parking lot provides parking for snowmobiles, Nordic skiers, horse trailers, and hikers. This high intensity year-round use most likely has constricted to some degree animal movement between Brickel and Deadman Creek. The next likely saddle near Quartz Mountain is lower in quality topographically and higher in elevation. The saddle/ridge complex between Mt. Spokane and Mt. Kit Carson receives moderate intensity recreational use. Several trails and a road intersect along this ridge. The ridgeline trail is used both summer and winter. One other low-elevation saddle most likely important for migration between Blanchard Creek and Brickell Creek also has a road through it and ski runs adjacent along "Chair 4". The construction of Chair 4 increased intensity of recreational use through much of the corridor and increase the use of the road for maintenance of Chair 4. Several other saddles occur to the northeast on Inland Empire Paper lands but are of lower quality, being at higher elevation and having steeper topography. The potential new snowmobile parking lot on Day Mountain would occupy another saddle and potential migration corridor leading to the Elk/Chattaroy valley. This corridor would be used mostly by deer and coyote.
  - Wildlife security: Winter access is unrestricted basically in every watershed, either permitted by MSSP or Inland Empire Paper. Noise levels and high frequency of snowmobile traffic or Nordic ski traffic can have an adverse effect on species at a seasonally critical period. Increasing residential development surrounding MSSP offer low-quality security habitat. Increasing recreational use throughout the Park and vegetation removal for the ski area expansion further reduces regionally diminishing high quality security habitat. Displacement areas are important to all species, but larger species are more affected since they require more area in general. In order

to understand relative impacts to individual species, further analysis is required that recognizes individual species needs.

• Long-term site productivity: Long-term site productivity is a measure of ability of a site to sustain inherent biological processes that support a natural plant community. A most obvious example of adverse loss of site productivity is where roads and trails are constructed. A less obvious example is where chronic erosion and/or compaction reduce the ability of the site to sustain processes that support native species and communities at the level of productivity and vigor prior to the disturbance. Adding to the road and/or trail network or other forest conversion practices and/or not control existing or future chronic erosion are examples of management practices that may have a cumulative impact to site productivity.

## 6. What are the environmental data gaps that must be addressed prior to a Phase II decision? Which of these require seasonal surveys?

- Need to identify specific design and location of alternatives for ski area expansion and other winter and summer improvements in order to analyze potential impacts to watershed, i.e., hydrologic response and runoff, water rights/availability/effects for and from snow making, sedimentation, slope stability, habitat alteration. Timeline: not seasonally dependent.
- Need to survey for rare plants and plant associations in all new areas to be disturbed by development. Timeline: Growing/flowering season for the specific plants.
- Conduct consultation with USFWS and WDFW to determined required surveys and their methodology for wildlife species that may be negatively impacted by the proposed recreational expansion. Timelines yet to be determined. Potential monitoring of winter sports effects on moose, elk, and deer.
- Identification of existing uses (e.g., roads, ski area, trails) not meeting best management practices. Timeline: snowmelt/spring/summer
- Need to complete a cultural resources management plan, including ethnographic and cultural landscape analyses in areas of potential ground disturbance. Timeline: spring/summer
- Need to consult with local tribes to identify important gathering and vision quest areas and to identify ways to minimize or avoid effects by other uses. Timeline: spring/summer
- Illustrate and identify the effects on the viewshed by the ski area expansion in the PASEA. Timeline: spring/summer
- Monitor snow conditions in the PASEA and in existing developed ski area at various elevations throughout the winter to determine what elevation maintains persistent snow and to begin to assess assumptions of differences in ski season lengths. Timeline: fall/winter/spring
- Need to examine drainfield operation during peak season in the early spring. Compare as-built drawings with current county regulations.
- Need to understand fully the potable water capacity of the concession, vis-à-vis both use within existing and future lodges, as well as capacity for snowmaking.

## 7. Is the transportation system including parking adequate for current and future uses of the ski area as well as for all uses contemplated in the Master Facilities Plan?

• The existing parking lots sufficiently provide for the current peak uses at the ski area for all but a few days a year. The area becomes filled to capacity only on the heaviest peak days, such as Martin Luther King, Jr. Day weekend. One to three acres of additional parking would be required for the winter recreation activities in the Master Facilities Plan. These additional parking areas would be needed for two reasons: provide additional capacity for cars/busses or to provide parking in new areas that currently do not have parking (i.e., if new ski facilities are developed in the PASEA, a parking area may be needed in the PASEA).

## 8. How would the increased road traffic and future road improvements affect the environment and wildlife?

- Upon cursory review, the topography of the area proposed for expansion of the ski area parking lot and realignment of the access road appears to accommodate the proposed construction without exceptional design requirements to protect the environment. Expansion of the parking area will require moving a large amount of soil material and may leave large cuts in the hillside which may be viewed by Spirit Lake residents. It has been proposed that excess material may be used for restoration and stabilization along the base area of Chair 2, 3 and 5. The, potential for increased runoff and sediment would result from increased area of hardened surface. The flow and sediment issues can be addressed through best management practices. The visual effect may or may not be resolvable.
- Plans to increase the size of the parking at Linder Ridge further serve to reduce habitat and migration corridor quality. The area is currently impacted aesthetically by the shear size of the current parking lots. Increasing parking lot size and construction of new parking lots increase area of impervious surface which has the potential for increased impacts from storm runoff.
- Plans to develop a new entrance with parking and facilities for winter and summer recreation north of Day Mountain will increase road traffic and recreational use both winter and summer to a portion of the park the receives low intensity use presently. This increase in use may displace wildlife that currently use this relatively remote area for habitat and migration. Upon cursory review, the topography of the area proposed for expansion would accommodate the planned development without exceptional design requirements. Widening the road and increasing use on this gravel surfaced road would potentially increase impacts from storm runoff including increased sedimentation.

## 9. What cultural resources may be affected by the Master Facilities Plan and the Concession Master Development Plan?

- Unknown is the location and use by Native Americans for vision quest and traditional collection of plant materials and berries.
- The Cultural Resource Management Plan documents structures and site locations and should provide best management practices requirements in areas potentially affected by the Plans.
- A cultural landscape analysis is needed prior to fully understanding potential impacts on cultural landscapes at the park.

#### 10. How will aesthetic resources (viewshed) be impacted by the ski area expansion?

- Expansion of parking lot may be seen from boaters and some residences in the Spirit Lake area.
- New ski trails will change the natural texture of the Mountain viewed from some residences in the Chattaroy/Elk area, Highway 2 for several miles in the vicinity of Kirkpatrick Rd., and from the Blanchard Highway. Changes to the top of the Mountain may be seen from Highway 206 and occasionally when the skies are exceptionally clear, from the West Plains of Spokane.
- Views from the summit of Mt. Spokane will be both enhanced and degraded by ski area expansion. Clearing of the forest for ski trails will provide for a greater expansive view to the north from the summit. The near view will be affected by ski area infrastructure, such as a ski lifts, access trails, and small linear clearcuts with contrasting edge with the natural forest.
- If expansion into the PASEA is considered, the issue of night lighting would need to be addressed. The concessionaire is not proposing such lighting at this time, but an analysis of impacts would be prudent to understand potential effects.

## 11. How will the Master Plan, including potential ski area expansion affect consumption of resources such as water and other utilities?

- Existing domestic water and waste water facilities appear to be operating with sufficient capacity, though there is insufficient information to determine the full extent of systems capacity for growth. A new well and septic/drainfield system would be provided for any structures in the PASEA. Verification and compliance with county permits and codes will be conducted in Phase II
- Ski Area developments may require a nearly double increase in water storage capacity for snow making capability. Water would come from springs currently flowing in the Brickell watershed. It is unknown what the affect on seasonal stream flows would be from such withdrawals. That would require quantifying stream flow for the Brickell watershed to determine what impact this level of usage would have on Brickell Creek and Spirit Lake. Further analysis of water capacity will be needed in Phase 2 of the Master Facilities Plan development.
- It is reasonable to expect increases in power consumption with a new chairlift. Phase power of sufficient capacity is available in the existing ski area as well as the PASEA

## 12. What is the current condition and future needs for environmental compliance for the sanitary sewer and stormwater management?

- The drain field was observed in the "off season", October 2006. No obvious surficial signs of failure were observed. The drainfield should be re-evaluated in the spring at maximum usage and maximum seasonal soil saturation. Design capacity has not been documented or compared with current building codes in the Master Plan. This analysis would be done as a requirement for Phase II.
- Observations during a brief reconnaissance of the parking lot indicates that improvement to stormwater management is necessary to reduce concentrated runoff. Gully erosion was observed off the easternmost edge of the parking area onto the drain field and downslope through natural forest for at least 1000 feet. The entire ski area concession as well as access roads would be evaluated for stormwater management as a part of Phase II analysis. It is anticipated that Washington State Parks will require improvements to the existing drainage and stormwater

systems as part of any authorized development or improvements at the ski area under the Master Facilities Plan.

## 13. What is the potential for introduction of exotic species in the PASEA from any of the development options?

- Currently Spokane County Weed Board inventories indicate a low incidence of noxious weeds (Christenson 2006). The low occurrence observed currently is most likely an indication of the less than desirable climate to support the more common noxious weeds. These plants require soil disturbance, direct sunlight, and mesic temperatures. Ground disturbance and use of roads by vehicles and livestock from areas known to be occupied by exotics is a common pathway for introduction of noxious weeds and other invasives. Russian knapweed, Canada thistle, and Dalmation toadflax have all been observed at parking lots. A small number of plants of one or all species have been observed along many of the roadways, closed and open. Left unabated, the incidence of exotics will increase. At this level of incidence, control measures are relatively effective.
- New construction areas and grading of ski runs have a high potential for introduction of exotic species. Such invasive exotics will gain a strong toehold on any newly created ski runs and are likely to advance to degrade native plant associations in adjacent areas. (Fimbel 2006)

## 14. Are there any potential significant impacts on watersheds and snow pack from any proposed uses?

- There is a significant potential impact to water quality and on-site riparian habitat in areas identified with moderate and high watershed sensitivity. A Watershed Sensitivity Map that identifies the most critical areas that warrant special design consideration would be used to direct development to areas of lessor sensitivity. Standard best management practices are expected to protect adverse impacts on other stream courses and hillslopes. Generally, landslide landforms, terrain associated with springs and/or steep colluvial streams on convergent topography pose a moderate to high hazard to development. Trails, ski runs, roads, and chair lift are uses that have a potential significant impact if located in this terrain. The risk is for loss of water regulation and buffering capacity of riparian and forest wetlands and loss of habitat for species with limited range and dependent on these habitats. Avoidance, minimized development, retention of tree root structure, retention of shrub and herbaceous vegetation and placement of coarse/large woody debris in these areas are practical means of mitigating the hazard and risk
- High hazard of soil erosion is present for soil disturbance on slopes exceeding 30% gradient (NRCS).
- Increases in accumulation and alteration of snow melt regimes by removing the forest canopy can alter the hydrologic regime increasing peak flows. Effects are most severe in climates where rain-on-snow events are common or where extensive areas are altered. Several models are used to predict alteration of hydrologic regime. One of the simplest and well used models for snow dominated regimes is the Effective Clearcut Area Model. Typically, the ECA model does not show a significant increase in peak flow with less than 30% of a forested watershed area removed by harvest or forests in an immature, recovering stage. Forest openings proposed for ski area expansion into the PASEA are well below 30% of the watershed. Variations are likely to be within climatic variation from year to year. Incorporating global warming predictions, a model for rain-on-snow regimes should be used for comparison. This permanent "clearcut" in the watershed may require other landowners to adjust their rate of harvest to stay within forest practices requirements for hydrologic recovery. Most of the 1st Order tributaries within the PASEA are

spring originating which by nature regulate seasonal low flows, thus low flows may not be affected by the ski area expansion. Additional analysis will be necessary in Phase 2 to understand adequately the hydrological impacts of ski area expansion.

### 15. What are the predictions for Global Warming and how will it affect winter season recreation?

- The Washington governor's taskforce, Climate Impacts Group (CIG) lead by the state climatologist and comprised of leading scientist at University of Washington suggest the following:
  - Surface air temperature in the PNW has increased an average of 1.5°F over the last century.
     The area in vicinity of Mt. Spokane has increased 1.8°F. Average winter precipitation in the PNW show a strong negative trend from 1947 to 2003.
  - Predictions from 2007 IPCC climate models indicate winter precipitation variation is within year to year variability. (Older models predict lower winter precipitation by 2020.) Project temperature increases range from .7 to 3.2° F by Year 2020 and 1.4 to 4.6° F by Year 2040.
  - Change to winter season is predicted to be as the following: a) less frost days, snowfall may change to rain in transient watersheds (Mt. Spokane), and precipitation intensity may change.
     Ski areas will lose ski days at the beginning and end of the season, up to 2 weeks by 2020 and a month by 2040.
- Charting Quartz Peak Snotel average temperature data from 1987 to 2006 and applying CIG predicted (worse case) increases in average temperature for 2020 and 2040 to Quartz Peak Snotel data it appears to validate the regional findings.
  - Mt. Spokane ski season appears to be reduced by 15-30 days by 2020/2040 and given an estimated 90 days of ski season, about 17% of the days when precipitation falls it may be in the form of rain.
  - A lapse rate of 1.7°C or 3 °F per 1000 feet was applied to compare elevation difference between 4700 feet (Snotel Site elevation) and 4200 feet (ski area base). The effects on length of season appears similar for elevation 4200 feet although the number of days exceeding 34°F within the ski season increases to 24% for 2020 and 27% for 2040.
  - Comparing predicted temperature changes in 2020 and 2040 to measured average temperatures in 2006, 2006 had 22 days or 24% of the season exceeding 34°F between December 15 and March 1. The charts for 2005 and 2006 show warmer temperatures overall than the predictions for 2020 and 2040 (which are based on 1990 data).
- University of Washington's research models indicate that the effect of Global Warming is expected to be less at Mt. Spokane than in the Cascades. Additional data inventory and analysis work would be necessary in Phase 2 to better understand the long-term effects of Global Warming on MSSP.
- Overall, with potential decreases in snowpack on Mt. Spokane, the ski operation would attempt to respond to skiing demand in a shorter season over time. If expansion into the PASEA is authorized, the more north-facing terrain would be less susceptible to solar decay than much of the existing terrain. If expansion into the PASEA is not authorized, the concession would maximize the use of the more north-facing terrain within the existing developed area (i.e., Chair 4 pod). The concession would also install snowmaking to provide maximum coverage within the existing ski terrain.

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## Financial Analysis Summary

3<sup>rd</sup> January 2006

Mt Spokane 2000

Summary Document

Mt. Spokane Ski and Snowboard Park operates under a concession agreement with the Washington State Parks and Recreation Commission. The alpine ski concessionaire, Mt. Spokane 2000, desires to improve the ski area by remodeling existing lodges, re-aligning chairlifts and trails. It is also exploring, with State Parks, the potential to provide additional terrain by expanding into the northwest-facing slopes of Mt. Spokane (expansion area).

This financial analysis looks at alternative concepts for long-term development of the concession operation, mimicking the three alternatives developed for the park-wide Master Facilities Plan. Each of the three alternatives is analyzed under two financial scenarios, namely Mt Spokane 2000 providing all the capital at market rates (MS2000 – Capital Only (CO)) and Mt Spokane 2000 providing capital along with volunteers, donations, and potentially other outside funding (MS 2000 – with Outside Support (WOS). A key assumption of the latter scenario is that approximately 75% of the capital program is assumed to be able to be carried out by volunteers and with donations.

While these ski area improvements have been incorporated into master plan concepts for the entire Mt. Spokane State Park, these summary and financial attachments primarily address the Mt. Spokane 2000 concession and its proposal to expand into the Potential Alpine Ski Expansion Area (PASEA).

A summary table is presented below under both Financial Scenarios for each concept alternative, while more detailed information is provided in separate documents titled MS 2000 – Capital Only (CO) and MS 2000 – w Outside Support (WOS), respectively. For further information of the specific program upgrades refer to the Phasing and Capital Costs information provided under both Financial Scenarios.

Mt. Spokane Summary Table

Financial Compuies	ти броише винии	Concepts	
Financial Scenarios	Improved Facilities	Shared Facilities	Optimized Experiences
Comfortable Carrying Capacity	2,740 <sup>a</sup>	3,820 <sup>b</sup>	4,900°
Total Capital Cost	\$5,684,720	\$7,031,720	\$20,543,720
MS 2000 Capital Only (CO)			
Proforma Label Reference	Sheet CO 2	Sheet CO 3	Sheet CO 4
Cum. Cap. Exp. (yr 10)	\$2,359,000	\$6,122,000	\$13,529,000
10-yr. cum. Operating Cash <sup>d</sup>	\$109,096	\$977,535	\$793,277
10-yr. cum. Capital Shortfall	-\$1,926,968	-\$3,873,013	-\$11,680,214
10-yr. net Revenue	-\$1,817,872	-\$2,895,478	-\$10,886,937
Max. Annual Capital	-\$504,304	-\$2,025,173	-\$9,760,386
Shortfall <sup>e</sup>			
Max. Annual Remaining	\$80,804	\$352,745	\$317,145
Operating Cash <sup>f</sup>			
Cum. Concession Rent (yr	\$1,109,326	\$1,619,758	\$1,572,748
10)			
MS 2000 with Outside Support (V	VOS)		
Proforma Label Reference	Sheet WOS 2	Sheet WOS 3	Sheet WOS 4
Cum. Cap. Exp. (yr 10)	\$5,684,720	\$7,031,720	\$20,543,720
10-yr. cum. Operating Cash <sup>d</sup>	\$852,229	\$2,149,576	\$795,855
10-yr. cum. Capital Shortfall	-\$497,898	-\$631,293	-\$3,964,651
10-yr. net Revenue	\$354,331	\$1,518,284	-\$3,168,795
Max. Annual Capital	-\$469,680	-\$599,511	-\$2,584,954
Shortfall <sup>e</sup>			
Max. Annual Remaining	\$234,107	\$344,902	\$273,190
Operating Cash <sup>f</sup>			
Cum. Concession Rent (yr	\$1,204,371	\$1,672,799	\$1,702,845
10)			

a Addition of Infill trails – assumed 200 CCC
b Addition of Chair 6 + Infill trails – assumed 1080 + 200 CCC

Addition of Chair 6 + Infill trails – assumed 1080, 1080 + 200 CCC

d Includes remaining Operating Cash Available after capital expenditure

<sup>&</sup>lt;sup>e</sup> Maximum annual negative cashflow over a 10-year projection period

f Maximum annual cash surplus after using operating cash to fund capital improvements

# Financial Analysis Assuming Concession Capital Only

## 3<sup>rd</sup> January 2006

MS 2000 Capital Only (CO)

#### **Capital Costs**

	-											
		_	Shared	Optimized								
Specific		Facilities(Co	Facilities	Experiences								
Upgrades	Acreage	ncept 2)	(Concept 3)	(Concept 4)								
10		2,740	3,820	4,900								
		ĺ	·	,								
Lift revisions		\$400,000	\$400,000	\$400,000								
		+ 100,000		\$600,000								
			, ,	\$600,000								
		\$400,000	\$1,000,000	\$1,600,000								
		+ 100,000	+-,0000,000	+-,,								
	Pave											
New Parking												
_	_											
120,000.00	30,000.00											
Pave Existing												
_	5.862	\$351 720	\$351.720	\$351,720								
		Ψ331,720	Ψυυτ,120	\$120,000								
	1	_	-	\$120,000								
	1	\$120,000	\$120,000	\$120,000								
		\$120,000		\$120,000								
	1	\$471.720		\$591,720								
Subtotal		\$4/1,/20	\$591,720	\$591,720								
(401 /)		\$900 000	¢200 000	¢200 000								
(40K/gun)		\$800,000	\$280,000	\$280,000								
	20,000,00											
T C'11		Φ1 40 4 000	Φ1 40 4 000	Φ1 404 000								
		\$1,484,000		\$1,484,000								
		-	\$910,000	\$910,000								
	42.4	-	-	\$848,000								
Subtotal		\$1,484,000	\$2,394,000	\$3,242,000								
				\$750,000								
Lodge 1		\$100,000	\$100,000	\$100,000								
_												
bldg.		\$100,000	\$100,000	\$100,000								
Guest		]										
Services		\$1,275,000	\$1,275,000	\$1,275,000								
PASEA												
lı ı			\$0	\$4,000,000								
loage												
PASEA hut		-	\$25,000	\$25,000								
_		\$2,225,000	\$25,000 <b>\$2,250,000</b>	\$25,000 <b>\$6,250,000</b>								
PASEA hut		\$2,225,000										
PASEA hut		\$2,225,000										
PASEA hut		\$2,225,000										
PASEA hut		\$2,225,000										
PASEA hut Subtotal		\$2,225,000										
	Lift revisions Chair 6 Chair 7 Subtotal  New Parking lot/acre 120,000.00  Pave Existing Areas PASEA lot New Base Area Lot Other lot Subtotal  (40k/gun)  Infill trails Chair -6 Chair -7 Subtotal  Lodge 2 Lodge 1 C-3 guest Services bldg. Guest Services PASEA	Specific Upgrades  Lift revisions Chair 6 Chair 7 Subtotal  Pave Parking lot/acre 120,000.00 Pave Existing Areas Areas FASEA lot 1 Other lot Subtotal  (40k/gun)  20,000.00  Infill trails (40k/gun)  Lodge 2 Lodge 1 C-3 guest Services bldg. Guest Services PASEA lodge	Lift revisions   \$400,000	Improved Facilities (Co neept 2)   3,820   3,820   2,740   3,820   2,740   3,820   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   2,740   3,820   3,820   2,740   3,820   2,740   3,820   3,820   2,740   3,820   3,200   3								

#### Mt Spokane

#### **Capital Costs**

Total		\$5,684,720	\$7,031,720	\$20,543,720
	proval Process	\$50,000	\$200,000	\$200,000
	Subtotal	\$254,000	\$316,000	\$380,000
Electricity		\$26,000	\$8,000	\$12,000
	Restoration	\$30,000	\$30,000	\$30,000
	Other			
	gully	\$25,000	\$25,000	\$25,000
	Snowmelt			
	areas	\$73,000	\$73,000	\$73,000
	Bare soil		,	
	Parking lots	\$40,000	\$120,000	\$80,000
(exc.new ski	_			
Stormwater/	/bmps			
	Louge	Ψ0	Ψ0	Ψ00,000
	Lodge	\$0	\$0	\$60,000
DCWCI	Draingfield at	φυυ,υυυ	\$00,000	\$00,000
Sewer	System	\$60,000	\$60,000	\$60,000
	Exisitng			
Water	lodge well Improve	\$0	\$0	\$40,000
Utilities	1. 4	\$0	\$0	¢40,000
¥7,010,0	Subtotal	\$0	\$0	\$8,000,000
	S	-	-	\$8,000,000
	Improvement			
	Access Road			
	Summit			

#### Mt. Spokane Sheet CO 1

Proform	na A	nalysis	- No	Action	Alternative
3.5. 0		α .			

Mt. Spokane - Capital Only	Ī			Phase I				11	Totals			
Mt. Spokane - Capital Only	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Phase II Year 8	Year 9	Year 10	(yr. 1-10)
Conital Commen	Dase	i ear i	rear 2	Teal 5	i eai 4	i ear 3	i ear o	rear /	i ear o	rear 9	1 ear 10	(yr. 1-10)
Capital Sources	53,963	50.272	92,458	(221 422)	(78,628)	(04.092)	(110.216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,247,635)
Operations	33,963	59,273	92,438	(231,433)	(78,028)	(94,082)	(110,216)	(307,336)	(157,842)	(231,433)	(188,370)	(1,247,033)
In-kind Trade		-	-	-	-	-	-	-	-	-	-	
Volunteer		-	-	-	-	- (0.4.00.5)	- (110 51 5)	-	-	-	- (100.27.1)	
Total Capital Sources	53,963	59,273	92,458	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,247,635)
Outside Capital Required (shortfall)	-	-	-	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,399,366)
Remaining Operating Cash (surplus)	53,963	59,273	92,458	-	-	-	-	-	-	-	-	151,731
Operating Projections												
Lead Ticket Price (in Today's Dollars)	\$35	\$39	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	
Realization on Lead Ticket	65%	65%	66%	67%	67%	67%	67%	67%	67%	67%	67%	
Revenue per Visit	\$22.86	\$25.35	\$26.40	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	
Annual Visitation	90,493	91,669	92,861	65,000	76,000	76,988	77,989	65,000	79,003	65,000	80,000	
Operating Revenue	2,062,093	2,316,431	2,443,739	1,736,461	2,030,324	2,056,718	2,083,456	1,736,461	2,110,541	1,736,461	2,137,183	20,387,776
	, ,							, ,				
Operating Expenses	1,851,666	2,139,137	2,233,260	1,849,873	1,990,931	2,032,779	2,075,651	1,925,796	2,150,362	1,849,873	2,207,538	20,455,199
Operating Income	210,426	177,294	210,479	(113,412)	39,393	23,939	7,805	(189,335)	(39,821)	(113,412)	(70,355)	(67,423)
Other	(38,442)											
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Net Income	79,284	86,620	121,993	(199,535)	(44,178)	(56,877)	(70,035)	(263,960)	(110,975)	(180,816)	(133,709)	(851,472)
				-								
Debt Service - Principal Payments												
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Operating Cash Available	53,963	59,273	92,458	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,247,635)
Cumulative	53,963	113,236	205,694	(25,739)	(104,367)	(198,449)	(308,665)	(616,021)	(773,863)	(1,005,296)	(1,193,672)	
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
T	1											_
Concession Rent											n	
Annual Payments	92,484	102,657	107,750	90,000	91,213	92,269	93,338	90,000	94,422	90,000	95,487	947,136
Cumulative Payments	92,484	102,657	210,407	300,407	391,620	483,888	577,227	667,227	761,648	851,648	947,136	
Leasehold Tax	11,875	13,181	13,835	11,556	11,712	11,847	11,985	11,556	12,124	11,556	12,261	121,612
Cumulative Leasehold Tax	11,875	13,181	27,016	38,572	50,284	62,131	74,116	85,672	97,796	109,352	121,612	

Mt. Spokane					PROFORM	<u>A</u>					,	Sheet CO 2
Proforma Analysis - Improved Facilities												
Mt. Spokane - Capital Only				Phase I					Phase II			Total
Development Projections	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	(yr. 1-10)
Lifts		-	-	-	-	-	-	-	-	-	-	-
Buildings		-	-	-	-	-	-	-	-	-	-	-
Trail Clearing		296,800	296,800	296,800	296,800	296,800	-	-	-	-	-	1,484,000
Snowmaking		-	-	-	-	-	400,000	400,000	-	-	-	800,000
Parking		-	-	-	-	-	-	-	-	-	-	-
Other Capital Maintenance		-	-	-	-	-	-	-	-	-	-	-
Utilities		-	-	-	-	-	-	-	-	25,000	-	25,000
Planning Process		50,000										50,000
Total	-	346,800	296,800	296,800	296,800	296,800	400,000	400,000	-	25,000	-	2,359,000
G4-1 G	1										ı	
Capital Sources Operations	42,088	84,301	85,258	(207,504)	153,973	138,130	175,152	(22,278)	80,804	30,698	22,594	541,128
*	42,088	84,301	*	(207,304)	133,973	·	173,132	(22,278)		30,098	22,394	341,128
In-kind Trade Volunteer		-	-	-	-	-	-	-	-	-	-	-
Total Capital Sources	42,088	84,301	85,258	(207,504)	153,973	138,130	175,152	(22,278)	80,804	30,698	22,594	541,128
Outside Capital Required (shortfall)	42,088	(262,499)	(211,542)	(504,304)	(142,827)	(158,670)	(224,848)	(422,278)	80,804	30,098	22,394	(1,926,968)
Remaining Operating Cash (surplus)	42,088	(202,499)	(211,342)	(304,304)	(142,627)	(136,070)	(224,646)	(422,276)	80,804	5,698	22,594	109,096
Remaining Operating Cash (surplus)	42,088	-	-	-	-	-	- 1	-	80,804	3,090	22,394	109,090
Operating Projections												
Lead Ticket Price (in Today's Dollars)	\$35	\$40	\$40	\$41	\$41	\$41	\$42	\$43	\$43	\$43	\$43	
Realization on Lead Ticket	65%	65%	66%	67%	67%	67%	68%	68%	68%	68%	68%	
Revenue per Visit	\$22.86	\$26.00	\$26.40	\$27.47	\$27.47	\$27.47	\$28.56	\$29.24	\$29.24	\$29.24	\$29.24	
Annual Visitation	90,493	91,669	92,861	65,000	92,861	94,068	95,291	85,762	95,291	86,715	95,291	
Operating Revenue	2,062,093	2,375,827	2,443,739	1,779,873	2,542,784	2,575,840	2,712,864	2,499,710	2,777,456	2,527,485	2,777,456	25,013,032
Operating Expenses	1,863,541	2,173,504	2,240,460	1,869,355	2,270,790	2,319,690	2,419,690	2,403,967	2,578,630	2,378,765	2,636,841	23,291,692
Operating Income	198,552	202,322	203,279	(89,482)	271,994	256,151	293,173	95,743	198,825	148,719	140,615	1,721,340
operating income	176,332	202,322	203,217	(67,462)	271,774	230,131	273,173	75,745	170,023	140,717	140,013	1,721,540
Other	(38,442)											
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Net Income	67,410	111,648	114,793	(175,606)	188,422	175,335	215,334	21,118	127,672	81,315	77,260	937,291
Debt Service - Principal Payments												
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Operating Cash Available	42,088	84,301	85,258	(207,504)	153,973	138,130	175,152	(22,278)	80,804	30,698	22,594	541,128
Cumulative	42,088	84,301	169,559	(37,945)	116,028	254,158	429,310	407,032	487,836	518,534	541,128	
Table Control of the state of t	110.021	110.001	110.021	110.021	110.021	110.021	110.001	110.021	110.001	110.021	110.001	1 100 212
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
Concession Rent												
Annual Payments	92,484	105,033	107,750	90,000	111,711	113,034	118,515	109,988	121,098	111,099	121,098	1,109,326
Cumulative Payments	92,484	105,033	212,783	302,783	414,494	527,528	646,042	756,031	877,129	988,228	1,109,326	
Leasehold Tax	11,875	13,486	13,835	11,556	14,344	14,514	15,217	14,123	15,549	14,265	15,549	142,438
Cumulative Leasehold Tax	11,875	13,486	27,321	38,877	53,221	67,735	82,952	97,074	112,623	126,888	142,438	
Cumurative Leasenoid Tax	11,0/3	13,400	41,341	30,011	J3,441	01,133	02,932	71,014	112,023	120,000	142,430	

Proforma	Analysis	<ul> <li>Shared</li> </ul>	Facilities

Proforma Analysis - Shared Facilities		1										
Mt. Spokane - Capital Only				Phase I					Phase II			Total
Development Projections	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	(yr. 1-10)
Lifts	-	1,000,000	-	-	-	-	-	-	-	-	-	1,000,000
Buildings	-	25,000	-	-	100,000	-	1,275,000	750,000	100,000	-	-	2,250,000
Trail Clearing	-	910,000	296,800	296,800	296,800	296,800	296,800	-	-	-	-	2,394,000
Parking	-	120,000	-	-	-	-	-	-	-	-	-	120,000
Snowmaking	-	-	-	-	-	-	-	-	-	-	-	-
BMP's	-	-	-	-	-	-	-	-	-	-	-	-
Utilities	-	73,000	25,000	-	-	-	60,000	-	-	-	-	158,000
Roads & Access	-	-	-	-	-	-	-	-	-	-	-	-
Planning Process	-	200,000	-	-	-	-	-	-	-	-	-	200,000
Total	-	2,328,000	321,800	296,800	396,800	296,800	1,631,800	750,000	100,000	-	-	6,122,000
Capital Sources												
Operations	42,088	302,827	368,563	96,726	321,169	330,698	438,490	371,175	434,702	209,427	352,745	3,226,522
In-kind Trade		-	-	-	-	-	-	-	-	-	-	-
Volunteer		-	-		-	-	-			-		
Total Capital Sources	42,088	302,827	368,563	96,726	321,169	330,698	438,490	371,175	434,702	209,427	352,745	3,226,522
Outside Capital Required (shortfall)	-	(2,025,173)	-	(200,074)	(75,631)	-	(1,193,310)	(378,825)	-	-	-	(3,873,013)
Remaining Operating Cash (surplus)	42,088	-	46,763	-	-	33,898	-	-	334,702	209,427	352,745	977,535
Operating Projections	1											
Lead Ticket Price (in Today's Dollars)	\$35	\$40	\$42	\$42	\$42	\$42	\$43	\$44	\$44	\$44	\$44	]
Realization on Lead Ticket	65%	67%	67%	68%	70%	71%	74%	75%	75%	75%	75%	
Revenue per Visit	\$22.86	\$26.80	\$28.14	\$28.56	\$29.40	\$29.82	\$31.82	\$33.00	\$33.00	\$33.00	\$33.00	
Annual Visitation	90,493	124,653	126,273	107,332	126,273	127,915	129,578	123,099	129,578	117,916	129,578	
	, , , , ,		120,270	20,,002	320,270	22,,,	,	,	,	,>	22,,0.0	
Operating Revenue	2,062,093	3,330,079	3,542,038	3,055,669	3,700,637	3,802,299	4,110,061	4,049,353	4,262,476	3,878,854	4,262,476	37,993,941
Operating Expenses	1,863,541	2,909,231	3,055,454	2,840,921	3,261,447	3,353,579	3,553,549	3,560,157	3,709,754	3,551,406	3,791,710	33,587,207
Operating Income	198,552	420,848	486,584	214,748	439,190	448,720	556,511	489,196	552,723	327,448	470,767	4,406,734
			, , , , , , , , , , , , , , , , , , ,								,	1
Other	(38,442)											
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Net Income	67,410	330,174	398,098	128,624	355,618	367,904	478,672	414,571	481,569	260,044	407,412	3,622,685
Debt Service - Principal Payments												
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Additional Debt		-	-	-	-	-	-	-	-	-	-	-
	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Operating Cash Available	42,088	302,827	368,563	96,726	321,169	330,698	438,490	371,175	434,702	209,427	352,745	3,226,522
Cumulative	42,088	302,827	671,390	768,116	1,089,285	1,419,984	1,858,474	2,229,648	2,664,350	2,873,776	3,226,522	
	,	,- ,	,	-, -	, ,, ==	, , , , , , ,		, , , , ,	, ,		, -,	
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
Concession Rent	7											
Annual Payments	92,484	143,203	151,682	132,227	158,025	162,092	174,402	171,974	180,499	165,154	180,499	1,619,758
Cumulative Payments	92,484	143,203	294,885	427,111	585,137	747,229	921,631	1,093,605	1,274,104	1,439,259	1,619,758	1,017,730
Leasehold Tax	11,875	18,387	19,476	16,978	20,290	20,813	22,393	22,081	23,176	21,206	23,176	207,977
Cumulative Leasehold Tax	11,875	18,387	37,863	54,841	75,132	95,944	118,337	140,419	163,595	184,801	207,977	
Camalative Beasemord Tax	11,073	10,507	51,005	27,071	13,132	/J,/ <del>T</del>	110,557	1 (0,71)	100,070	104,001	201,711	l

**Operating Projections** 

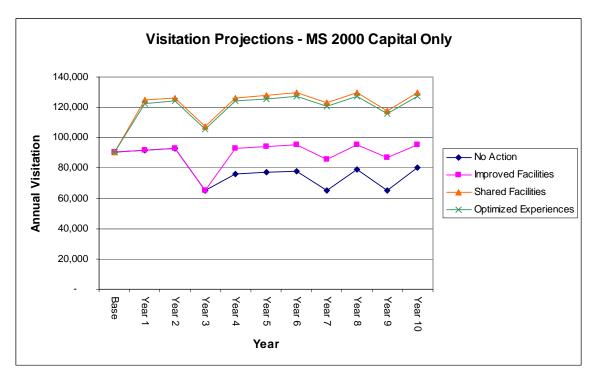
Sheet CO 4 Proforma Analysis - Optimized Experiences Phase II Phase I Total Mt. Spokane - Capital Only Development Projections Base Year 1 Year 2 Year 3 Year 4 Year 5 Year 6 Year 7 Year 8 Year 9 Year 10 (yr. 1-10) Lifts 600,000 600,000 Buildings 25,000 100,000 1,275,000 750,000 100,000 2,250,000 Trials 1,206,800 296,800 296,800 296,800 296,800 2,394,000 Parking BMP's Utilities 85,000 85,000 Roads & Access 8,000,000 8,000,000 Planning Process 200,000 200,000 10,031,800 296,800 296,800 396,800 296,800 1,360,000 750,000 100,000 13,529,000 Total

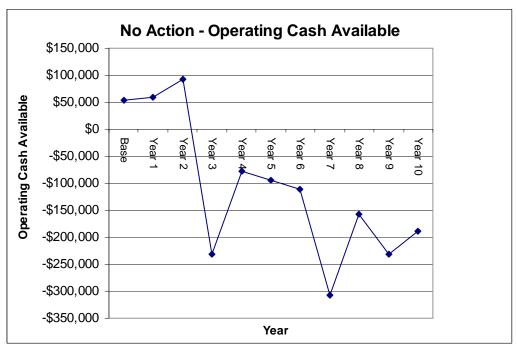
42,088	271,414	295,436	12,370	261,622	244,612	351,550	311,782	399,101	177,031	317,145	2,642,063
	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	
42,088	271,414	295,436	12,370	261,622	244,612	351,550	311,782	399,101	177,031	317,145	2,642,063
-	(9,760,386)	(1,364)	(284,430)	(135,178)	(52,188)	(1,008,450)	(438,218)	-	-	-	(11,680,214)
42,088	-	-	-	-	=	-	-	299,101	177,031	317,145	793,277
	42,088	42,088 271,414 - (9,760,386)	42,088 271,414 295,436 - (9,760,386) (1,364)	42,088 271,414 295,436 12,370 - (9,760,386) (1,364) (284,430)	42,088 271,414 295,436 12,370 261,622 - (9,760,386) (1,364) (284,430) (135,178)	42,088     271,414     295,436     12,370     261,622     244,612       -     (9,760,386)     (1,364)     (284,430)     (135,178)     (52,188)	42,088     271,414     295,436     12,370     261,622     244,612     351,550       -     (9,760,386)     (1,364)     (284,430)     (135,178)     (52,188)     (1,008,450)	42,088     271,414     295,436     12,370     261,622     244,612     351,550     311,782       -     (9,760,386)     (1,364)     (284,430)     (135,178)     (52,188)     (1,008,450)     (438,218)	42,088     271,414     295,436     12,370     261,622     244,612     351,550     311,782     399,101       -     (9,760,386)     (1,364)     (284,430)     (135,178)     (52,188)     (1,008,450)     (438,218)     -	42,088     271,414     295,436     12,370     261,622     244,612     351,550     311,782     399,101     177,031       -     (9,760,386)     (1,364)     (284,430)     (135,178)     (52,188)     (1,008,450)     (438,218)     -     -	42,088     271,414     295,436     12,370     261,622     244,612     351,550     311,782     399,101     177,031     317,145       -     (9,760,386)     (1,364)     (284,430)     (135,178)     (52,188)     (1,008,450)     (438,218)     -     -     -

Lead Ticket Price (in Today's Dollars)	\$35	\$40	\$41	\$41	\$42	\$42	\$43	\$44	\$44	\$44	\$44	
Realization on Lead Ticket	65%	67%	67%	67%	69%	69%	72%	74%	75%	75%	75%	
Revenue per Visit	\$22.86	\$26.80	\$27.47	\$27.47	\$28.98	\$28.98	\$30.96	\$32.56	\$33.00	\$33.00	\$33.00	
Annual Visitation	90,493	122,493	124,085	105,473	124,085	125,699	127,333	120,966	127,333	115,873	127,333	
Operating Revenue	2,062,093	3,272,375	3,397,789	2,888,120	3,584,562	3,631,161	3,929,683	3,926,129	4,188,616	3,811,640	4,188,616	36,818,691
Operating Expenses	1,863,541	2,882,939	2,984,331	2,757,729	3,204,919	3,268,528	3,460,112	3,496,326	3,671,493	3,516,588	3,753,449	32,996,416
Operating Income	198,552	389,435	413,457	130,391	379,643	362,633	469,571	429,803	517,123	295,052	435,167	3,822,275
Other	(38,442)											
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Net Income	67,410	298,761	324,971	44.267	296.071	281.817	391,732	355,178	445,969	227.648	371.812	3.038.226

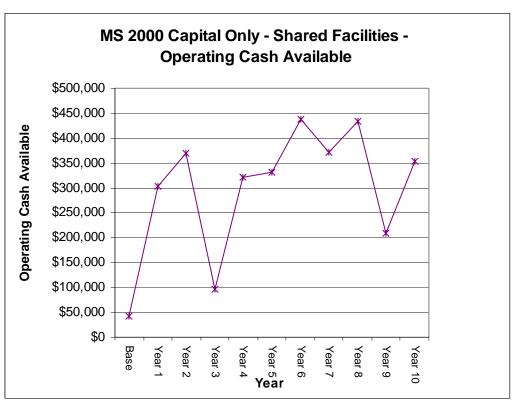
Debt Service - Principal Payments												
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Additional Debt		-	-	-	-	-	-	-	-	-	-	
	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Operating Cash Available	42,088	271,414	295,436	12,370	261,622	244,612	351,550	311,782	399,101	177,031	317,145	2,642,063
Cumulative	42,088	271,414	566,850	579,220	840,842	1,085,454	1,437,003	1,748,786	2,147,887	2,324,918	2,642,063	
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
•												

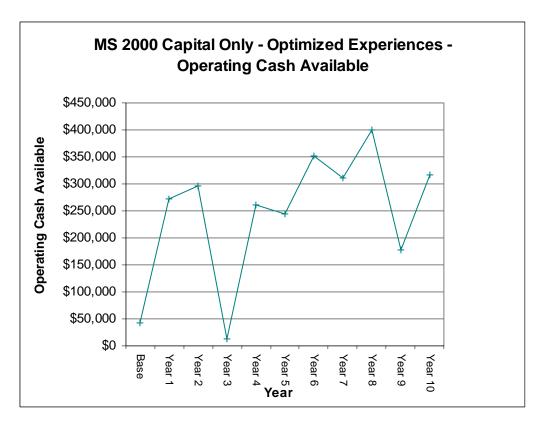
Concession Rent												
Annual Payments	92,484	140,895	145,912	125,525	153,382	155,246	167,187	167,045	177,545	162,466	177,545	1,572,748
Cumulative Payments	92,484	140,895	286,807	412,331	565,714	720,960	888,148	1,055,193	1,232,737	1,395,203	1,572,748	
Leasehold Tax	11,875	18,091	18,735	16,117	19,694	19,934	21,467	21,449	22,797	20,861	22,797	201,941
Cumulative Leasehold Tax	11,875	18,091	36,826	52,943	72,638	92,571	114,038	135,487	158,283	179,144	201,941	-

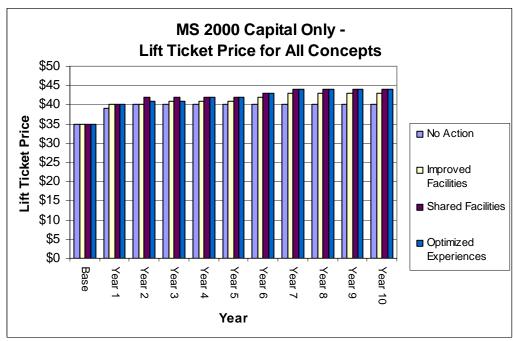


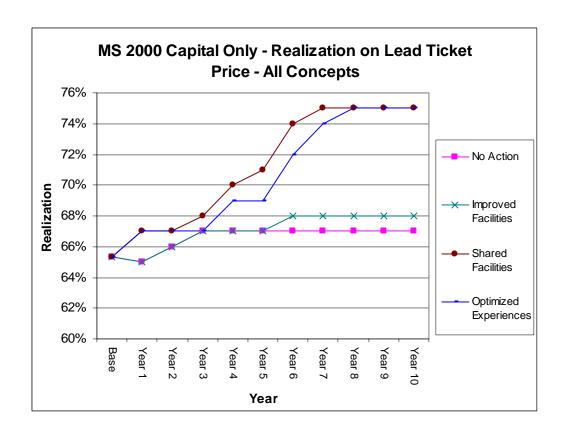












## Financial Analysis Assuming Outside Support

## 3<sup>rd</sup> January 2006

MS 2000 with Outside Support (WOS)

#### **Capital Costs**

			T	Ch 1	0-4'1
	Specific		Improved Facilities(Co	Shared Facilities	Optimized Experiences
Programs	Upgrades	Acreage	ncept 2)	(Concept 3)	(Concept 4)
CCC	o pg		2,740	3,820	4,900
					-
Lifts	Lift revisions		\$400,000	\$400,000	\$400,000
	Chair 6			\$600,000	\$600,000
	Chair 7		¢400,000	¢1 000 000	\$600,000
	Subtotal		\$400,000	\$1,000,000	\$1,600,000
		Pave			
	New Parking	Parking			
Parking	lot/acre	lot/acre			
	120,000.00	60,000.00			
	Pave Existing		*****	0054 500	0054 500
	Areas PASEA lot	5.862	\$351,720	\$351,720	\$351,720 \$120,000
	New Base	1	-	-	\$120,000
	Area Lot	1	\$120,000	\$120,000	\$120,000
	Other lot	1	-	\$120,000	-
	Subtotal		\$471,720	\$591,720	\$591,720
Snowmaking	(40k/gun)		\$800,000	\$280,000	\$280,000
N T					
New Trail		20,000,00			
Clearing (20k/acre)	Infill trails	20,000.00	\$1,484,000	\$1,484,000	\$1,484,000
(20K/acre)	Chair -6	45.5	\$1,464,000	\$910,000	\$910,000
	Chair -7	42.4	-	-	\$848,000
	Subtotal		\$1,484,000	\$2,394,000	\$3,242,000
Buildings/					
Structures					
	Lodge 2		\$750,000	\$750,000	\$750,000
	Lodge 1		\$100,000	\$100,000	\$100,000
	C-3 guest				
	Services bldg.		\$100,000	\$100,000	\$100,000
	Services bidg.		\$100,000	\$100,000	\$100,000
	Guest Services		\$1,275,000	\$1,275,000	\$1,275,000
	PASEA lodge		-	\$0	\$4,000,000
	PASEA hut		-	\$25,000	\$25,000
	Subtotal		\$2,225,000	\$2,250,000	\$6,250,000
Roads &					
Access					
Access	Snowmobile				
	Summit				
	Reroute		_	-	-
	Summit				
	Access Road				#0.000.000
	Improvements Subtotal		- \$0	\$0	\$8,000,000
Utilities	Subwai		<b>\$</b> 0	φU	\$8,000,000
Water	lodge well		\$0	\$0	\$40,000
	Improve			40	,
	Exisitng				
Sewer	System		\$60,000	\$60,000	\$60,000
	Draingfield at				
	Lodge		\$0	\$0	\$60,000
Stormer to n.	mne (ove				
otormwater/b	mps (exc.new s		\$40,000	\$120,000	\$80,000
	r arking 10ts		φ-ιυ,υυυ	φ120,000	φου,υυυ
	Bare soil areas		\$73,000	\$73,000	\$73,000
	Snowmelt		,	,,	
	gully		\$25,000	\$25,000	\$25,000
	Other				
	Restoration		\$30,000	\$30,000	\$30,000
Electricity	Cubtat-1		\$26,000	\$8,000	\$12,000
Dlannin a/A	Subtotal		\$254,000	\$316,000	\$380,000
Planning/App Total	ovai rrocess		\$50,000 \$5,684,720	\$200,000 \$7,031,720	\$200,000 \$20,543,720
- 71111	i .		φυ,σστ,120	φ1,031,140	φωυ,J#3,140

Mt. Spokane	<b>PROFORMA</b>
Proforms Analysis No Action Alternative	

Proforma Analysis - No Action Alternative		_										
Mt. Spokane - w Outside Support	<u> </u>	Phase I							Phase II			Total
	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	(yr. 1 - 10)
Capital Sources												
Operations	53,963	59,273	92,458	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,247,635)
In-kind Trade	-	-	-	-	-	-	-	-	-	-	-	-
Volunteer	-	-	-	-	-	-	-	-	-	-	-	-
Total Capital Sources	53,963	59,273	92,458	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	-
Outside Capital Required (shortfall)	-	-	-	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,399,366)
Remaining Operating Cash (surplus)	53,963	59,273	92,458	-	-	-	-	-	-	-	-	151,731
Operating Projections												
Lead Ticket Price (in Today's Dollars)	\$35	\$39	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	
Realization on Lead Ticket	65%	65%	66%	67%	67%	67%	67%	67%	67%	67%	67%	
Revenue per Visit	\$22.86	\$25.35	\$26.40	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	\$26.80	
Annual Visitation	90,493	91,669	92,861	65,000	76,000	76,988	77,989	65,000	79,003	65,000	80,000	
Operating Revenue	2,062,093	2,316,431	2,443,739	1,736,461	2,030,324	2,056,718	2,083,456	1,736,461	2,110,541	1,736,461	2,137,183	20,387,776
Operating Expenses	1,851,666	2,139,137	2,233,260	1,849,873	1,990,931	2,032,779	2,075,651	1,925,796	2,150,362	1,849,873	2,207,538	20,455,199
Operating Income	210,426	177,294	210,479	(113,412)	39,393	23,939	7,805	(189,335)	(39,821)	(113,412)	(70,355)	(67,423)
Other	(38,442)	-	-	-	-	-	-	-	-	-	-	-
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Net Income	79,284	86,620	121,993	(199,535)	(44,178)	(56,877)	(70,035)	(263,960)	(110,975)	(180,816)	(133,709)	(851,472)
Debt Service - Principal Payments												
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Operating Cash Available	53,963	59,273	92,458	(231,433)	(78,628)	(94,082)	(110,216)	(307,356)	(157,842)	(231,433)	(188,376)	(1,247,635)
Cumulative	53,963	59,273	151,731	(79,702)	(158,330)	(252,412)	(362,628)	(669,984)	(827,827)	(1,059,260)	(1,247,635)	
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
Concession Rent												
Annual Payments	92,484	102,657	107,750	90,000	91,213	92,269	93,338	90,000	94,422	90,000	95,487	947,136
Cumulative Payments	92,484	102,657	210,407	300,407	391,620	483,888	577,227	667,227	761,648	851,648	947,136	
Leasehold Tax	11,875	13,181	13,835	11,556	11,712	11,847	11,985	11,556	12,124	11,556	12,261	121,612
Cumulative Leasehold Tax	11,875	13,181	27,016	38,572	50,284	62,131	74,116	85,672	97,796	109.352	121,612	

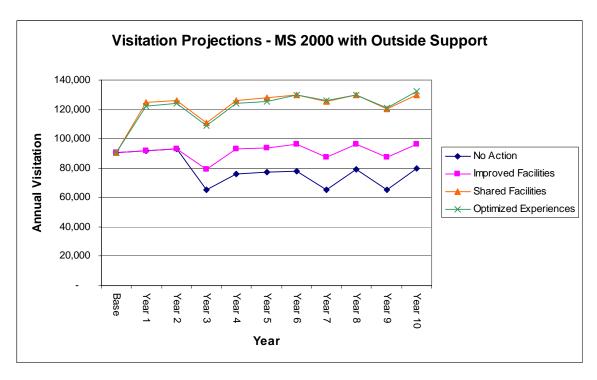
Proforma Analysis - Improved Facilities	-											
Mt. Spokane - with Outside Support		Phase I Phase II								Total		
Development Projections	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	(yr.1-10)
Lifts		-	-	-	-	-	400,000	-	-	-	-	400,000
Buildings		2,025,000	-	-	-	-	100,000	100,000	-	-	-	2,225,000
Trail Clearing		296,800	296,800	296,800	296,800	296,800	-	-	-	-	-	1,484,000
Snowmaking		-	400,000	-	-	-	400,000	-	-	-	-	800,000
Parking		-	-	-	-	-	120,000	-	-	-	351,720	471,720
Other Capital Maintenance		-	-	-	-	-	-	-	-	-	-	-
Utilities		126,000	-	-	-	-	88,000	-	-	-	40,000	254,000
Road & Access		-	-	-		-	-	-	-	-	-	-
Planning Process		50,000										50,000
Total	-	2,497,800	696,800	296,800	296,800	296,800	1,108,000	100,000	-	-	391,720	5,684,720
Capital Sources												
Operations	42,088	154,770	155,474	142,713	176,450	192,958	267,507	112,512	234,107	166,158	172,862	1,775,511
In-kind Trade		-	-	-	-	-	-	-	-	-	-	-
Volunteer		1,873,350	522,600	222,600	222,600	222,600	831,000	75,000		-	293,790	4,263,540
Total Capital Sources	42,088	2,028,120	678,074	365,313	399,050	415,558	1,098,507	187,512	234,107	166,158	466,652	6,039,051
Outside Capital Required (shortfall)	-	(469,680)	(18,726)	-	-	-	(9,493)	-	-	-	-	(497,898)
Remaining Operating Cash (surplus)	42,088	-	-	68,513	102,250	118,758	-	87,512	234,107	166,158	74,932	852,229
Operating Projections				1		I						Ī
Lead Ticket Price (in Today's Dollars)	\$35	\$40	\$41	\$41	\$41	\$42	\$43	\$43	\$43	\$43	\$43	
Realization on Lead Ticket	65%	69%	70%	70%	70%	70%	72%	74%	75%	75%	75%	
Revenue per Visit	\$22.86	\$27.60	\$28.70	\$28.70	\$28.70	\$29.40	\$30.96	\$31.82	\$32.25	\$32.25	\$32.25	
Annual Visitation	90,493	91,669	92,861	78,932	92,861	94,068	96,291	87,625	96,291	87,625	96,291	
Operating Revenue	2,062,093	2,522,031	2,656,640	2,258,144	2,656,640	2,756,815	2,971,697	2,779,362	3,095,518	2,816,921	3,095,518	27,609,286
Operating Expenses	1,863,541	2,249,240	2,383,145	1,997,410	2,362,169	2,445,836	2,586,169	2,548,829	2,743,390	2,532,742	2,804,634	24,653,563
Operating Income	198,552	272,791	273,496	260,735	294,472	310,979	385,528	230,533	352,128	284,179	290,883	2,955,723
Other	(38,442)											
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Net Income	67,410	182,117	185,009	174,611	210,900	230,163	307,689	155,908	280,974	216,775	227,529	2,171,674
Debt Service - Principal Payments	<del></del>											
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Operating Cash Available	42,088	154,770	155,474	142,713	176,450	192,958	267,507	112,512	234,107	166,158	172,862	1,775,511
Cumulative	42,088	154,770	310,245	452,958	629,408	822,366	1,089,873	1,202,384	1,436,491	1,602,649	1,775,511	
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
Concession Rent												
Annual Payments	92,484	110,881	116,266	100,326	116,266	120,273	128,868	121,174	133,821	122,677	133,821	1,204,371
Cumulative Payments	92,484	110,881	227,147	327,473	443,738	564,011	692,879	814,053	947,874	1,070,551	1,204,371	-,,-,-,-
Leasehold Tax	11,875	14,237	14,929	12,882	14,929	15,443	16,547	15,559	17,183	15,752	17,183	154,641
Cumulative Leasehold Tax	11,875	14,237	29,166	42,047	56,976	72,419	88,966	104,524	121,707	137,459	154,641	,,,,,,
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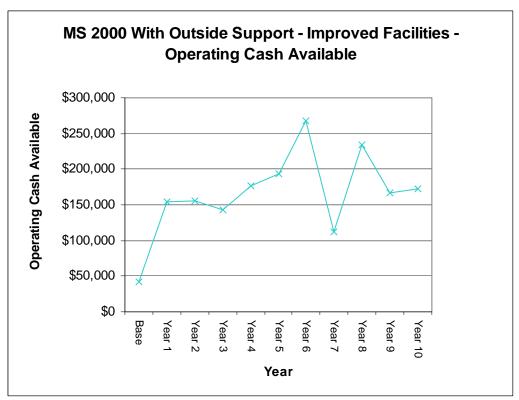
Improved Facilities With Outside Support Sheet WOS 2

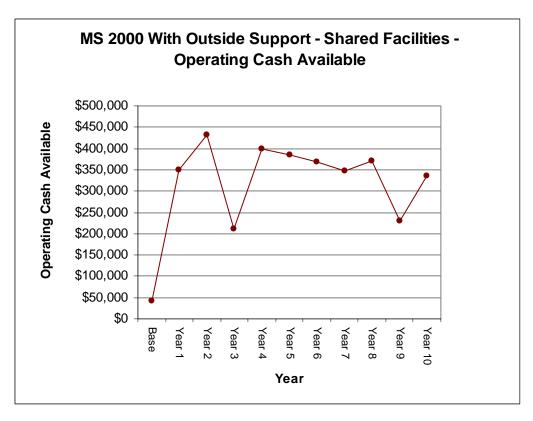
Mt. Spokane		<u>PROFORMA</u>											
Proforma Analysis - Shared Facilities	г											,	
Mt. Spokane - with Outside Support				Phase I				,	Phase II			Total	
Development Projections	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	(yr. 1-10)	
Lifts		1,000,000	-	-	-	-	-	-	-	-	-	1,000,000	
Buildings		775,000	1,275,000	-	-	-	-	100,000	100,000	-	-	2,250,000	
Trails		910,000	296,800	296,800	296,800	296,800	296,800	-	-	-	-	2,394,000	
Snowmaking		-	280,000	-	-	-	-	-	-	-	-	280,000	
Parking		120,000	-	-	-	-	-	-	-	-	471,720	591,720	
Lifts	-	1,000,000	-	-	-	-	-	-	-	-	-		
Buildings	-	775,000	1,275,000	-	-	-	-	100,000	100,000	-	-		
Trails	-	910,000	296,800	296,800	296,800	296,800	296,800	-	-	-	-		
Snowmaking	-	-	280,000	-	-	-	-	-	-	-	-		
Parking	-	120,000	-	-	-	-	-	-	-	-	471,720		
Utilities	-	196,000	-	-	-	-	-	-	-	-	120,000	316,000	
Roads and Access	-	-	-	-	-	-	-	-	-	-	-	-	
Planning Process	-	200,000	-	-	-	-	-	-	-	-	-	200,000	
Total	-	3,201,000	1,851,800	296,800	296,800	296,800	296,800	100,000	100,000	-	591,720	7,031,720	
G 1/1 G													
Capital Sources	40.000	250 520	401.160	212.041	200.012	202.070	260 140	247 464	200,000	220 140	224 (22)	2 425 214	
Operations	42,088	350,739	431,168	212,041	399,013	383,960	368,149	347,464	369,902	229,140	334,638	3,426,214	
In-kind Trade		-	-	-	-	-	-	-	-	-	-	- 122.500	
Volunteer	42.000	2,250,750	1,388,850	222,600	222,600	222,600	222,600	75,000	75,000	-	443,790	5,123,790	
Total Capital Sources	42,088	2,601,489	1,820,018	434,641	621,613	606,560	590,749	422,464	444,902	229,140	778,428	8,550,004	
Outside Capital Required (shortfall)	-	(599,511)	(31,782)	-	-	-	-	-	-	-	-	(631,293)	
Remaining Operating Cash (surplus)	42,088	-	-	137,841	324,813	309,760	293,949	322,464	344,902	229,140	186,708	2,149,576	
Operating Projections	025	<b>0.40</b>	£ 12	£42	<b>0.12</b>	0.42	¢ 42	<b>644</b>	<b>644</b>	<b>0.45</b>	0.45	1	
Lead Ticket Price (in Today's Dollars)	\$35	\$40	\$42	\$43	\$43	\$43	\$43	\$44	\$44	\$45	\$45		
Realization on Lead Ticket	65%	69%	72%	72%	72%	72%	72%	75%	75%	75%	75%		
Revenue per Visit	\$22.86	\$27.60	\$30.24	\$30.96	\$30.96	\$30.96	\$30.96	\$33.00	\$33.00	\$33.75	\$33.75		
Annual Visitation	90,493	124,653	126,273	111,121	126,273	127,915	129,578	125,691	129,578	120,507	129,578		
Operating Revenue	2,062,093	3,429,484	3,806,370	3,429,358	3,896,997	3,947,658	3,998,978	4,134,602	4,262,476	4,054,196	4,359,351	39,319,471	
Operating Expenses	1,863,541	2,960,724	3,257,180	3,099,296	3,379,963	3,445,677	3,512,807	3,669,117	3,774,554	3,707,035	3,906,692	34,713,045	
Operating Income	198,552	468,761	549,189	330,062	517,034	501,982	486,171	465,485	487,923	347,161	452,659	4,606,426	
operating means	170,332	400,701	547,107	330,002	317,034	301,702	400,171	405,405	407,723	347,101	432,037	4,000,420	
Other	(38,442)												
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049	
Interest Expense			•								·		
Net Income	67,410	378,086	460,703	243,938	433,462	421,166	408,331	390,860	416,769	279,757	389,305	3,822,377	
Debt Service - Principal Payments								,	,			,	
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163	
Additional Debt		-	-	-	-	-	-	-	-	-	-		
	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163	
Operating Cash Available	42,088	350,739	431,168	212,041	399,013	383,960	368,149	347,464	369,902	229,140	334,638	3,426,214	
Cumulative	42,088	350,739	781,907	993,948	1,392,960	1,776,921	2,145,070	2,492,534	2,862,435	3,091,576	3,426,214		
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212	
Concession Rent													
Annual Payments	92,484	147,179	162,255	147,174	165,880	167,906	169,959	175,384	180,499	172,168	184,374	1,672,779	
Cumulative Payments	92,484	147,179	309,434	456,608	622,488	790,395	960,354	1,135,738	1,316,237	1,488,405	1,672,779		
Leasehold Tax	11,875	18,898	20,834	18,897	21,299	21,559	21,823	22,519	23,176	22,106	23,674	214,785	
Cumulative Leasehold Tax	11,875	18,898	39,731	58,629	79,928	101,487	123,309	145,829	169,005	191,111	214,785		
	·	·	<u></u>	Mt Spokane	· ·		<u></u>		<u></u>	<u></u>	·	_	

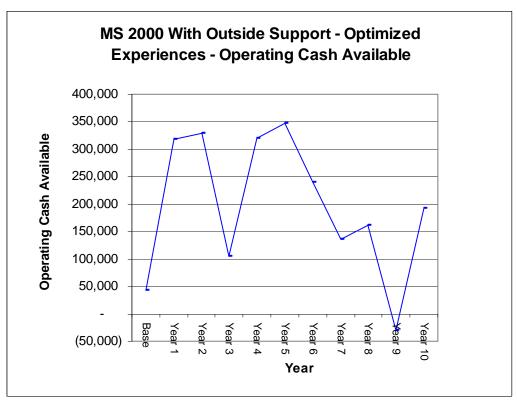
Proforma Analysis - Optimized Experience	es											1
Mt. Spokane - with Outside Support	_			Phase I					Phase II	,		Total
Development Projections	Base	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	(yr. 1-10)
Lifts		600,000	-	-	-	-	400,000	-	-	-	600,000	1,600,000
Buildings		775,000	1,275,000	-	-	-	4,000,000	100,000	100,000	-	-	6,250,000
Trails		1,206,800	296,800	296,800	296,800	296,800	-	-	-	-	848,000	3,242,000
Snowmaking		-	280,000	-	-	-	-	-	-	-	-	280,000
Parking		120,000	-	-	-	-	120,000	-	-	-	351,720	591,720
Utilities		112,000	-	-	-	-	188,000	-	-	-	80,000	380,000
Roads and Access		8,000,000	-	-	-	-	-	-	-	-	-	8,000,000
Planning Process		200,000										200,000
Total	-	11,013,800	1,851,800	296,800	296,800	296,800	4,708,000	100,000	100,000	-	1,879,720	20,543,720
Capital Sources												
Operations	42,088	318,496	328,409	104,251	319,940	347,390	239,569	135,715	161,160	(30,044)	192,248	2,117,135
In-kind Trade		-	-	-	-	-	-	-	-	-	-	-
Volunteer	<u> </u>	8,110,350	1,388,850	222,600	222,600	222,600	3,531,000	75,000	75,000		1,409,790	15,257,790
Total Capital Sources	42,088	8,428,846	1,717,259	326,851	542,540	569,990	3,770,569	210,715	236,160	(30,044)	1,602,038	17,374,925
Outside Capital Required (shortfall)	-	(2,584,954)	(134,541)	-	-	-	(937,431)	-	-	(30,044)	(277,682)	(3,964,651)
Remaining Operating Cash (surplus)	42,088	-	-	30,051	245,740	273,190	-	110,715	136,160	-	-	795,855
Operating Projections	<u> </u>										1	
Lead Ticket Price (in Today's Dollars)	\$35	\$40	\$41	\$41	\$42	\$43	\$45	\$46	\$46	\$46	\$48	
Realization on Lead Ticket	65%	69%	71%	72%	72%	72%	75%	75%	75%	75%	75%	
Revenue per Visit	\$22.86	\$27.60	\$29.11	\$29.52	\$30.24	\$30.96	\$33.75	\$34.50	\$34.50	\$34.50	\$36.00	
Annual Visitation	90,493	122,493	124,085	109,195	124,085	125,699	129,993	126,093	129,993	120,893	132,153	
	90,193	122,193	12 1,003	100,100		123,055	129,993	120,093	120,000	120,093	132,133	
Operating Revenue	2,062,093	3,370,058	3,600,642	3,213,192	3,740,412	3,879,253	4,410,801	4,373,871	4,507,986	4,195,052	4,779,867	40,071,134
Operating Expenses	1,863,541	2,933,540	3,154,211	2,990,920	3,302,451	3,413,842	4,053,211	4,120,135	4,228,805	4,107,074	4,469,598	36,773,787
Operating Income	198,552	436,518	446,430	222,272	437,961	465,411	357,591	253,736	279,181	87,978	310,269	3,297,347
Other	(38,442)											
Interest Expense	92,700	90,674	88,487	86,124	83,572	80,816	77,840	74,625	71,153	67,404	63,355	784,049
Interest Expense	72,700	70,074	00,407	00,124	03,372	00,010	77,040	74,023	71,133	07,404	03,333	704,042
Net Income	67,410	345,843	357,944	136,149	354,389	384,595	279,751	179,111	208,028	20,574	246,915	2,513,298
Debt Service - Principal Payments	1											
Existing Debt \$1.8M	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
Additional Debt	25,521	27,347	-	-	- -	-		-		-	-	-
ridarional Best	25,321	27,347	29,535	31,897	34,449	37,205	40,182	43,396	46,868	50,617	54,667	396,163
		·	•	•				•	•		•	-
Operating Cash Available	42,088	318,496	328,409	104,251	319,940	347,390	239,569	135,715	161,160	(30,044)	192,248	2,117,135
Cumulative	42,088	318,496	646,905	751,157	1,071,097	1,418,486	1,658,056	1,793,770	1,954,930	1,924,886	2,117,135	
												-
Total Debt Service (Interest + Principal)	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	118,021	1,180,212
Concession Rent	1											
Annual Payments	92,484	144,802	154,026	138,528	159,616	165,170	186,432	184,955	190,319	177,802	201,195	1,702,845
Cumulative Payments	92,484	144,802	298,828	437,356	596,972	762,142	948,574	1,133,529	1,323,849	1,501,651	1,702,845	=,. 3 <b>2,</b> 0 .3
Leasehold Tax	11,875	18,593	19,777	17,787	20,495	21,208	23,938	23,748	24,437	22,830	25,833	218,645
Cumulative Leasehold Tax	11,875	18,593	38,370	56,156	76,651	97,859	121,797	145,545	169,982	192,812	218,645	,
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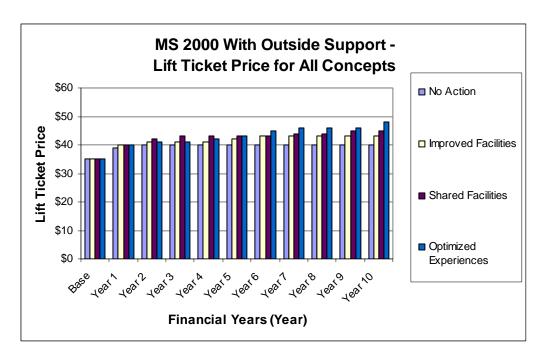
Mt Spokane

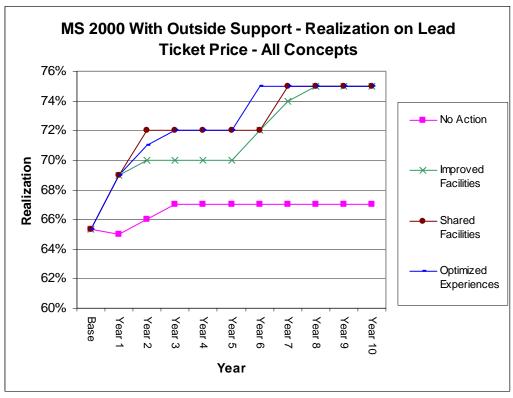












# November 21 Public Meeting Comments and Staff Response

## Comparison of Issues Effects, and Data Groups: Recreation Experience Optimization Alternative

Public Statement/Question	Staff Response		
Trade land with the Mountaineers so as to enlarge the snowmobile parking lot. Also enlarge upper parking multi use lot to the west. Make the tubing hill at Chair 1 into a parking lot for alpine skiers.	OK (In this document, staff will not "agree" or "disagree" with most comments. When the public's point is understood, then "OK" will be the response.)		
Need more flat and longer Nordic groomed trails. Kids, senior, and beginner skiers really need this!	OK		
Nordic area needs room to expand – we are packed and growing.	OK		
Operational: A concession by charging would limit Nordic skiing to much of the population that depends on affordable skiing.	OK		
Would there be a fee, daily or annual, if the concessionaire created a Nordic Guest services area? We have a good deal now, annual snow park pass, plus the ability to ski as much as you want.	Fee schedule would be uncertain at this point. Perhaps the concessionaire would be able to make it work through accepting funds from the Winter Recreation Program. Perhaps it would need more funds.		
Snowmobiles impact visual, auditory, and fresh air quality of the mountain. They need to be limited.	OK		
If these plans involve displacing any user group you should drop these ideas. All additions should be within each user group's area.	OK		
Phase 1 Alpine skiing on the backside: YES! Master plan, yes, needs balances but let's put people first. The park is a treasure we can respect, protect, and use.	OK		
Please no new park entrance. If possible expand off trail and trail snowmobile riding areas to reduce conflicts and improve user experience - will also reduce environmental impacts.	OK		
Need for noise pollution parameters. Blanchard access would lessen traffic on main road.	OK		
Snowmobile continues to be a safety conflict in the alpine area and an experience conflict on the Nordic area.	OK		
What are the long-term affects on the environment of increasing snowmobile access to the state park?	This would need to be addressed in our environmental analysis if that is the direction we would go in.		
Snowmobiles need to have a way to get to the summit and improve loop trails	OK		
This is one chance for future of Nordic area to expand - take it!	OK		
Expansion of the Nordic area is required due to the increased popularity and skater/classic conflicts in racing programs.	OK		

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Nordic Area: 1) needs more space, parking is at	OK
capacity every weekend. 2) Trails are crowded on	
Saturdays, some time creating dangerous situation for	
kids ski program. 3) Have had some issue with	
snowmobiles entering ski area.	
My opinion is that it is a bad idea to grade separate	OK
summer trail for user groups. Bikers and hikers and	
horses <u>can</u> use same facilities keeping mountain less	
"trailed" and better repair on existing trails.	
Optimize the experience within Mt Spokane Park	OK
boundaries. Our community needs this; future	
generations will need it more, and more of it!	
Of three alternatives, "optimized" is relatively still low	OK
impact and best for Parks mission statement of creating	
recreation opportunities, especially as close as Mt.	
Spokane is to major population base.	
Snowmaking is essential to modern market-viable ski	OK
areas and guarantees a winter alpine experience.	
Go for maximum experience and long-term plan. This	OK
is our opportunity.	
Obesity in America is at epidemic proportion. Let's	OK
encourage as much Alpine and XC skiing,	
snowmobiling, hiking, snowshoeing, horseback riding,	
mountain biking and other outdoor activities as	
possible. Our kids keep getting fatter. Let's get them	
and all of us outdoors.	
The #1 improvement needed is a new lodge at Mt	OK
Spokane.	
Need to accommodate all groups. Skiing (Downhill),	OK
Snowmobiling, X-Country.	
Expand snowmaking? What snow making?	OK
Expansion into the PASEA will improve safety and	OK
search/rescue activities within that area.	
Moose can be seen frequently on hourglass, amongst	OK
other trails, grazing in the summer sun.	
No ski area in North America will ever be constructed	OK
on the south side of a mountain ever again. In order to	
ensure the long term viability of the Mt Spokane ski	
area, the north slope must be utilized.	
Stay out of unique forest on back side.	OK
Issues Effects, and Data Groups: Shared Facilities Alterna	
Rather than keeping Mt. Biking out of PASEA, make	OK
commitment to build sustainable trails in area for all	
user groups to enjoy on-trail beauty of natural area, i.e.,	
build trails to keep users on trails.	

How big is PASEA compared to whole park? Unique forest in balance of park.	PASEA is about 800 acres in size, with the area that is above Chair 4 Road about half that size. The park is over 13,000 acres. The PASEA forest is distinctive in the park for the reasons listed in the environmental document on the web, but there are other natural forests in the park.
Stay out of unique forest on back side.	OK
Increase fees for X-C skiing to pay for more grooming and other users. Increase/develop flat trails near Selkirk Lodge.	ОК
Would improve summer use, road cycling would be great.	OK
Need more separation of snowmobiles and Nordic skies. Nordic area trapped by Linder Ridge Road. There are about 5-7 times the number of skies than snowmobilers.	OK

Issues, Effects, and Data Gaps: Maintenance/Improvement of Existing Facilities Alternative

<u>Issues, Effects, and Data Gaps: Maintenance/Improve</u>	
Please focus on improving our lodges and existing	OK
runs. Let's improve what we have, not expand to	
the backside.	
Need to maintain balance between snowmobiles and	OK
skiing both can co-exist.	
Make sure the cultural survey is completed early in	OK
the planning stages.	
Put a card lock gate at park HQ. Close park at night	OK
except residences and inholdings.	
Until all current areas such as Chair 4 are utilized	OK
fully, no expansion into unique forest on back side.	
Why limit just skiing? Snowmobiles are just as	OK
invasive. The area is already in use with little or no	
impact.	
Nordic skiing area needs more parking. Nordic	OK
skiing area needs room to grow.	
Limit what we already use? This area needs to	OK
compete and, competitive areas are expanding,	
adding lifts (some high speed), and offer	
outstanding facilities. Improved plan does not equal	
sustainability in market area.	
I oppose a parking lot and/or ranger station at the	OK
end of Day Mt. Spokane Rd to avoid cultural impact	
and keep value choices for environmental quality.	
Don't prefer this idea. Please work to add more	OK
snowmobile access.	
I oppose a parking lot and ranger station on Day-Mt	OK
Spokane Rd. location. It would increase traffic for	
local residents as well as having an impact on	
animals and plants. I feel putting a ranger station in	
such a rural location would be a waste of funds. I	
support the Improved Facilities Alternative.	
Improving what we already have.	
In regards to the idea of an extended parking lot	OK
which will allow an unforeseen number of continual	
occupants into the area of Day-Mt Spokane Rd.	
This concept could have a drastic and un-revisable	
effect on the environment, residential, quality of	
natural water resources, animal patterns and issues	
of unpredictable measures.	
Improve snowmobile signage on use and non-use	OK
areas. Please get more loop trails.	277
Impact on water quality by increasing trails for	OK
horses, etc.	

## Concept Alternatives

Nordic area: Concept #1 with addition of	OK		
arena/events area. Lights in evening. Separate			
skiers and snowmobiles as much as possible.			
Do not open PASEA	OK		
Expand skiable terrain without adding, moving, or	OK		
changing existing lifts.			
Environmental values: The watershed value is not	There is some discussion on hydro-geological		
listed, why? Data is needed on the impact of	impacts to the watershed of Blanchard Creek, but		
increased alpine skiing area on the watershed in the	more data would be needed in Phase 2 of the		
worst case situation.	planning process.		
Snowmobiling is a wonderful family activity. We	OK		
need more trails, more parking area and restrooms.			
More trails for snowmobiles. More parking!	OK		
Need larger snowmobile parking area.	OK		
We need more snowmobile trails.	OK		
Maintain or improve snowmobile access. Maintain	OK		
loop trails.			
Please continue to add more snowmobile access.	OK		
East entrance, Spirit Lake to Mt. Spokane,	OK		
supported by North Idaho Skiers.			
If plans include displacing any user group from	OK		
their area, forget it.			
Limit snowmobile access. Remove summit	OK		
corridor. This isn't an ORV park!			
Maintain an equal opportunity "experience" for	OK		
everyone. Why limit one and not the other.			
Restore snowmobile trails in Ragged Ridge area.	OK		
Need more snowmobile parking and access to the	OK		
summit.			
Limit snowmobile access to give all other quiet	OK		
users a better experience.			
Framing policy choices: #1 optimize experiences,	OK		
this is an opportunity we may never have again for			
this expanding community. Every users group will			
benefit. Maximum effort will be put together for			
this growing area.			
Improve snowmobile trail system.	OK		

# January 4 Public Meeting Comments and Staff Response

# Mt. Spokane State Park Public Meeting January 4, 2007

# Public Comments, Questions, and Staff Responses

## Recreation

Public Statement/Question	Staff Response
I see the expansion as a good way to increase safety of guest as less (0) people will be lost on the back side.	OK (In this document, staff will not "agree" or "disagree" with most comments. When the public's point is understood, then "OK" will be the response.)
With the increased skiers currently in the PASEA, first aid and rescue is difficult. Formal development would improve safety and air in rescue ability.	OK
Is the replacement of the double chairs with a high speed quad chair a possibility? This would attract skiers.	Resort experts have said that such a change would not be cost effective nor improve the comfortable carrying capacity (CCC) of the site.
How does expanding to the northwest assure a longer season?	The slope aspect would have less direct sunshine, and thus, would retain snow longer. This is a basic presumption applicable throughout the northern hemisphere, but we do not have data at this site as to the predicted variation in snow depth or likely season length.

#### Environmental

211711011110111011	
Please put public meeting information on the web site.	Good idea. Will do in the future.
Dates, location, etc.	
The ski side of Mt. Spokane looks awful in summer.	OK
Don't want the backside to also look that way!	

# Public Comment between January and March

# Mount Spokane State Park Master Facilities Plan Public Comments

#### **EMAILS**

Please note that e-mail address, addresses and phone numbers have been removed.

From: AlToutant

Sent: Tuesday, January 02, 2007 8:12 PM

To: Farber, Daniel (PARKS)

Subject: Expansion of Recreation at Mt. Spokane

Dear Mt. Spokane Planning Folks,

I would like to inform you of my support for the expansion of Mt. Spokane recreational opportunities.

My particular area of support is for the opening of the northside of Mt. Spokane so the ski area could expand into this area. I also support the addition of 1 or 2 new chairlifts in this area. Sincerely,

Al and Bernie Toutant

From: Brent Anderson

Sent: Thursday, December 14, 2006 3:19 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing changes to alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the parkto help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources and reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Thanks in advance for your continued efforts in this cause, Brent Anderson (outdoor recreation enthusiast).

From: Brumfield, Jennifer

Sent: Tuesday, December 19, 2006 8:17 AM

To: Farber, Daniel (PARKS)

Subject: FW: Mt Spokane Snowmobiling

Dear Mr. Farber,

My family and I enjoy outdoor recreation on land managed by the Washington State Parks. For my family, this recreation includes responsible snowmobiling. I have a major concern about the proposed changes to the Mt. Spokane State Park. We would like to see the Improved Facilities Alternative. This alternative emphasizes improving the quality of experience in existing recreation areas in the park. Quality ranks over quantity.

If you should have any questions please feel free to contact me.

From: Cathy Rich

Sent: Tuesday, December 19, 2006 5:34 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Thanks in advance for your continued efforts in this cause, Cathy Rich

From: Colby Ricks

Sent: Thursday, December 21, 2006 9:51 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning

We are in favor of the expansion to the backside unless it will cause a lot of conflicts with snowmobiles and close down areas to snowmobiles. I did not read anywhere that said snowmobiles would or would not be displaced, it just said that "Development of alpine skiing in the PASEA may result in additional use conflicts with snowmobile access to the summit." I can not answer specifically until I have a better understanding how it will affect all of the activities currently allowed in the Park. When my wife and I travel we often ride on snowmobiles and go alpine skiing or snowboarding during the trip. The more land that is available for multiple activities the better for us.

#### **Thanks**

#### R. Colby Ricks A.I.T.

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:16 AM

To: Colby Ricks

Subject: RE: Mount Spokane State Park Planning

Thanks. But I still want to know more precisely your position on a critical question! As I said, each alternative is not a take it all or nothing proposition. You can mix and match. The "Improved Facilities Alternative" does not permit expansion of the Alpine Ski area to the backside of the mountain. That question is the primary one we will be looking at in Phase 1 of our planning process. It is only in Phase 2 that we get to all other questions. Thus, I want to make sure I know where your position lies.

#### Do you:

- 1. Have no position on Alpine Ski expansion to the backside of the mountain; or
- 2. Are against expansion (as described in the "Improved Facilities Alternative"); or
- 3. Are in favor of expansion; or
- 4. Something else related to Alpine Skiing?

----Original Message----

From: Colby Ricks

Sent: Thursday, December 21, 2006 8:24 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning

#### Mr. Daniel Farber,

Thanks you for your reply. I have reviewed the alternatives and feel that the "Improved Facilities Alternative" is the best all around alternative. We would love to see more area open for skiing, snowshoeing, snowmobiling, and other activities. My wife and I have had discussions with friends and feel that more parking is very important. If more area is open to more activities and the current parking is left as is, we do not feel the current parking will be adequate. A temporary hut would be nice for awhile, but it is temporary. The "Optimized Experience Alternative" also has more trails. What we do not like about this alternative is that if there are user conflicts one of the groups would be removed. I do not want to sound presumptuous, but if a group ends up being kicked out it is usually snowmobiles. Even if the other group is at fault, snowmobilers get blamed because the anti-snowmobile organizations rant and rave whether anything happened or not. With that being said, we would love to see more area open for all of the uses allowed in the park if there is adequate parking.

Thank you

R. Colby Ricks A.I.T.

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 5:00 PM

To: Colby Ricks

Subject: RE: Mount Spokane State Park Planning

Dear Mr. Ricks.

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Colby Ricks

Sent: Thursday, December 14, 2006 8:16 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Mr. Daniel Farber;

My wife and I would like to voice our opinions on the Mount Spokane State Park and the three options that are being proposed. We support the "Improved Facilities Alternative". We feel that this alternative gives all users the benefit of a new warming hut and increased parking. We as a family enjoy many activities in the our state parks. Whether on foot for machine visiting our parks is an experience that all Americans should experience. We enjoy snowshoeing and snowmobiling in the wintertime, hiking, backpacking, and riding off-road vehicles in the summer time. If the improved facilities alternative is chosen it will give my wife and I another good reason to visit Spokane and the surrounding areas. Thank you for letting us voice our opinion and hope to see you this winter.

Thanks

R. Colby Ricks A.I.T.

From: Colby Ricks

Sent: Thursday, December 21, 2006 8:24 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning

Mr. Daniel Farber,

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snowmobilers get blamed because the anti-snowmobile organizations rant and rave whether anything happened or not. With that being said, we would love to see more area open for all of the uses allowed in the park if there is adequate parking.

Thank you R. Colby Ricks A.I.T.

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 5:00 PM

To: Colby Ricks

Subject: RE: Mount Spokane State Park Planning

Dear Mr. Ricks,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Colby Ricks

Sent: Thursday, December 14, 2006 8:16 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Mr. Daniel Farber;

My wife and I would like to voice our opinions on the Mount Spokane State Park and the three options that are being proposed. We support the "Improved Facilities Alternative". We feel that this alternative gives all users the benefit of a new warming hut and increased parking. We as a family enjoy many activities in the our state parks. Whether on foot for machine visiting our parks is an experience that all Americans should experience. We enjoy snowshoeing and snowmobiling in the wintertime, hiking, backpacking, and riding off-road vehicles in the summer time. If the improved facilities alternative is chosen it will give my wife and I another good reason to visit Spokane and the surrounding areas. Thank you for letting us voice our opinion and hope to see you this winter.

**Thanks** 

R. Colby Ricks A.I.T.

From: Colby Ricks

Sent: Thursday, December 14, 2006 8:16 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Mr. Daniel Farber;

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Thanks

R. Colby Ricks A.I.T.

From: Dale Mendenhall

Sent: Thursday, December 14, 2006 10:23 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

After reading the alternatives of this plan I would be for the Imroved Facilites Alternative. As a family snowmobiler I would not like to see any loss in our trails. It would be nice if the parking lot was made bigger as with new type enclosed trialers and bigger machines at times it is tight to park here. A newer warming hut would be a nice improvement. Improved signage like in most

areas are behind the times and if you are new to an area you do not know the trails and with maps and signs you have a better chance to use area and go to areas that you should be able to ride. I also feel working with local groups such as the Spokane Winter Knights Snowmobile Club and other local clubs could be very beneficial as they do many good projects not only in there area but in other counties also. Thanks. Dale V Mendenhall Ione, WA. 99139

From: Dave

Sent: Thursday, December 14, 2006 9:53 PM

To: Farber, Daniel (PARKS) Subject: Mt. Spokane

#### Daniel,

I support the "Improved Facilities Alternative" and I would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain the current trail system. Also, a newer warming hut and more parking would be very beneficial, and improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

Thank you for your consideration in this matter. Dave Helgeson

From: Dave Hurwitz

Sent: Thursday, December 21, 2006 3:31 PM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

Dan,

I do not support exclusive use by non-motorized recreational groups. Is the "backside of the mountain" currently open to snowmobile use? And will that use be discontinued if the Alpine Ski Area is expanded there? If so, THEN YES, I AM OPPOSED TO THE ALPINE SKI AREA EXPANSION.

I don't mean to sound so negative against another form of outdoor recreation, but I have found that there seems to be no such thing as "snowmobile use areas". There is either shared use (snowmobile and non-motorized), or exclusive use (non-motorized use). I do not accept this approach. Where are the exclusive snowmobile use areas?

I have seen another email from someone else that commented on this plan, and he indicated that you mentioned to him that the "Improved Facilities alternative" would "restrict snowmobile use". I assume he must have misunderstood your reply, because nowhere in this alternative do I see a reduction in snowmobile use. Did I miss something? Sincerely,

#### Dave Hurwitz

----Original Message----

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:21 AM

To: Dave Hurwitz

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

Thanks so much for replying.

Here's a bit more info.

You are absolutely right about the Forest Service approach. Ours is different and the difference has been explained at every meeting and has been explained on the web page. But because ours is a different approach than the traditional federal one, it isn't intuitive to most folks.

If you don't mind, I still want to know more precisely your position on a critical question! The "Improved Facilities Alternative" does not permit expansion of the Alpine Ski area to the backside of the mountain. That question is the primary one we will be looking at in Phase 1 of our planning process. It is only in Phase 2 that we get to all other questions, including snowmobiling facilities and programs. Thus, I want to make sure I know where your position lies.

#### Do you:

- 1. Have no position on Alpine Ski expansion to the backside of the mountain; or
- 2. Are against expansion (as described in the "Improved Facilities Alternative"); or
- 3. Are in favor of expansion; or
- 4. Something else related to Alpine Skiing?

Thanks for any help you can provide.

----Original Message-----

From: Dave Hurwitz

Sent: Thursday, December 21, 2006 5:11 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

Thanks for the reply Dan. A few of my comments in regards to your reply.

"I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/"

I did glance at the information provided on your website. I did not review all of the features from each alternative in detail. I concentrated on the "Snowmobiling" section. With the numerous land use planning that occurs on federal and state managed lands throughout the western United States each month that affect snowmobile use, I just don't have the time to read them all. As you may know, some of these plans can be more than 1000 pages of mostly boring detail that does not really apply to my concerns. I instead must rely on individuals/organizations that appear knowledgeable on the individual plan to inform me of what might be best for the snowmobiling enthusiast at large.

"At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative."

The "Improved Facilities Alternative" was suggested by snowmobilers that attended the recent meeting on this subject. I don't know that it was made very clear to them that we should be picking and choosing features from all three of the alternatives. Most of the Forest Service plans that I DO read in detail, provide a selected list of alternatives, with the Forest Service choosing a "preferred alternative", and the Forest Service does not really wish to have individuals provide feedback by picking and choosing what the like or dislike from the various alternatives. It seems to me that if the desire of State Parks was to have us pick different features from different alternatives, then it might have been better to just have a table of options to chose from and not break them down into three separate alternatives.

Frankly, as far as snowmobile use is concerned, I don't see much difference in the "Shared Use" and the "Improved Facilities" alternatives. I have copied the pertinent sections from these two alternatives below for reference.

Thanks,
Dave Hurwitz
Shared Use:
Improved Facilities:

-----Original Message-----From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:41 PM

To: Dave Hurwitz

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

Dear Mr. Hurwitz,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the

alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----From: Dave Hurwitz

Sent: Tuesday, December 19, 2006 4:32 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning - I support the "Improved Facilities Alternative"

Mr. Farber,

Hello Mr. Farber. I would like to inform you that as a Washington State snowmobiler, I support the "Improved Facilities Alternative" option, for Mount Spokane State Park. I do not believe that the "Optimized Experience Alternative" is the right answer, as it would require costly enforcement practices to be implemented, and would most likely lead to perceived conflicts, but not actual conflicts.

Mount Spokane State Park is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

I would encourage Washington State Parks to work with the Spokane Winter Knights Snowmobile club, and other local clubs, in order to improve and maintain the current trail system.

Sincerely, Dave Hurwitz

From: Dave Hurwitz

Sent: Thursday, December 21, 2006 5:11 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities Alternative"

Thanks for the reply Dan. A few of my comments in regards to your reply.

"I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/"

I did glance at the information provided on your website. I did not review all of the features from each alternative in detail. I concentrated on the "Snowmobiling" section. With the numerous land use planning that occurs on federal and state managed lands throughout the western United States each month that affect snowmobile use, I just don't have the time to read them all. As you may know, some of these plans can be more than 1000 pages of mostly boring detail that does not really apply to my concerns. I instead must rely on individuals/organizations that appear knowledgeable on the individual plan to inform me of what might be best for the snowmobiling enthusiast at large.

"At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative."

The "Improved Facilities Alternative" was suggested by snowmobilers that attended the recent meeting on this subject. I don't know that it was made very clear to them that we should be picking and choosing features from all three of the alternatives. Most of the Forest Service plans that I DO read in detail, provide a selected list of alternatives, with the Forest Service choosing a "preferred alternative", and the Forest Service does not really wish to have individuals provide feedback by picking and choosing what the like or dislike from the various alternatives. It seems to me that if the desire of State Parks was to have us pick different features from different alternatives, then it might have been better to just have a table of options to chose from and not break them down into three separate alternatives.

Frankly, as far as snowmobile use is concerned, I don't see much difference in the "Shared Use" and the "Improved Facilities" alternatives. I have copied the pertinent sections from these two alternatives below for reference.

Thanks,
Dave Hurwitz
Shared Use:
Improved Facilities:

-----Original Message-----From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:41 PM

To: Dave Hurwitz

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities Alternative"

Dear Mr. Hurwitz,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----From: Dave Hurwitz

Sent: Tuesday, December 19, 2006 4:32 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning - I support the "Improved Facilities Alternative"

Mr. Farber,

Hello Mr. Farber. I would like to inform you that as a Washington State snowmobiler, I support the "Improved Facilities Alternative" option, for Mount Spokane State Park. I do not believe that the "Optimized Experience Alternative" is the right answer, as it would require costly enforcement practices to be implemented, and would most likely lead to perceived conflicts, but not actual conflicts.

Mount Spokane State Park is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

I would encourage Washington State Parks to work with the Spokane Winter Knights Snowmobile club, and other local clubs, in order to improve and maintain the current trail system.

Sincerely, Dave Hurwitz

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I would encourage Washington State Parks to work with the Spokane Winter Knights Snowmobile club, and other local clubs, in order to improve and maintain the current trail system.

Sincerely, Dave Hurwitz

From: Diana Roberts

Sent: Wednesday, December 27, 2006 8:46 PM

To: Farber, Daniel (PARKS)

Subject: RE: Skijoring request for Mt Spokane

Daniel:

Thanks for your prompt response.

I don't know of an organized skijor group at Mt Spokane but I will put out my feelers amongst the outdoor and dog communities to try to find others who have done it or are interested. I have no formal instruction or knowledge - I simply hooked a long leash to a D-ring in my dog's harness and went - really fast! He is a fit, powerful 85 lb Lab/Great Dane and it's a blast!

Confident drivers hook the leash to their belt and leave both hands free, but I hold the leash so I can let go if necessary so only have one ski pole

We really lack a suitable venue here to encourage the sport. I have done it occasionally when the Centennial trail has been groomed through Riverside or on Downriver Golf Course - but there is rarely snow down low and now the golf courses are off limits. I don't feel that the snowmobile trails are suitable and I see why some motorized people would feel invaded.

At the Methow Valley they have 2 trails open to dogs (I assume this includes sledding), which isn't very much on a system that size. They also have a fun skijor race in Winthrop on Presidents Day w/end, I don't know of other events. I haven't skijored there due to the logistics of finding a dog-friendly place to stay.

At 49 North they allow dogs on the x-ski trails the last 2 hours of the day. That sounds a really feasible option to me as it isn't requiring a whole separate trail system. I haven't skijored there yet - I'm really hankering to be able to do it at Mt Spokane!

#### A couple of helpful links:

http://www.skijor.org/ Midwest Skijor Organization in Minneapolis. Includes basic info and training tips, they also work to promote the sport and provide trail access elsewhere, tho mainly in the midwest. Skijor means "ski drive" and originated as skiing behind a horse but now refers primarily to a dog sport.

http://www.skijornow.com/ Has a great photo gallery. The first Skijor World Championship was held in Alaska in 2001. It seems they run a 13 km and a 23 km course.

#### **Thanks**

Diana Roberts

#### At 09:50 AM 12/27/2006, you wrote:

>Thanks for your thoughts, Diana. Is there an organized Skijoring group at Mt. Spokane? I would be interested in knowing more about skijoing as a recreational activity and more about folks who do it locally.

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> 
>-----Original Message----
>From: Diana Roberts
>Sent: Wednesday, December 27, 2006 9:46 AM
>To: Farber, Daniel (PARKS);
>Subject: Skijoring request for Mt Spokane
>
>In response to your request for input on Mt Spokane State Park:
```

>My primary use of Mt Spokane is the Cross country ski trails, which I use a lot. I also hike and mountain bike some in the park and snowshoe a little - it is a great treasure and so accessible from Spokane.

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>I would like to have trails on which I can skijor with my dog. I have done this somewhat on the snowmobile trails but it's not a great fit and one can only venture out when there aren't many snowmobilers around. The fumes are pretty tough on our lungs, and while most snowmobilers are courteous I had one nasty encounter with one who turned several times and roared past as close as he could several times in an effort to drive me off the trail. I was on my own and my dog was very green at the time - it was pretty scary.

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>I would like to have trails where I and others can skijor (or dog sled) in confidence without threat and fumes. I use my skate skis for this sport as they provide more mobility. My dog is 3 years old now and I hope this will become a reality while he is young and strong enough to >enjoy it.

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I would like to have trails on which I can skijor with my dog. I have done this somewhat on the snowmobile trails but it's not a great fit and one can only venture out when there aren't many snowmobilers around. The fumes are pretty tough on our lungs, and while most snowmobilers are courteous I had one nasty encounter with one who turned several times and roared past as close as he could several times in an effort to drive me off the trail. I was on my own and my dog was very green at the time - it was pretty scary.

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Thank you Diana Roberts

From: Doug Deaton

Sent: Thursday, December 21, 2006 8:56 AM

To: Farber, Daniel (PARKS)
Subject: RE: Park Planning

Dear Mr. Farber,

Thanks for your review of my comment email of 12-14-06. As you accurately surmise, I have an extremely limited knowledge of the various planning alternatives and was in fact relying (perhaps too much?) on the opinion of a fellow snowmobiler who claimed to be familiar with the situation.

My position is simple – I favor shared access and tolerance for the uses of others. I believe that the vast majority of "user conflict" is contrived by those in favor of limiting motorized activity on public land. I oppose any land use decisions based on intolerance for the legal recreation choices of others. There are vast areas of public land set aside for non-motorized recreation where those seeking a quiet soundscape can enjoy themselves without "conflict". Please do not proceed from the premise that each public land asset must be divided up to provide "perfect" recreational experiences for every user group, rather look to the totality of available public land use in your community to seek balance.

In short, XC ski and snowshoe areas are not being closed across the west, snowmobile areas are. I oppose further reduction of legal snowmobile riding areas.

Thank you for your time and consideration.

Doug Deaton

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 5:51 PM

To: Doug Deaton

Subject: RE: Park Planning

Dear Mr. Deaton,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Doug Deaton

Sent: Thursday, December 14, 2006 11:48 AM

To: Farber, Daniel (PARKS) Subject: Park Planning

Dear Sirs.

I am an avid supporter of appropriate motorized recreational access on public lands. I support the "Improved Facilities Alternative". I would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain motorized access to the current trail system.

Also a newer warming hut and more parking would be very beneficial. Improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups. Throughout my travels, I am constantly amazed at the lack of adequate signage to allow non-local recreational users to comply with trail use regulations and thereby reduce violations.

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From: Erik Pyatt

Sent: Wednesday, December 20, 2006 5:31 PM

To: Farber, Daniel (PARKS)

Subject: RE: Improved Facilities Alterative

Thank you for your reply....I have both been to the meetings and reviewed the options....I am not in favor of a new ski lift up the front of the mountain as that will cut the snowmobiling off from access to the summit...there are a LARGE number of people that use the park to ride as there are no groomed trails any closer....

The skiers seem to always be able to use there clout to shut motorized users out with out idea of what a shared access to the park really means...Public land means Public Access!

I do wish there were more loop trails and more parking .....but access parking at lower elevation is not at option...the current elevation for parking is what we need to have to access the trails with good snow pack.

Thanks again and I look forward to any further information that comes from your study...

#### Erik Pyatt

-----Original Message-----From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:43 PM

To: Erik Pyatt

Subject: RE: Improved Facilities Alterative

Dear Mr. Pyatt,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message----

From: Erik Pyatt

Sent: Monday, December 18, 2006 6:31 PM

To: Farber, Daniel (PARKS)

Subject: Improved Facilities Alterative

Project lead: Daniel Farber Phone: (360) 902-8610 Fax: (360) 902-8666

Mail: P.O. Box 42650, Olympia, WA 98504-2650

Dear Mr. Farber,

My family and I enjoy outdoor recreation on land managed by the Washington State Parks. For my family, this recreation includes responsible snowmobiling. I have a major concern about the proposed changes to the Mt. Spokane State Park. We would like to see the Improved Facilities Alternative. This alternative emphasizes improving the quality of experience in existing recreation areas in the park. Quality ranks over quantity.

If you shou	ıld have any	questions	please feel	free to	contact r	ne.
Signature	Erik Pvatt					

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Signature\_\_Erik Pyatt\_\_\_\_\_

From: Erik Pyatt

Sent: Thursday, December 14, 2006 9:08 PM

To: Farber, Daniel (PARKS)

Subject: "Improved Facilities Alternative"

"Improved Facilities Alternative" .....this is the alternative I support....I'm am part of an internet sledding group called the Spokane Area Riders that can be found on Snowest.com in the forums section under Snow conditions and Riding areas...There are about 80 of us that all use the State Park from time to time and look forward to a new warming hut and more parking with more loop trails....

I have been to the meetings and have seen the largest contingent of concerned people to be the snowmobilers ...The Winter Knights are another much larger group of folks that enjoy the trail systems the park has to offer...There is nothing like it with out having to travel to Idaho...Trail grooming is very key to a "Improved Facility"

I really hope that the motorized users are not the one that get the short end of the stick because of the political climate spilling over from Seattle...Our State Parks are here for EVERY ONE to enjoy....not just one user group....I have ridden snowmobiles in the park for many many years with my family and friends and have NEVER had conflicts with other user groups...nor have I ever seen or even heard or any conflicts.....I'm sure that there have been some from time to time but you are going to have that with the sheer number of people that use the park....I hope we dont punish the many for the issues of a very few...

Thank you for your careful consideration to this improvement to our park....Your right...Its the largest park in the state and as supported all user groups very well to this point....I look forward to an "Improved Facilities Alternative" for Mt. Spokane State Park.

#### W. Erik Pyatt

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:24 AM

To: 'Erik Pyatt'

Subject: RE: Improved Facilities Alterative

Thanks so much for your detailed response - and your participation up to now!

I have received so many emails and petitions from folks who were not aware of the other implications of simply endorsing the "Improved Facilities Alternative." You have demonstrated

awareness of the full range of issues and I just wanted to make sure that I wasn't misrepresenting people.

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Sent: Wednesday, December 20, 2006 5:31 PM

To: Farber, Daniel (PARKS)

Subject: RE: Improved Facilities Alterative

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If you should have any questions please feel free to contact me.

Signature\_\_Erik Pyatt\_\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:21 AM

To: 'Dave Hurwitz'

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

Thanks so much for replying.

Here's a bit more info.

You are absolutely right about the Forest Service approach. Ours is different and the difference has been explained at every meeting and has been explained on the web page. But because ours is a different approach than the traditional federal one, it isn't intuitive to most folks.

If you don't mind, I still want to know more precisely your position on a critical question! The "Improved Facilities Alternative" does not permit expansion of the Alpine Ski area to the backside of the mountain. That question is the primary one we will be looking at in Phase 1 of our planning process. It is only in Phase 2 that we get to all other questions, including

snowmobiling facilities and programs. Thus, I want to make sure I know where your position lies.

#### Do you:

- 1. Have no position on Alpine Ski expansion to the backside of the mountain; or
- 2. Are against expansion (as described in the "Improved Facilities Alternative"); or
- 3. Are in favor of expansion; or
- 4. Something else related to Alpine Skiing?

Thanks for any help you can provide.

----Original Message-----From: Dave Hurwitz

From: Dave Hurwitz

Sent: Thursday, December 21, 2006 5:11 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

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"At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative."

The "Improved Facilities Alternative" was suggested by snowmobilers that attended the recent meeting on this subject. I don't know that it was made very clear to them that we should be picking and choosing features from all three of the alternatives. Most of the Forest Service plans that I DO read in detail, provide a selected list of alternatives, with the Forest Service choosing a "preferred alternative", and the Forest Service does not really wish to have individuals provide feedback by picking and choosing what the like or dislike from the various alternatives. It seems to me that if the desire of State Parks was to have us pick different features from different

alternatives, then it might have been better to just have a table of options to chose from and not break them down into three separate alternatives.

Frankly, as far as snowmobile use is concerned, I don't see much difference in the "Shared Use" and the "Improved Facilities" alternatives. I have copied the pertinent sections from these two alternatives below for reference.

Thanks,

Dave Hurwitz Shared Use: Improved Facilities:

----Original Message-----

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Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

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Parks Planner
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Mr. Farber,

Hello Mr. Farber. I would like to inform you that as a Washington State snowmobiler, I support the "Improved Facilities Alternative" option, for Mount Spokane State Park. I do not believe that the "Optimized Experience Alternative" is the right answer, as it would require costly enforcement practices to be implemented, and would most likely lead to perceived conflicts, but not actual conflicts.

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I would encourage Washington State Parks to work with the Spokane Winter Knights Snowmobile club, and other local clubs, in order to improve and maintain the current trail system.

Sincerely, Dave Hurwitz

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:16 AM

To: 'Perry Blankenship'

Subject: RE: Improved facilities Alternative

Thanks. But I still want to know more precisely your position on a critical question! As I said, each alternative is not a take it all or nothing proposition. You can mix and match. The "Improved Facilities Alternative" does not permit expansion of the Alpine Ski area to the backside of the mountain. That question is the primary one we will be looking at in Phase 1 of our planning process. It is only in Phase 2 that we get to all other questions. Thus, I want to make sure I know where your position lies.

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- 2. Are against expansion (as described in the "Improved Facilities Alternative"); or
- 3. Are in favor of expansion; or
- 4. Something else related to Alpine Skiing?

Once again, if you have questions, I refer you to the web page that I previously referenced.

----Original Message----

From: Perry Blankenship

Sent: Wednesday, December 20, 2006 6:48 PM

To: Farber, Daniel (PARKS)

Subject: Re: Improved facilities Alternative

Daniel Farber, I do not have the intention of excluding any form of recreation from our public lands. My recreational choice, snowmobiling ,is often unfairly excluded. I know how it is to be descriminated against. I would hope both you and I would not take any stance that would exclude any group. Respectfully, yours Perry Blankenship

---- Original Message ----

From: "Farber, Daniel (PARKS)"

To: "Perry Blankenship"

Sent: Wednesday, December 20, 2006 4:51 PM Subject: RE: Improved facilities Alternative

Dear Mr. Blankenship,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example. I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

-----Original Message-----From: Perry Blankenship Sent: Thursday, December 14, 2006 8:25 AM

To: Farber, Daniel (PARKS)

Subject: Improved facilities Alternative

Daniel Farber, I

support the "Improved Facilities Alternative" over the other options for Mt Spokane. Please keep our public lands open to all, not just the self-proclaimed recreational elite. Rspectfully, Perry Blankenship

NOD32 1872 (20061120) Information

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:15 AM

To: 'Colby Ricks'

Subject: RE: Mount Spokane State Park Planning

Thanks. But I still want to know more precisely your position on a critical question! As I said, each alternative is not a take it all or nothing proposition. You can mix and match. The "Improved Facilities Alternative" does not permit expansion of the Alpine Ski area to the backside of the mountain. That question is the primary one we will be looking at in Phase 1 of our planning process. It is only in Phase 2 that we get to all other questions. Thus, I want to make sure I know where your position lies.

### Do you:

- 1. Have no position on Alpine Ski expansion to the backside of the mountain; or
- 2. Are against expansion (as described in the "Improved Facilities Alternative"); or
- 3. Are in favor of expansion; or
- 4. Something else related to Alpine Skiing?

----Original Message----

From: Colby Ricks

Sent: Thursday, December 21, 2006 8:24 AM

To: Farber, Daniel (PARKS)

Subject: RE: Mount Spokane State Park Planning

Mr. Daniel Farber,

Thanks you for your reply. I have reviewed the alternatives and feel that the "Improved Facilities Alternative" is the best all around alternative. We would love to see more area open for skiing, snowshoeing, snowmobiling, and other activities. My wife and I have had discussions with friends and feel that more parking is very important. If more area is open to more activities and the current parking is left as is, we do not feel the current parking will be adequate. A temporary hut would be nice for awhile, but it is temporary. The "Optimized Experience Alternative" also has more trails. What we do not like about this alternative is that if there are user conflicts one of the groups would be removed. I do not want to sound presumptuous, but if

a group ends up being kicked out it is usually snowmobiles. Even if the other group is at fault, snowmobilers get blamed because the anti-snowmobile organizations rant and rave whether anything happened or not. With that being said, we would love to see more area open for all of the uses allowed in the park if there is adequate parking.

Thank you

R. Colby Ricks A.I.T.

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 5:00 PM

To: Colby Ricks

Subject: RE: Mount Spokane State Park Planning

Dear Mr. Ricks,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Colby Ricks Sent: Thursday, December 14, 2006 8:16 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Mr. Daniel Farber;

My wife and I would like to voice our opinions on the Mount Spokane State Park and the three options that are being proposed. We support the "Improved Facilities Alternative". We feel that this alternative gives all users the benefit of a new warming hut and increased parking. We as a family enjoy many activities in the our state parks. Whether on foot for machine visiting our parks is an experience that all Americans should experience. We enjoy snowshoeing and snowmobiling in the wintertime, hiking, backpacking, and riding off-road vehicles in the summer time. If the improved facilities alternative is chosen it will give my wife and I another good reason to visit Spokane and the surrounding areas. Thank you for letting us voice our opinion and hope to see you this winter.

Thanks

R. Colby Ricks A.I.T.

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:09 AM

To: 'Doug Deaton'

Subject: RE: Park Planning

Thanks. I understand your point precisely.

----Original Message-----From: Doug Deaton

Sent: Thursday, December 21, 2006 8:56 AM

To: Farber, Daniel (PARKS) Subject: RE: Park Planning

Dear Mr. Farber,

Thanks for your review of my comment email of 12-14-06. As you accurately surmise, I have an extremely limited knowledge of the various planning alternatives and was in fact relying (perhaps too much?) on the opinion of a fellow snowmobiler who claimed to be familiar with the situation.

My position is simple – I favor shared access and tolerance for the uses of others. I believe that the vast majority of "user conflict" is contrived by those in favor of limiting motorized activity on public land. I oppose any land use decisions based on intolerance for the legal recreation choices of others. There are vast areas of public land set aside for non-motorized recreation where those seeking a quiet soundscape can enjoy themselves without "conflict". Please do not proceed from the premise that each public land asset must be divided up to provide "perfect"

recreational experiences for every user group, rather look to the totality of available public land use in your community to seek balance.

In short, XC ski and snowshoe areas are not being closed across the west, snowmobile areas are. I oppose further reduction of legal snowmobile riding areas.

Thank you for your time and consideration.

Doug Deaton

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 5:51 PM

To: Doug Deaton

Subject: RE: Park Planning

Dear Mr. Deaton,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Doug Deaton Sent: Thursday, December 14, 2006 11:48 AM

To: Farber, Daniel (PARKS)

Subject: Park Planning

Dear Sirs,

I am an avid supporter of appropriate motorized recreational access on public lands. I support the "Improved Facilities Alternative". I would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain motorized access to the current trail system.

Also a newer warming hut and more parking would be very beneficial. Improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups. Throughout my travels, I am constantly amazed at the lack of adequate signage to allow non-local recreational users to comply with trail use regulations and thereby reduce violations.

Thanks for you consideration of my comments.

### Doug Deaton

From: Farber, Daniel (PARKS)

Sent: Thursday, December 21, 2006 9:08 AM

To: 'VERN AHLF'

Subject: RE: Snowmobiling in Mt Spokane area

Dear Mr. Ahlf,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in the snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: VERN AHLF

Sent: Thursday, December 21, 2006 6:20 AM

To: Farber, Daniel (PARKS)

Subject: Snowmobiling in Mt Spokane area

### Daniel Farber.

I am writing to give my support for the "Improved Facilities Alternative" for the Mt. Spokane area for snowmobiling. I would like to see WA. State Parks work with the local snowmobile club to improve the parking areas and the signage of the area. This would greatly improve everyone's riding experience in the Mt. Spokane riding area. Thank you for letting us snowmobiliers have the opportunity to give input on this and any other impact decisions on our riding areas. We really need to be able to voice our concerns to the people making the decisions. Again, Thank You, Vern Ahlf

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:52 PM

To: 'Colby Ricks'

Subject: RE: Mount Spokane State Park Planning

Dear Mr. Ricks,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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Daniel B. Farber Parks Planner

----Original Message-----From: Colby Ricks

Sent: Thursday, December 14, 2006 8:16 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Mr. Daniel Farber;

My wife and I would like to voice our opinions on the Mount Spokane State Park and the three options that are being proposed. We support the "Improved Facilities Alternative". We feel that this alternative gives all users the benefit of a new warming hut and increased parking. We as a family enjoy many activities in the our state parks. Whether on foot for machine visiting our parks is an experience that all Americans should experience. We enjoy snowshoeing and snowmobiling in the wintertime, hiking, backpacking, and riding off-road vehicles in the summer time. If the improved facilities alternative is chosen it will give my wife and I another good reason to visit Spokane and the surrounding areas. Thank you for letting us voice our opinion and hope to see you this winter.

Thanks

R. Colby Ricks A.I.T.

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:51 PM

To: 'Perry Blankenship'

Subject: RE: Improved facilities Alternative

Dear Mr. Blankenship,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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Daniel B. Farber Parks Planner

----Original Message-----From: Perry Blankenship

Sent: Thursday, December 14, 2006 8:25 AM

To: Farber, Daniel (PARKS)

Subject: Improved facilities Alternative

Daniel Farber, I support the "Improved Facilities Alternative" over the other options for Mt Spokane. Please keep our public lands open to all, not just the self-proclaimed recreational elite. Rspectfully, Perry Blankenship

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:51 PM

To: 'Doug Deaton'

Subject: RE: Park Planning

Dear Mr. Deaton,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Doug Deaton

Sent: Thursday, December 14, 2006 11:48 AM

To: Farber, Daniel (PARKS) Subject: Park Planning

Dear Sirs,

I am an avid supporter of appropriate motorized recreational access on public lands. I support the "Improved Facilities Alternative". I would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain motorized access to the current trail system.

Also a newer warming hut and more parking would be very beneficial. Improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups. Throughout my travels, I am constantly amazed at the lack of adequate signage to allow non-local recreational users to comply with trail use regulations and thereby reduce violations.

Thanks for you consideration of my comments.

Doug Deaton

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:50 PM

To: 'Mike Farley'

Subject: RE: Mt. Spokane Alternatives

Dear Mr. Farley,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message----

From: Mike Farley

Sent: Thursday, December 14, 2006 1:34 PM

To: Farber, Daniel (PARKS)
Subject: Mt. Spokane Alternatives

Mr. Farber:

My family has been using Mt. Spokane State park for over 40 years. We first spent time as hikers and skiers for many years. We now spend our time snowmobiling and riding ORV's for recreation as we are not as limber as we once were. I truly enjoy the park being so close to Spokane and can take our grandkids up for a short excursion just about any time.

I would like to see the "Improved Facilities Alternative" adopted as this gives vast improvement to the parks with consideration to all recreational users.

You will see many more users after some improvements along with increased parking and this is what the park should be for (all citizens' use).

I hope you will consider this as the best alternative for the majority of citizens that use this park.

Thank You Michael Farley

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:48 PM

To: 'Brent Anderson'

Subject: RE: Mount Spokane State Park Planning

Dear Mt. Anderson,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/
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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

----Original Message-----From: Brent Anderson

Sent: Thursday, December 14, 2006 3:19 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing changes to alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter KnightsSnowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources and reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Thanks in advance for your continued efforts in this cause, Brent Anderson (outdoor recreation enthusiast).

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:47 PM

To: 'ksharkey'

Subject: RE: mt spokane state park

Thanks for your comments. Hope to see you on January 4, 6:30 pm at Mt. Spokane High School for the next public meeting.

----Original Message----

From: ksharkey

Sent: Thursday, December 14, 2006 4:05 PM

To: Farber, Daniel (PARKS) Subject: mt spokane state park

Project lead: Daniel Farber

Mt Spokane State Park

I am in favor of opening more area to snowmobiles and building a new warming hut. I also believe the you should work with the spokane winter knights snowmobile club. I also think the non-motorized sports should be limited to the wilderness areas in the federal forests.

Thanks

## Dyarle Sharkey

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:46 PM

To: 'MARK KOERNER'

Subject: RE:

Dear Mr. Koerner,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message----From: MARK KOERNER

Sent: Thursday, December 14, 2006 4:53 PM

To: Farber, Daniel (PARKS)

Subject:

i support the "Improved Facilities Alternative" and that you would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain the current trail system. Also mention a newer warming hut and more parking would be very beneficial, and that improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

thanks you

#### mark koerner

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:45 PM

To: 'jaywebber' Subject: RE:

Dear Mr. Webber,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

-----Original Message-----

From: jaywebber

Sent: Saturday, December 16, 2006 3:27 PM

To: Farber, Daniel (PARKS)

Subject:

Dear Mr Farber

I would like to recommend the "Improved facilities alternative", for the Mount Spokane State Park plan.

I would also like to see the Washington state Parks work with the winter Knights Snowmobile Club, and other clubs. Also maintain current trail systems, a new warming hut, and more parking. New signs would help with conflicts.

Thank You, Jay Webber

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:45 PM

To: 'Dave'

Subject: RE: Mt. Spokane

Dear Mr. Helgeson,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message----

From: Dave

Sent: Thursday, December 14, 2006 9:53 PM

To: Farber, Daniel (PARKS)

Subject: Mt. Spokane

Daniel,

I support the "Improved Facilities Alternative" and I would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain the current trail system. Also, a newer warming hut and more parking would be very beneficial, and improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

Thank you for your consideration in this matter. Dave Helgeson

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:44 PM

To: 'Orin Fitzgerald'

Subject: RE: I support Improved Facilities Alternative

Dear Mr. Fitzgerald,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/
At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

-----Original Message-----From: Orin Fitzgerald

Sent: Friday, December 15, 2006 11:09 AM

To: Farber, Daniel (PARKS)

Subject: I support Improved Facilities Alternative

Mr. Farber,

I support the Improved Facilities Alternative plan. I would like also like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club to improve and help maintain our current snowmobile trail system. A newer warming hut would also be a great

improvment and more parking is needed. Improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

Thank you, Orin Fitzgerald

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:43 PM

To: 'Erik Pyatt'

Subject: RE: Improved Facilities Alterative

Dear Mr. Pyatt,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----

From: Erik Pyatt

Sent: Monday, December 18, 2006 6:31 PM

To: Farber, Daniel (PARKS)

Subject: Improved Facilities Alterative

Project lead: Daniel Farber

Dear Mr. Farber,

My family and I enjoy outdoor recreation on land managed by the Washington State Parks. For my family, this recreation includes responsible snowmobiling. I have a major concern about the proposed changes to the Mt. Spokane State Park. We would like to see the Improved Facilities Alternative. This alternative emphasizes improving the quality of experience in existing recreation areas in the park. Quality ranks over quantity.

If you should have any questions please feel free to contact me.

Signature\_\_Erik Pyatt\_\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:43 PM

To: 'JUDITH CLARK'

Subject: RE: November 30 work session

Thanks for your comment. We will absolutely move forward with some trail improvements that can be done starting in 2007 without having to wait on the entire master plan.

----Original Message-----From: JUDITH CLARK

Sent: Monday, December 18, 2006 8:04 PM

To: Farber, Daniel (PARKS)

Subject: November 30 work session

I have attended both the October and November sessions and was very glad to hear that the trail planning will not be held up because of the PASEA. I am not a downhill skier, but enjoy snowshoeing, hiking and horseback riding on Mt. Spokane. The development of more trails would increase the opportunity to enjoy the peace and quiet of the mountain which is very important to me after working in town all week dealing with people.

Judy

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:41 PM

To: 'Brumfield, Jennifer'

Subject: RE: Mt Spokane Snowmobiling

Dear Ms. Brumfield,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message----From: Brumfield, Jennifer

Sent: Tuesday, December 19, 2006 8:17 AM

To: Farber, Daniel (PARKS)

Subject: FW: Mt Spokane Snowmobiling

Project lead: Daniel Farber

Dear Mr. Farber,

My family and I enjoy outdoor recreation on land managed by the Washington State Parks. For my family, this recreation includes responsible snowmobiling. I have a major concern about the proposed changes to the Mt. Spokane State Park. We would like to see the Improved Facilities Alternative. This alternative emphasizes improving the quality of experience in existing recreation areas in the park. Quality ranks over quantity.

If you should have any questions please feel free to contact me.

S	Signature J	Jennifer 1	Brumfield	

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:41 PM

To: 'Dave Hurwitz'

Subject: RE: Mount Spokane State Park Planning - I support the "Improved Facilities

Alternative"

Dear Mr. Hurwitz.

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different

ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----From: Dave Hurwitz

Sent: Tuesday, December 19, 2006 4:32 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park Planning - I support the "Improved Facilities Alternative"

Mr. Farber,

Hello Mr. Farber. I would like to inform you that as a Washington State snowmobiler, I support the "Improved Facilities Alternative" option, for Mount Spokane State Park. I do not believe that the "Optimized Experience Alternative" is the right answer, as it would require costly enforcement practices to be implemented, and would most likely lead to perceived conflicts, but not actual conflicts.

Mount Spokane State Park is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

I would encourage Washington State Parks to work with the Spokane Winter Knights Snowmobile club, and other local clubs, in order to improve and maintain the current trail system.

Sincerely, Dave Hurwitz

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:40 PM

To: 'Sandy K. Ott'

Subject: RE: Mt. Spokane

Dear Ms. Ott,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----From: Sandy K. Ott

Sent: Tuesday, December 19, 2006 5:20 PM

To: Farber, Daniel (PARKS)

Subject: Mt. Spokane

Dear Mr. Farber,

I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that ALL park users - alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations - are best served by this course of action. "Optimized Experience Alternative" is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a

newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Additionally, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Sincerely,

Sandy K. and Glenn A. Ott

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:40 PM

To: 'Cathy Rich'

Subject: RE: Mount Spokane State Park

Dear Ms. Rich,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----From: Cathy Rich

Sent: Tuesday, December 19, 2006 5:34 PM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park

Project lead: Daniel Farber

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Thanks in advance for your continued efforts in this cause, Cathy Rich

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:39 PM

To: 'P&C Hutt'

Subject: RE: WA State Parks & Recreation Commission planning project for Mount

Spokane State Park

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message-----

From: P&C Hutt

Sent: Tuesday, December 19, 2006 7:23 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Even though I do not live in WA at this time I return to the state I was raised in for winter recreation activities.

Thanks in advance for your continued efforts in this cause,

#### Chris R. Hutt

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 4:39 PM

To: 'jeffrey konicek'

Subject: RE: Mount Spokane State Park

Dear Mr Konicek.

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

-----Original Message-----From: jeffrey konicek

Sent: Wednesday, December 20, 2006 6:56 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of

action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Thanks in advance for your continued efforts in this cause, Jeffrey Konicek (outdoor recreation enthusiast).

From: GEORGE

Sent: Tuesday, January 02, 2007 9:30 AM
To: Diana Roberts; Farber, Daniel (PARKS);
Subject: Re: Skijoring request for Mt Spokane

## Diana:

Thank you for your response. I am concerned regarding the snowmobile that harassed you and your dog. I'm also really sorry you had this experience. Do you you have any details regarding the date, time, description of snowmobile? If we can document this, it is helpful for our planning.

### George Momany

- --- Diana Roberts wrote:
- > In response to your request for input on Mt Spokane State Park:
- > My primary use of Mt Spokane is the Cross country ski trails, which I use a lot. I also hike and > mountain bike some in the park and snowshoe a little it is a great treasure and so accessible > from Spokane.

> I would like to have trails on which I can skijor with my dog. I have done this somewhat on the > snowmobile trails but it's not a great fit and one can only venture out when there aren't many > snowmobilers around. The fumes are pretty tough on our lungs, and while most snowmobilers are courteous I had one nasty encounter with one who turned several times and roared past as close as he could several times in an effort to drive me off the trail. I was on my own and my dog was very green at the time - it was pretty scary.

>

> I would like to have trails where I and others can skijor (or dog sled) in confidence without threat and fumes. I use my skate skis for this sport as they provide more mobility. My dog is 3 years old now and I hope this will become a reality while he is young and strong enough to enjoy it.

>

> Thank you

> Diana Roberts

\_\_\_\_\_

From: jaywebber

Sent: Saturday, December 16, 2006 3:27 PM

To: Farber, Daniel (PARKS)

#### Dear Mr Farber

I would like to recommend the "Improved facilities alternative", for the Mount Spokane State Park plan.

I would also like to see the Washington state Parks work with the winter Knights Snowmobile Club, and other clubs. Also maintain current trail systems, a new warming hut, and more parking. New signs would help with conflicts.

Thank You, Jay Webber

From: jeffrey konicek

Sent: Wednesday, December 20, 2006 6:56 AM

To: Farber, Daniel (PARKS)

Subject: Mount Spokane State Park

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

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Furthermore, I encourage coordination between the Spokane Winter Knights

Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Thanks in advance for your continued efforts in this cause, Jeffrey Konicek (outdoor recreation enthusiast).

\_\_\_\_\_

From: John Jackson

Sent: Thursday, December 21, 2006 4:41 PM

To: Farber, Daniel (PARKS)

Subject: Mt Spokane planning project

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

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Thank you John Jackson

From: JUDITH CLARK

Sent: Monday, December 18, 2006 8:04 PM

To: Farber, Daniel (PARKS)

Subject: November 30 work session

I have attended both the October and November sessions and was very glad to hear that the trail planning will not be held up because of the PASEA. I am not a downhill skier, but enjoy

snowshoeing, hiking and horseback riding on Mt. Spokane. The development of more trails would increase the opportunity to enjoy the peace and quiet of the mountain which is very important to me after working in town all week dealing with people.

Judy

From: ksharkey

Sent: Thursday, December 14, 2006 4:05 PM

To: Farber, Daniel (PARKS)
Subject: mt spokane state park

Project lead: Daniel Farber

Mt Spokane State Park

I am in favor of opening more area to snowmobiles and building a new warming hut. I also believe the you should work with the spokane winter knights snowmobile club. I also think the non-motorized sports should be limited to the wilderness areas in the federal forests.

**Thanks** 

Dyarle Sharkey

From: lewpersons

Sent: Thursday, November 09, 2006 1:13 PM

To: Farber, Daniel (PARKS)

Subject: FW: Future plan suggestions for cross-country ski trails access

----- Forwarded Message: -----

From: Robert Cross

To: George Momany, Dan Farber, Lew Persons

Subject: Future plan suggestions for cross-country ski trails access

Date: Wed, 8 Nov 2006 04:32:49 +0000

Dear Nordic Ski Executives,

I have been a 77 year old skier all of my teen to adult life, beginning in Canada as a young boy. For the last 12-15 years I am a cross-country skier mainly, because I have had several snow boarders run into me, they were not too alert. At my age I'm looking for safety and security from an injury, exercise and also safe easy trails, however, I do take and enjoy the steeper faster terrain as well.I think I can speak for many elderly skiers seen by me the past few years on the trails, when I say the Linder Ridge Road converted to a ski trail, will attract increased numbers of the older groups. I t is very scenic, flat, with wide access, large enough also for groups of young children, beginners, racers, skaters and us older folk to enjoy. Last year I was on the trails often during the week days, finding no grooming, or partial grooming of these most beautiful trails after a nights snowfall. I was so disappointed not to be able to fully enjoy them. I would hope in view of last years longer season of snow we could somehow adjust the grooming to the

vagarious snow season and its beauty, which is often more evident in the early spring. It appeared to me I saw more older folk during the milder climate portion of the ski year trying our trails. Our parking lot is jammed on week ends and could use some future planning since more people are finding Mt Spokane's trail system in both motorized and s kier's parking lots. Also future planning should include expanded trail systems, for instance two years ago Spokane grew by 34000 people, so by how much last year. We can and should anticipate future growth. I have also noticed a distinct strong odor of motor fumes many times last season, often enough for me to be concerned, that motor vehicles need more control of their location near those people, who just wish to be near nature, with its natural beauty, freshness, and clarity of view and space. We need to remind ourselves to try to preserve God's gifts as they were given to us. With expansion we could attract National Races to this area and eliminate the Langlauf crash starts we often see, if we could eliminate the current hard boundary encircling the Nordic area allowing future growth, more trail connections, and segregation from competing groups.

Respectfully yours, Robert L Cross MD

From: lewpersons

Sent: Thursday, November 09, 2006 1:10 PM

To: Farber, Daniel (PARKS)
Subject: RE: Mt. Spokane comments
Thanx
Original message
From: "Farber, Daniel (PARKS)
got it.
Original Message
From: lewpersons
Sent: Thursday, November 09, 2006 12:59 PM
To: Steven Day
Cc: Farber, Daniel (PARKS)
Subject: Re: Mt. Spokane comments
Steve, am sending a copy to Daniel at daniel.farber
the missing "." between his first and last name appears to be the problem. Probably my transcription error. sorry You may wish to send a copy with the corrected address directly
Thanx for the excellent comment letterlew

I tried twice to send the attached e-mail to danielfarber@parks.wa.gov and got undeliverable messages both times.

## Steve Day

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed. danielfarber@parks.wa.gov

I feel that we are incredibly fortunate to have the cross country ski area at Mt. Spokane. The trail system is very good and, overall, the grooming is well done.

My impression is that the popularity of cross-country skiing is increasing in this area. This increase seems to be among all ages. This has led to periods of crowding in parking lots, the lodge and on trails. It is only reasonable to expect this popularity to continue to increase. Many people are moving to this area specifically for recreational opportunities like Nordic skiing. I feel that planning for Mt. Spokane's future should take this into account.

# Specifically:

- 1. Convert Linder Ridge Road trail to a Nordic ski trail â€' There is a definite shortage of flat trails for elderly and beginner skiers.
- 2. Expand the trail system to 50k to accommodate more users.
- 3. Groom every day of the week †A lot of people would like to ski on groomed trails on a Tuesday or Wednesday.
- 4. Get a 2nd groomer to make #2 and #3 possible â€' many people, myself included, would be willing to pay more for a Sno-Park permit if needed.
- 5. Segregate motorized and non-motorized users ‑ When I am skiing, I don't want to smell the exhaust and hear the loud noises of snowmobiles.

### Steven Day

From: lewpersons

Sent:	Thursday, November 09, 2006 1:09 PM
To:	Robert Cross; George Momany; Farber, Daniel (PARKS)
Subjec	et: Re: Future plan suggestions for cross-country ski trails access
the mi transc	am re-sending a copy to Daniel at daniel.farber ssing "." between his first and last name appears to be the problem. Probably my ription error. sorry You may wish to send a copy with the corrected address directly.  If or the excellent comment letterlew
	Original message

> Dear Nordic Ski Executives,

From: Robert Cross

- > I have been a 77 year old skier all of my teen to adult life, beginning in Canada as a young boy. For the last 12-15 years I am a cross-country skier mainly, because I have had several snow boarders run into me, they were not too alert. At my age I'm looking for safety and security from an injury, exercise and also safe easy trails, however, I do take and enjoy the steeper faster terrain as well.I think I can speak for many elderly skiers seen by me the past few years on the trails, when I say the Linder Ridge Road converted to a ski trail, will attract increased numbers of the older groups. I t is very scenic, flat, with wide access, large enough also for groups of young children, beginners, racers, skaters and us older folk to enjoy.
- > Last year I was on the trails often during the week days, finding no grooming, or partial grooming of these most beautiful trails after a nights snowfall. I was so disappointed not to be able to fully enjoy them. I would hope in view of last years longer season of snow we could somehow adjust the grooming to the vagarious snow season and its beauty, which is often more evident in the early spring. It appeared to me I saw more older folk during the milder climate portion of the ski year trying our trails.
- > Our parking lot is jammed on week ends and could use some future planning since more people are finding Mt Spokane's trail system in both motorized and skier's parking lots.
  > Also future planning should include expanded trail systems, for instance two years ago Spokane gr ew by 34000 people, so by how much last year. We can and should anticipate future growth. I have also noticed a distinct strong odor of motor fumes many times last season, often enough for me to be concerned, that motor vehicles need more control of their location near those people, who just wish to be near nature, with its natural beauty, freshness, and clarity of view and space. We need to remind ourselves to try to preserve God's gifts as they were given to > us. With expansion we could attract National Races to this area and eliminate the Langlauf crash starts we often see, if we could eliminate the current hard boundary encircling the Nordic area allowing future growth, more trail connections, and segregation from competing groups.
- > Respectfully yours,
- > Robert L Cross MD

From: lewpersons

Sent: Thursday, November 09, 2006 12:59 PM

To: Steven Day

Cc: Farber, Daniel (PARKS)

Subject: Re: Mt. Spokane comments

Steve, am sending a copy to Daniel at daniel.farber@parks.wa.gov the missing "." between his first and last name appears to be the problem. Probably my transcription error. sorry... You may wish to send a copy with the corrected address directly.

Thanx for the excellent comment letter	lev
Original message	
From: "Steven Day"	

I tried twice to send the attached e-mail to danielfarber@parks.wa.gov and got undeliverable messages both times.

## Steve Day

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed. danielfarber@parks.wa.gov

I feel that we are incredibly fortunate to have the cross country ski area at Mt. Spokane. The trail system is very good and, overall, the grooming is well done.

My impression is that the popularity of cross-country skiing is increasing in this area. This increase seems to be among all ages. This has led to periods of crowding in parking lots, the lodge and on trails. It is only reasonable to expect this popularity to continue to increase. Many people are moving to this area specifically for recreational opportunities like Nordic skiing. I feel that planning for Mt. Spokaneâ TMs future should take this into account.

## Specifically:

- 1. Convert Linder Ridge Road trail to a Nordic ski trail â€' There is a definite shortage of flat trails for elderly and beginner skiers.
- 2. Expand the trail system to 50k to accommodate more users.
- 3. Groom every day of the week †A lot of people would like to ski on groomed trails on a Tuesday or Wednesday.
- 4. Get a 2nd groomer to make #2 and #3 possible â€' many people, myself included, would be willing to pay more for a Sno-Park permit if needed.
- 5. Segregate motorized and non-motorized users â€' When I am skiing, I don't want to smell the exhaust and hear the loud noises of snowmobiles.

## Steven Day

From: Lindsay, Robert

Sent: Monday, November 20, 2006 5:04 PM

To: Farber, Daniel (PARKS);

Subject: RE: Informal Skiing in the PASEA

## Daniel/Mike:

Good catch, Mike.

We need to address both sides of the NFA issue, in the event the ski area does not develop the PASEA. In the interest of providing the full range of management approaches, I understand that classifying the PASEA as NFA needs to be included as a potential management option. Similarly, an alternative option should be included in the "maintenance" concept: in this option, the ski area would not develop the PASEA, the environmental issues would not support an NFA classification, and existing uses (skiing, snowmobiling) would be allowed to continue.

Please correct me if I am wrong, but an NFA classification in the PASEA would be based on environmental considerations, and that evaluation needs to be completed. As such, I propose an option that allows for continued recreation on the backside in the event the PASEA is not developed and providing an NFA classification is not supported, based on the environmental evaluation. If the environmental evaluation in the PASEA supports a NFA classification, so be it.

Seems to me the item "I" in the "maintenance" option defaults to the NFA classification too quickly. Is it possible to add "Existing recreation would remain if an NFA classification is not supported by environmental considerations." ?

My recollection from the public meeting is that the Ski Patrol recognizes that skiing is currently occurring on the backside and supports developing the PASEA as it will provide for more formal patrolling of the area and enhance public safety.

Of course, enforcement of a winter recreation prohibition in the PASEA resulting from a NFA classification would be very difficult. We'll have to wait and see, based on the environmental evaluation.

Thank you. Rob Lindsay

PS: major kudos to our very own Trail Angel, Mike Braxy. Congratulations, Mike!!

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Sunday, November 19, 2006 9:34 PM

To: Mike Brixey;

Subject: Informal Skiing in the PASEA

Mike and others,

We had testimony from the Ski Patrol that they don't like the current pattern of informal use of the PASEA. I think we should have at least one option where that is not allowed in respect to their opinion. I understand that you disagree with that as a solution at this time. And I am not saying that I believe we should go that way at the recommendations stage. But we talked about the alternatives stage as representing the full range of reasonable/feasible approaches that we heard at the public meetings - and I think it reasonable and feasible to make that area an NFA and not allow skiing there. So, Mike, you and I may need to agree to disagree (procedurally) at this point. As a compromise, I suppose we can punt now, and just list it as two options that could be decided later on.

Given that there are many others on the email exchange here, if others feel I am off, feel free to weigh in.

----Original Message----

From: Mike Brixey

Sent: Sunday, November 19, 2006 7:48 PM

To:

Subject: RE: Re: latest

Daniel, my concern, especially for back country skiing, is that, if we make recommendations for the three matrices that we are presenting at the public meeting on the 30th, that they all reflect what we and the public would like the commissioners to consider in the January meeting. If the Maintenance/Improvement Alternative includes under item L "Land Classification/ LT Park Boundary" the recommendation for NFA for all of the PASEA except for corridors noted, I presume back country skiing would be prohibited. This would not accurately acknowledge the current use or our discussions of future use if the alpine ski area does not make use of the PASEA. I don't think that we discussed the implication of the NFA designation as it affects that particular use. If it is specifically noted that current winter uses would be allowed to continue even with the NFA designation, that also may be sufficient. This should be clearly spelled out in what is going to be presented to the public and the commissioners.

# Mike Brixey

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From: Farber, Daniel (PARKS)

Sent: Sunday, November 19, 2006 3:57 PM

To:

Subject: RE: Re: latest

Your position "makes sense." But we aren't at the point of a final recommendation yet. So the provision that allows for RR corridors for Chair 4 road, the 5000 foot loop trail, and spurs between them and up to the summit seem a legitimate choice for land classification. Mike, that may not be your preference now, but we can work that out next year as we sort through options toward a recommendation. OK?

-----Original Message-----

From: Mike Brixey

Sent: Friday, November 17, 2006 8:40 PM

To:

Subject: RE: Re: latest

Daniel, in our haste to complete our review of the issues, effects and data gaps in the Existing Facilities Alternative, I believe that we may have made a significant error related to the recommendation related to land classification of the PASEA. By recommending Natural Forest Area for all of the PASEA (with trail corridors as discussed), we may be precluding existing uses – back-country skiing and motorized (snowmobile) use of the Chair 4 road. Perhaps there should be additional consideration given to designating the area below the Chair 4 road as NFA and above as Resource Recreational. This way historical uses could be maintained.

Please let me know if this makes sense.

# Mike Brixey

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From: criscurrie

Sent: Sunday, November 12, 2006 6:14 PM

To: Subject: Fw: Re: latest

----Forwarded Message-----

From: Daniel Farber

Sent: Nov 12, 2006 12:07 AM

To: "C. Currie & N. Searing", Ken Carmichael

Cc: "Farber, Daniel (PARKS)"

Subject: Re: latest

Cris and Ken,

Attached are the 4 documents that I said I would have ready by the end of Friday. Well, it's the end of Saturday, but I have two darn good excuses. First, I forgot that Friday wasn't a work day. Second, I got a bit of a 24-hour bug. But, I'll be fine.

Cris, can you please forward this on to the full advisory committee as well as Bill Granger and Joni (I'm at home now and don't have their email addresses)? We should be getting the financial stuff from Bill on Monday (Tuesday at the latest) and when we get it, we can forward that on to the AC as well.

What I am going to work on in the next few days is:

- 1. Web page development, including a project description and planning process, 1-pager on alternatives, format for maps and documents.
- 2. PowerPoint presentation
- 3. Fill out areas that I still haven't provided, after talking with Steve at MSSP and other staff people at WSP.

What would be the very best comments would be actual suggested language changed in the boxes. But if people can't do that, at least have folks point in the direction of what they don't like in the boxes.

Thanks for your efforts, Daniel

---- Original Message ----From: Farber, Daniel (PARKS) To: dpfarber; C. Currie & N. Searing

Sent: Saturday, November 11, 2006 4:37 PM

Subject: latest

Cris,

I am going to take all this home with me tonight. I have "finished" all but the maintenance alternative.

If it's ok, could you hold off sending this to your crew until I send the revision to that one? I promise.. No later than 10 pm tonight!

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<<Rec Optimize Alt analysis_11_11 draft.doc>> <<Shared Alt analysis_11_11.doc>> <<Maintain Alt analysis_11_11.doc>> <<Alternatives Table november 11 draft.doc>>
```

Daniel B. Farber Parks Planner

From: Lyle Jones

Sent: Friday, December 22, 2006 1:32 PM

To: Farber, Daniel (PARKS) Subject: Spokane Park

Daniel Farber,

I support the "Improved Facilities Alternative" and I would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain the current trail system. Also, provide a newer warming hut and more parking would be very beneficial, and improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

Lyle P. Jones

From: Mark

Sent: Tuesday, December 26, 2006 1:32 PM

To: Farber, Daniel (PARKS)

Subject: LETTER TO JIM HARRIS

Daniel,

Here is a copy of the letter I sent to Jim Harris. Sorry as I had intended to send you a copy also. Reiterating what you and I had spoken about is that the snowmobilers do not want any changes to the trails currently used at Mt. Spokane. Call me if you have any more questions.

Mark Augenstine

From: MARK KOERNER

Sent: Thursday, December 14, 2006 4:53 PM

To: Farber, Daniel (PARKS)

i support the "Improved Facilities Alternative" and that you would like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club and other local clubs to improve and maintain the current trail system. Also mention a newer warming hut and more parking would be very beneficial, and that improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

thanks you mark koerner

From: Mike Farley

Sent: Thursday, December 14, 2006 1:34 PM

To: Farber, Daniel (PARKS)

Subject: Mt. Spokane Alternatives

Mr. Farber:

My family has been using Mt. Spokane State park for over 40 years. We first spent time as hikers and skiers for many years. We now spend our time snowmobiling and riding ORV's for recreation as we are not as limber as we once were. I truly enjoy the park being so close to Spokane and can take our grandkids up for a short excursion just about any time.

I would like to see the "Improved Facilities Alternative" adopted as this gives vast improvement to the parks with consideration to all recreational users.

You will see many more users after some improvements along with increased parking and this is what the park should be for (all citizens' use).

I hope you will consider this as the best alternative for the majority of citizens that use this park.

Thank You Michael Farley

From: mike HIDY

Sent: Monday, December 04, 2006 4:44 PM

To: Farber, Daniel (PARKS)

I support the Improved Facilities Alternative and would like the state park to work with the Spokane Winter Knights to Improve and Maintain our current trail system. Also please have better signs for all areas to help eliminate conflicts between user groups.

Regards, Mike Hidy

From: Orin Fitzgerald

Sent: Thursday, December 21, 2006 1:07 PM

To: Farber, Daniel (PARKS)

Subject: Re: I support Improved Facilities Alternative

Mr. Farber,

Yes I have read through several of the planning alternatives. The "Shared Facilities Alternative" would work for most snowmobilers. It is also a good alternative because the snowmobile parking lot would get upgraded.

New loop trails (optimized plan) would be a nice benefit of other alternatives but our biggest problem is maintaining our existing trail system to ride able standards. Since the parks and the club are not able to keep maintenance up on all the current trails in the system, I feel that adding more trails will just add more to our maintenance problem that the Spokane Winterknights and State parks need to maintain.

The current parking situation at the lower snowmobile parking area that most snowmobilers park at is starting to get crowded. This would be the one on the state park road at the turn off. NOT the bear creek lodge parking lot. We already have issues with single cars parking very close behind trailers and trucks with sled decks. This causes us to have to pull out along side the highway or pull out near the road to load and unload our snowmobiles. Additionally sometimes the trucks/trailers are blocked in and we must wait for the single car's owner to return so we can load our snowmobiles and equipment. I know it is possible for us to load/unload at the top parking lot by the Nordic ski warming hut but generally we prefer not to do that as many of the people in this area are less than friendly towards motorized recreation and there have been a few issues I have experienced personally by parking in that area. The Improved plan allows for Bear Creek to get 50 more parking spaces and it is usually less crowded so many of the snowmobile users are parking there already. The owner offers discounts on food if you park there also so for many snowmobilers after we load our equipment we stop by for a bite to eat and thaw out.

In the "Shared Facilities Alternative" the snowmobile parking area would be increased and leveled out for snowmobiles use but also in that plan it would allow for increased Nordic ski and snow-shoeing trails. These extra 15 spaces would most likely be used up by single cars and not trucks/trailers as many people leave from the lower snowmobile parking lot as it is closer to the mountain. The upper Nordic/snow-shoe parking lot is much larger than the snowmobile parking lot and receives a lot less use. Why does it need 175 spaces as proposed in the Shared alternative? This does not seem to be very logical and if anything the snowmobile parking lot should increase in size more than the 45 spaces so it can accommodate the other recreational users and the snowmobilers with trucks/trailers.

The last reason I liked the "Improved Facilities Alternative" alternative is our current warming hut could use some updates. I know the Spokane Winterknights have talked about doing some of the updates and perhaps this could be worked out with the State Parks at a later date.

Overall I think Mt.Spokane is a great area and I enjoy Snowmobiling and snowshoeing on the mountain. Most people I meet are friendly and I would say 99% of all conflicts between user groups are settled on the spot by a little understanding between both groups. The good/great experiences on the mountain have far outweighed the few bad experiences I've had.

I apologize if I misunderstood your instructions as other Forrest Service meetings I have attended they suggested we pick from the alternatives we like the most. The "Improved Facilities Alternative" seemed to be the best fit for issues that snowmobilers care most about. Myself and most snowmobilers are not opposed to the Alpine Ski expansion if we still have a trail similar to the chair 4 trail that goes to the back side of the mountain and measures are taken to reduce conflicts and educate alpine skiers and snowmobilers that this it would be a multiple use trail and to use caution.

So my primary concerns as a snowmobiler are: Snowmobile parking for trailers/trucks Warming Hut improvments Basically anything to improve the family experience.

Thank you for your hard work. I know this is not an easy job. Please call me if you have any questions.

## Orin Fitzgerald

From: Orin Fitzgerald

Sent: Friday, December 15, 2006 11:09 AM

To: Farber, Daniel (PARKS)

Subject: I support Improved Facilities Alternative

Mr. Farber,

I support the Improved Facilities Alternative plan. I would like also like Washington State Parks to work closely with the Spokane Winter Knights Snowmobile club to improve and help maintain our current snowmobile trail system. A newer warming hut would also be a great improvment and more parking is needed. Improved signage for all areas within this park would go a long way to help eliminate conflicts between user groups.

Thank you, Orin Fitzgerald

From: P&C Hutt

Sent: Wednesday, December 27, 2006 5:59 AM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount

Spokane State Park

Mr. Farber,

The listed issues are why it is my opinion that WA State does not act with the same good faith as the Park System.

I believe it was the winter of 2003 / 2004 (and this may be incorrect as I am going by memory) that the snowmobile grooming fund balance ended the season with a positive balance, and Washington State planned to transfer that balance into the state's general fund.

The issuing of tickets by State Troopers and the court system upholding fines for individuals transporting un-licensed snowmobiles, by trailer, from storage location to shop facility, when proof was provided as to where the machines were picked up and their destination, and that the machines had been licensed every year since their initial purchase. When stopped the trooper walked around the trailer and raised the snowmobile covers of each sled to check license tabs, then proceeded to write a ticket.

I have no issue with shared use of groomed areas, but it is my understanding that grooming is funded from the licensing of snowmobiles, for which I receive a Snow Park permit sticker that requires being displayed in the in my tow vehicle's lower Left windshield. I have not encountered any issues with non-motorized users on the trails, but it is very aggravating to return to the snow park to find a vehicle supporting ski racks parked less than three (3) feet from the rear of the snowmobile trailer with no Snow Park permit. The parking issue has occurred more than once and each time there was parking space available where a single vehicle could have fit, but I could not fit due to the combined length of tow vehicle and trailer. The reporting of these incidents received responses that this was a minor incident and not as important as other issues.

The ticketing and parking conflict issues did not occur in the Mount Spokane State Park area.

Thank you for your inquiry

Chris R. Hutt

From: Farber, Daniel (PARKS)

Sent: Friday, December 22, 2006 6:24 PM

To: P&C Hutt

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Mr. Hutt,

Chair 4 road goes through the backside and is now - and in all alternatives continues to be - open to snowmobilers and skiers.

It isn't clear to me what you mean by "WA State." Do you mean WS Dept of Natural Resources?

----Original Message----

From: P&C Hutt

Sent: Friday, December 22, 2006 3:32 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Mr. Farber,

To my knowledge, WA State Parks does show consideration to snowmobiling. WA State has not acted with the same good faith as the Parks System.

Is the backside (N & NW) of Mt. Spokane currently open to skiers and snowmobiles, and would opening this area include both recreational activities?

Again, thank you for your time and input.

Chris R. Hutt

\_\_\_\_

From: Farber, Daniel (PARKS)

Sent: Friday, December 22, 2006 4:33 PM

To: P&C Hutt

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Thanks much for the detailed response. I'll forward this on to the planning team.

I do want you to know that Washington State Parks absolutely considers snowmobiling to be a legitimate recreation use in our system. After all, the Winter Recreation Program is a State Parks program. If you know of particular places where we have cut back on snowmobile use, please let me know. I can't think of one.

----Original Message----

From: P&C Hutt

Sent: Friday, December 22, 2006 2:23 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Mr. Farber,

I dislike appearing to hold a negative view, but since I began snowmobiling as a regular recreational activity the actions by Washington State and the Forrest Service give the appearance that snowmobiling rates about equal with a disliked step-child. Following are my reasons for not favoring SHARED FACILITIES ALTERNATIVE and OPTIMIZED EXPERIENCES

ALTERNATIVE as related to snowmobiling. Additionally based on your anticipated EFFECTS these alternatives could increase watershed, wetland and habitat degradation. These are some of the issues used by non-motorized recreation and environmental groups to support the banning of snowmobiles from areas.

Shared Facilities Alternative:

Based on IEP's position (as indicated by the IEP staff person) "We are not in favor of any additional access routes over those that already exist. The old loop road across Brickel Creek below the Snowblaze Condominiums will be permanently closed due to the new erosion and fish passage regulations. We are not interested in discussing any bridging of these old crossings for both environmental and liability reasons." the proposed benefits to snowmobiling do not appear realistic.

As Ms. Cowles was on hand at the public meeting and offered no comments related to the IEP position, the purposed actions supporting snowmobiling ("Coming from current Linder's Ridge staging area, create new snowmobile access trail bypassing Linder's Ridge Road that provides access into existing and future IEP snowmobile groomed routes.") appear to be hopeful dreams.

Optimized Experiences Alternative:

While this option offers many tantalizing improvements and benefits to snowmobile recreation, there are definite drawbacks.

Item # 3) The potential closing of the summit to snowmobiles,

Item # 4) New play area at Forrest Capital Partners (acquire). Acquire? What discussions or acquisition steps have been completed? Is a contract in place, or submitted

purposing this real estate purchase?

Item #6) Restricted from Linder's Ridge.

Item #8) IEP has indicated their position against any new routes, and the closing of previously open routes.

My apology in taking so long to reply.

Thank you Chris R. Hutt

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 6:39 PM

To: P&C Hutt

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane State Park

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

At this stage of the planning process, frankly, we did not expect people to be in favor of every item of one alternative. Rather, we expected that people would tend to pick different elements from different alternatives as desirable. Thus, I am asking you whether, in fact, you are really in favor of every item of the "Improved Facilities Alternative." If you don't wish to review the web materials in detail, I can certainly understand that. If that is the case, then an advocacy for a specific action or program may be more accurate and effective.

I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message----

From: P&C Hutt

Sent: Tuesday, December 19, 2006 7:23 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Even though I do not live in WA at this time I return to the state I was raised in for winter recreation activities.

Thanks in advance for your continued efforts in this cause,

Chris R. Hutt

From: P&C Hutt

Sent: Friday, December 22, 2006 3:32 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount

Spokane State Park

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Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

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Sent: Wednesday, December 20, 2006 6:39 PM

To: P&C Hutt

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Daniel B. Farber Parks Planner

----Original Message----

From: P&C Hutt

Sent: Tuesday, December 19, 2006 7:23 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

Dear Mr. Farber,

In regard to The Washington State Parks and Recreation Commission planning project for Mount Spokane State Park north of Spokane, I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that the ongoing growth of alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations are best served by this course of action. Segregation of the various user groups is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

Even though I do not live in WA at this time I return to the state I was raised in for winter recreation activities.

Thanks in advance for your continued efforts in this cause,

Chris R. Hutt

From: P&C Hutt

Sent: Friday, December 22, 2006 2:23 PM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount

Spokane State Park

Mr. Farber,

I dislike appearing to hold a negative view, but since I began snowmobiling as a regular recreational activity the actions by Washington State and the Forrest Service give the appearance that snowmobiling rates about equal with a disliked step-child. Following are my reasons for not favoring SHARED FACILITIES ALTERNATIVE and OPTIMIZED EXPERIENCES

ALTERNATIVE as related to snowmobiling. Additionally based on your anticipated EFFECTS these alternatives could increase watershed, wetland and habitat degradation. These are some of the issues used by non-motorized recreation and environmental groups to support the banning of snowmobiles from areas.

Shared Facilities Alternative:

Based on IEP's position (as indicated by the IEP staff person) "We are not in favor of any additional access routes over those that already exist. The old loop road across Brickel Creek below the Snowblaze Condominiums will be permanently closed due to the new erosion and fish passage regulations. We are not interested in discussing any bridging of these old crossings for both environmental and liability reasons." the proposed benefits to snowmobiling do not appear realistic.

As Ms. Cowles was on hand at the public meeting and offered no comments related to the IEP position, the purposed actions supporting snowmobiling ("Coming from current Linder's Ridge staging area, create new snowmobile access trail bypassing Linder's Ridge Road that provides access into existing and future IEP snowmobile groomed routes.") appear to be hopeful dreams.

Optimized Experiences Alternative:

While this option offers many tantalizing improvements and benefits to snowmobile recreation, there are definite drawbacks.

Item # 3) The potential closing of the summit to snowmobiles,

Item # 4) New play area at Forrest Capital Partners (acquire). Acquire? What discussions or acquisition steps have been completed? Is a contract in place, or submitted

purposing this real estate purchase?

Item #6) Restricted from Linder's Ridge.

Item #8) IEP has indicated their position against any new routes, and the closing of previously open routes.

My apology in taking so long to reply.

Thank you Chris R. Hutt

From: Farber, Daniel (PARKS)

Sent: Wednesday, December 20, 2006 6:39 PM

To: P&C Hutt

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane State Park

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To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount Spokane

State Park

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With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

Furthermore, I encourage coordination between the Spokane Winter Knights Snowmobile club, and other local clubs who use this area, in order to improve and maintain the current trail system. I believe this to be the most economical use of resources for reduction of potential conflicts in the future, ensuring this wonderful resource remains available to the widest and most diverse number of user groups possible.

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Thanks in advance for your continued efforts in this cause, Chris R. Hutt

From: P&C Hutt

Sent: Friday, December 15, 2006 9:06 AM

To: Farber, Daniel (PARKS)

Subject: RE: WA State Parks & Recreation Commission planning project for Mount

Spokane State Park

Dear Mr. Farber,

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Thanks in advance for your continued efforts in this cause, Chris R. Hutt

From: Perry Blankenship

Sent: Wednesday, December 20, 2006 6:48 PM

To: Farber, Daniel (PARKS)

Subject: Re: Improved facilities Alternative

Daniel Farber, I do not have the intention of excluding any form of recreation from our public lands. My recreational choice, snowmobiling ,is often unfairly excluded. I know how it is to be descriminated against. I would hope both you and I would not take any stance that would exclude any group. Respectfully, yours Perry Blankenship

---- Original Message -----

From: "Farber, Daniel (PARKS)"

To: "Perry Blankenship"

Sent: Wednesday, December 20, 2006 4:51 PM Subject: RE: Improved facilities Alternative

Dear Mr. Blankenship,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example. I do not know whether you have actually reviewed in detail the three alternatives available on our Internet web page at http://www.parks.wa.gov/plans/mtspokane/

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I am sorry if I seem presumptuous about the degree you have reviewed our materials, but I want to make sure that I accurately understand your perspective.

Hope to see you on January 4, at 6:30 pm at Mt. Spokane High School for the next public meeting.

Daniel B. Farber Parks Planner

-----Original Message-----From: Perry Blankenship

Sent: Thursday, December 14, 2006 8:25 AM

To: Farber, Daniel (PARKS)

Subject: Improved facilities Alternative

Daniel Farber,

I support the "Improved Facilities Alternative" over the other options for Mt Spokane. Please keep our public lands open to all, not just the self-proclaimed recreational elite. Rspectfully, Perry Blankenship

NOD32 1872 (20061120) Information
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Sent: Thursday, December 14, 2006 8:25 AM

To: Farber, Daniel (PARKS)

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From: Sandy K. Ott

Sent: Friday, December 22, 2006 4:52 PM

To: Farber, Daniel (PARKS) Subject: RE: Mt. Spokane

Importance: High

Dan,

It doesn't surprise me that there have been similar comments made, there are a lot of us snowmobilers that care very much at what is happening to Public Lands, and how they are under continual attack of trying to make it no longer Public Land, but land exclusively for non-motorized user groups. That is unacceptable! Public Land is supposed to be for ALL of the public. I can't support something that hinges on; IF there is conflict, then one group will be removed. There are websites out there telling skiers that they don't even need to see a snowmobile to have conflict. If they "hear" one, they can report that as conflict. Or they tell them how to create a bit of contrived conflict, so that they can shut out snowmobiles and have areas to themselves.

If there is expansion of alpine skiing into the backside of the mountain, will that then exclude snowmobilers from that area? I can not support anything that boots out one user group for exclusive use of another. Are there exclusive snowmobiling areas? I have never seen any....there is either shared (snowmobilers and non-motorized), or there is exclusive (non-motorized).

Parking is definitely needed, as are upgrades to the warming hut.

Snowmobiling and skiing can co-exist. I live in Columbia Falls, Montana....13 miles away from Whitefish, home of Big Mountain Ski Resort. My brother lives there in Spokane....and he snowmobiles too. We are back and forth to each other's place. Here skiers have one side of the

mountain, and the snowmobilers use the backside. Now we snowmobilers share this area with any dog sledders, snow shoers, cross country skiers, or skiers who come down the backside from the top. It can work. Any conflict that is brought up, is brought up by skiers who come down into a groomed trail, then complain about a snowmobiler being there. I have personally witnessed skiers sticking out their ski poles at people on sleds. It helped a lot once signs were put up for skiers telling them they were entering a groomed snowmobile trail, and to please stay to the side of it.

That being said, I would say most ALL of the folks that are in the SHARED use area are good people and can get along. My husband and myself, we will even give rides to skiers/boarders (and I know other folks do too). I am not against non-motorized recreation at all, I just strongly believe that any plans for Mt. Spokane need to be fair to ALL, and not favor one user group.

My whole point is, that I do NOT support anything that will limit snowmobile access, while giving exclusive use of that land to the non-motorized groups. The reason I chose Improved Facilities was because from what I read, it doesn't discriminate against snowmobilers and shut them out of land.

I sincerely hope you will take into consideration my comments (which also represent the way my husband Glenn feels), as well as those of all snowmobilers.

Thanks for your time and consideration. Any further questions, please feel free to email me.

Sandy K. Ott

At 05:40 PM 12/20/2006, you wrote: Dear Ms. Ott,

Thank you for your comments on our planning alternatives. They are quite similar to comments we have received in mass from many in snowmobile community, and reflect a generalized approval of the "Improved Facilities Alternative." That alternative incorporates many different ideas that do not just involve snowmobiles. For example, it does not allow for expansion of the alpine skiing area into the backside of the mountain and does not provide for additional trails in a number of areas, including snowmobile trails. The "Shared Facilities Alternatives" allows for both expansion of alpine skiing and snowmobiling, for example.

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Daniel B. Farber Parks Planner

----Original Message-----From: Sandy K. Ott

Sent: Tuesday, December 19, 2006 5:20 PM

To: Farber, Daniel (PARKS)

Subject: Mt. Spokane

Dear Mr. Farber,

I would like to go on record as favoring the "Improved Facilities Alternative" option for this area. I am in favor of recreation management and resource protection at the park, and believe that ALL park users - alpine and cross-country skiing, snowmobiling, summer trail use and overnight accommodations - are best served by this course of action. "Optimized Experience Alternative" is NOT the answer, as it would require costly enforcement practices to be implemented, and would most likely lead to an INCREASE in conflict when user groups DO cross paths.

With more than 13,000 acres, Mount Spokane State Park is the largest park in the State Parks system, and is in great need of improvements and expansion of existing facilities, including a newer warming hut, more parking, and improved signage for all areas within the park to help eliminate conflicts between user groups.

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Sincerely,

Sandy K. and Glenn A. Ott

From: Sandy K. Ott

Sent: Tuesday, December 19, 2006 5:20 PM

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Subject: Mt. Spokane

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Sincerely,

Sandy K. and Glenn A. Ott

From: VERN AHLF

Sent: Thursday, December 21, 2006 8:25 PM

To: Farber, Daniel (PARKS)

Subject: RE: Snowmobiling in Mt Spokane area

Dear Mr. Farber.

Thank you for responding to my note so quickly. I understand your reasons for wanting to know if I have read all the options and I will do that, I just wanted to make sure I got my comments in before any dead line for input came and went. I don't want to sound negative towards other groups but after having some very good parking areas, snoparks, and riding trails cut off by cross country skiers and closed to snowmobilers in our area I personally don't want to give that group any more of the areas we now enjoy for any reason. I know this sounds one sided but the interaction I have had with some cross country skiers in the areas I ride have all been somewhat negative. They feel that we snowmobiliers (who pay for the groomed trail they are on) should not ride on the trail when they are on it because we make too much noise and cause them to have to jump off the trail when we go by. I try to ride with extra care when I am passing any one skiing on the trail and even offer them a lift if they are walking up a hill. I have given some people a ride and their comments are always the same: "Thanks very much and I will NEVER say any thing bad about snowmobilers again, I promise" So you can see the feelings between skiers and snowmobilers has long been "distant" and I don't think it will change any time soon. I hope I am helping, in some small way, to close the gap between our two groups. As for now though, I will stay with my input for the "Improved Facilities Alternative" as I had stated before. Thanks again for writing back and giving me a chance to be heard, Vern

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>From: "Farber, Daniel (PARKS)"
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<sup>&</sup>gt;To: "VERN AHLF"

<sup>&</sup>gt;Subject: RE: Snowmobiling in Mt Spokane area

<sup>&</sup>gt;Date: Thu, 21 Dec 2006 09:07:55 -0800

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>Dear Mr. Ahlf,
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>Daniel B. Farber
>Parks Planner
>----Original Message-----
>From: VERN AHLF
>Sent: Thursday, December 21, 2006 6:20 AM
>To: Farber, Daniel (PARKS)
>Subject: Snowmobiling in Mt Spokane area
>Daniel Farber,
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snowmobiliers have the opportunity to give input on this and any other impact decisions on our riding areas. We really need to be able to voice our concerns to the people making the decisions.

From: VERN AHLF

Again, Thank You, Vern Ahlf

Sent: Thursday, December 21, 2006 6:20 AM

To: Farber, Daniel (PARKS)

Subject: Snowmobiling in Mt Spokane area

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